

THE

VOYAGE



VOL.8 NO.4. 2020

DEEP BLUE PROJECT

FACING MARITIME SECURITY HEAD-ON



Helicopter



Special Mission Aircraft



Interceptor Boat



Special Mission Vessel



Maritime Intelligence System



Armoured Vehicle



Intervention Unit



BACK TO BACK
INDUSTRY MAGAZINE
OF THE YEAR
2019 & 2020 BY NIPR



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Dr. Bashir Jamoh,
DG/CEO NIMASA

SECURING THE GULF OF GUINEA: Nigeria to the Rescue

T

he International Maritime Bureau (IMB) issued a report revealing frightening figures about the spectre of insecurity in the strategic Gulf of Guinea region. The statistics speak of rise in piracy cases in 2020. IMB says it received reports of 195 incidents of armed

assaults on ships worldwide, while 135 crew were kidnapped, with the Gulf of Guinea accounting for the bulk of the kidnap cases.

Promptly responding to these challenges in view of the commanding economic role of the Gulf of Guinea, with Nigeria as a dominant player, the country initiated the Integrated National Security and Waterways Protection Infrastructure, otherwise called the Deep Blue Project. The project is being implemented by the Nigerian Maritime Administration and Safety Agency (NIMASA).

The scheme provides both land and air based surveillance capabilities, with a command and control

centre for data gathering and information sharing. This is meant to facilitate a coordinated security watch over the country along with a coverage of the Gulf of Guinea. It is a massive enterprise that involves the acquisition and deployment of high-tech equipment, including vessels, weapons, drones, helicopters, and satellite communication systems.

In addition, scores of personnel, among them members of the armed forces and NIMASA staff, are undergoing special training in-country and abroad to offer them professional exposure and equip them with the skills required to handle the weapons and deal decisively with high sea criminals.

Why are we stretching ourselves full length to tackle this menace? Why are we throwing so much human and material resources into the Deep Blue Project? Why are we not content with simply securing the local scene and leave other Gulf of Guinea countries to their own fate?

We cannot do so, because, as I have often said, "Nigeria is the Gulf of Guinea and the Gulf of Guinea is Nigeria." We must acknowledge the strategic leadership position and role in the Gulf of Guinea thrust on us by Providence and history.

Already, the international community is applauding NIMASA's attempts to tame insecurity in the region following the arrest and prosecution of some suspected pirates. The International Maritime Organisation (IMO) and the United States Department of State have written separately to salute our efforts at containing security breaches in the Gulf of Guinea, home to a huge chunk of the unfathomable global maritime ecosystem.

We must not let the world down.

Bashir Jamoh

WORDS ON MARBLE

Our commitment to comprehensive security in our territorial waters is without equivocation. We appreciate the reality that security in the inland waters goes hand in hand with security in the marginal sea, and the entire Gulf of Guinea maritime domain is a top-priority area for us.

– DR. BASHIR JAMOH



Philip Kyamet

A Sailor's Special Dish

In ancient times, mariners would return with the special spices from other lands they had discovered. It was always to prove that they had, indeed, been away to another clime. The only proof was to come back with some exotic items. These could come in the form of fruits, clothes or animals, notably birds. Their voyages, in tempestuous seas and spanning several months and years, were hazardous as well as exciting. Their joy was two-fold: discovering a new continent, and more space for human habitation and economic activities. These were to come later. But the immediate thrill was to return with something palpable.

Here at The VOYAGE, following in the footsteps of the old seafarers, we have also brought our readers something new from our trips here and there.

For the first time, we are offering you a book review. In The VOYAGE, you've been used to excerpts from books. But this time, we have moved to a higher literary level by publishing a critic's view about the seminal book written by the NIMASA Director-General, Dr. Bashir Yusuf Jamoh. It is entitled, "Harnessing Nigeria's Maritime Assets: Past, Present & Future." Please, enjoy the assessment and let it lead you to get a copy of the book. It's a special dish.

The edition with you is also a convergence of stories on the great move by NIMASA to halt the security breaches in the Gulf of Guinea. The Agency has declared total war on the criminals who want to abort the takeoff of the Blue Economy, a project seen by many worldwide

as the key to unfolding the limitless wealth in the oceans. NIMASA is, thus, poised to be a leader in helping the nation and other countries in the Gulf of Guinea to reorder their priorities in the image of the Blue Economy by moving against the chief foe, insecurity.

In this same volume, you will come face-to-face with remarks of experts on Nigeria's antipiracy law. It's not only Nigerians patting us on the back. There are voices from Africa and away from the continent. That, needless to say, speaks volumes about our giant strides.

In tow are features recollecting the bitter pills of COVID-19 lockdown and its attendant clouds as well as the #EndSARS protests that threw the nation into a fresh wave of crisis when we were still suffering the pangs of the pandemic.

Naturally, we haven't placed a magazine in your hands without the other regulars: health tips, sports, photo gallery, socials, etc.

We cannot forget to mention the back-to-back wins of the Nigerian Institute of Public Relations' annual awards for high-quality editorial style and content. The VOYAGE won the prestigious industry award of Outstanding House Journal for 2019, and we have made it again for 2020 – thanks to the NIMASA management's tireless commitment to excellence, the industry of the editorial team, and the encouragement of our esteemed readers.

Happy reading as you sail with us!

Kyamet PC

OUR VISION

To be the leading maritime administration in Africa, advancing Nigeria's global maritime goals.

OUR MISSION

To achieve and sustain safe, secure, shipping, cleaner ocean and enhance maritime capacity in line with global best practices towards Nigeria's economic development.



DEEP BLUE PROJECT FACING MARITIME SECURITY HEAD-ON

Securing a rich maritime environment is always challenging, more so if it has to do with shared responsibility among sovereignties. But Nigeria has decided to take the bull by the horns and launch a strategic maritime security scheme. CHINWEIZU AMUTA writes

“Ultimately, the Deep Blue Project would help to prevent, deter, and minimise security breaches in our waters and the Gulf of Guinea. It will play a vital role in the security of the Gulf of Guinea maritime domain.”



W

hen the International Chamber of Commerce’s International Maritime Bureau (IMB) reported increased piracy and armed robbery against ships in 2020 in its annual piracy report, it did not mark a jettisoning or unawareness of worldwide efforts to tackle sea criminality. Rather, it was, apparently, a call to more action and a redoubling of efforts to beat crime.

Which is exactly what Nigeria is doing.

The Nigerian government appreciates that the way to beat crime in its rich maritime locale is to stay one jump ahead of the criminals. It has mapped out a strategy to deal with insecurity in its waters, up to the Gulf of Guinea.

At the centre of the Nigerian maritime





Armoured vehicles under the Deep Blue Project

security plan is the Integrated National Security and Waterways Protection Infrastructure, also known as the Deep Blue Project. Conceived in 2018, the Deep Blue Project is an initiative of the Federal Ministry of Transportation and Federal Ministry of Defence, which is domiciled and implemented by the Nigerian Maritime Administration and Safety Agency (NIMASA). A Project Management Team (PMT) oversees its implementation. The team comprises the Federal Ministry of Transportation; Ministry of Defence; Nigerian Defence Headquarters: Nigerian Army, Nigerian Navy, and Nigerian Air Force; Department of State Services (DSS); Office of the National Security Adviser (ONSA); Nigeria Police; and NIMASA.

The government security project aims to prevent illegal activities in the Nigerian Exclusive Economic Zone (EEZ), enforce maritime regulations, enhance the safety of lives at sea, and prevent illegal activities in the Niger Delta area, at sea and inland waterways. Nigeria's jurisdiction in the Gulf of Guinea stretches to 200 nautical miles from the country's coast – the EEZ.

The Deep Blue Project has the two main components: assets and capacity building. It is fortified with the Command, Control, Computer, Communication and Intelligence (C4i) Centre; training facilities; and operational bases.

The C4i Centre, which commenced operation in August 2019, is a key component of the Deep Blue Project. It has the primary aim of providing maritime domain awareness intelligence in real time for informed enforcement operations and maritime safety and security interventions. The Deep Blue

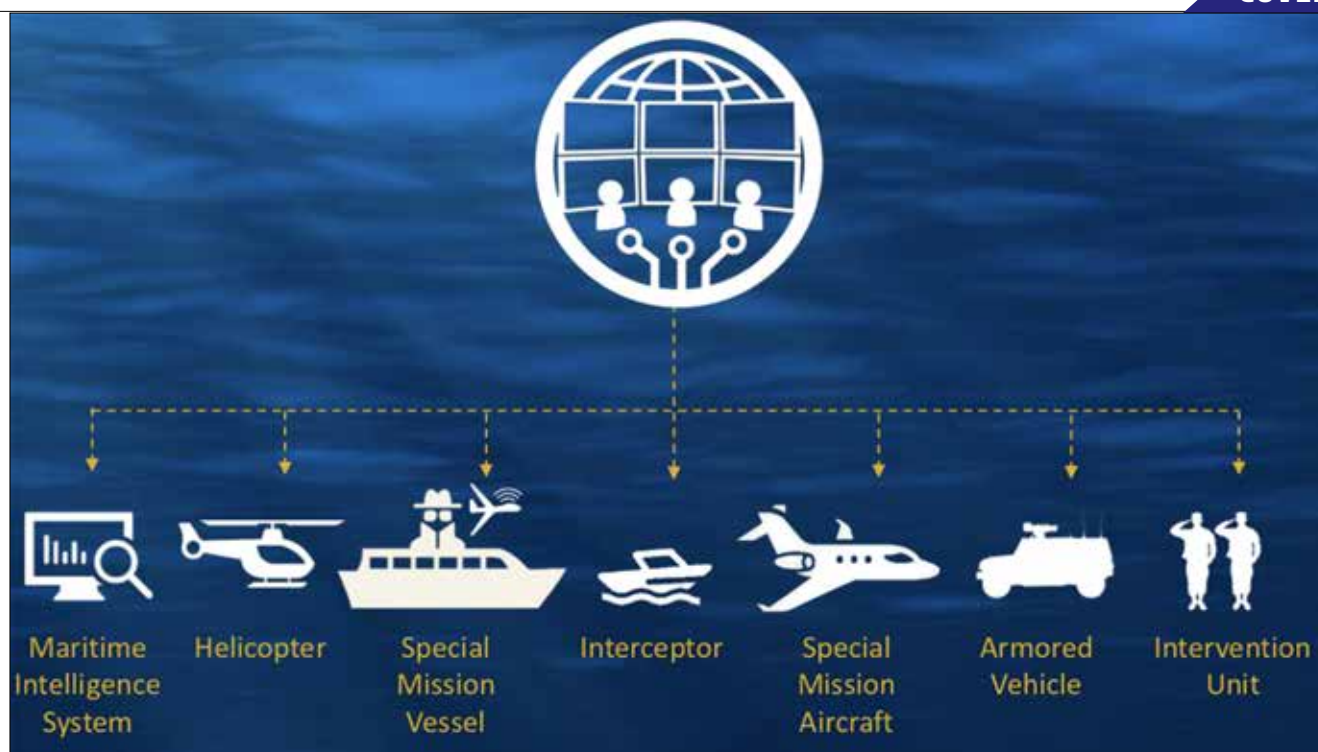
“Something is happening; much more than ever before we need to commend the Nigerian government for all its initiatives in this region. We want to cruise together. I think we can make a big difference with collaboration from all stakeholders.”

Project has been gathering information from the C4i Centre, but as an integrated scheme, the system would be fully operational when all the air, land, and marine assets are integrated and deployed. The centre's full integration with key platforms of the Deep Blue Project has been adversely affected by the coronavirus pandemic, which delayed the project delivery schedule.

The Deep Blue Project is designed to tackle maritime security from land, air, and sea with the full complement of special purpose high-tech assets and platforms needed to perform the tasks.

Marine assets and platforms that have been acquired under the scheme include Special Mission Vessels and Fast Interceptor Boats. The land assets and platforms comprise Armoured Vehicles, and the air assets include Special Mission Aircraft, Special Mission Helicopters, and Unmanned Air Vehicles.

The capacity-building component of the Deep Blue Project is also in full swing with training facilities up and running in strategic areas. There are training



classrooms at NIMASA's Nigerian Maritime Resource Development Centre, Kirikiri, in Lagos, and training facilities and shooting range at the Nigerian Navy Basic Training School, Onne, in Rivers State, and Nigerian Army Base, Elele, also in Rivers State, for the training of Maritime Security Unit personnel.

The project is furnished with operational bases in different parts of the country, particularly across the coastal states, for timely intervention and deployment of assets.

Trainings for the manning, management and maintenance of the assets of the Deep Blue Project are varied and sophisticated. While some have been concluded locally and overseas, others are ongoing. They include C4i Operators Course; C4i Intelligence Systems Course; C4i Shift Supervisors Course; Maritime Security Unit/Intervention training; Special Mission Vessels Crew training; Unmanned Aerial System Training; Special Mission Aircraft Pilots Training; Special Mission Aircraft Technicians Training; Special Mission Helicopter Pilots Training; Avionics Technicians Training; and Airframe Technicians Training.

Other local trainings under the Government Furnished Sites, Equipment and Personnel (GFSEP) requirement include training on Special Mission Vessels, Special Mission Aircraft, Special Mission Helicopters, Unmanned Aerial Vehicles, and armoured vehicles.

Upon full deployment, the Deep Blue Project's sea, land, and air capabilities would be linked with the C4i for a coordinated overview of the entire Nigerian maritime domain, including the Gulf of Guinea. In further pursuit of such coordination, NIMASA has led efforts to improve information sharing among the surveillance systems of the country's key maritime

agencies, namely, NIMASA's C4i, the Navy's Falcon Eye, the Nigeria Police's i247, and the C3i, which belongs to the Nigerian Ports Authority (NPA).

Director-General of NIMASA, Dr. Bashir Jamoh, said, "The capabilities being deployed under the Deep Blue Project, which is the maritime security nerve centre of Nigeria, are first-class, sophisticated, and comprehensive. The security platforms are linked to the C4i, which is like the central processing unit. The C4i receives information from all our manned and unmanned platforms, processes them, and issues advices back to the platforms and other relevant agencies for necessary action.

"Ultimately, the Deep Blue Project would help to prevent, deter, and minimise security breaches in our waters and the Gulf of Guinea. It will play a vital role in the security of the Gulf of Guinea maritime domain."

Jamoh also believed the security project would boost the country's ability to respond to maritime crimes.

IMB said in 2019, when it experienced a decrease in piracy incidents, "These results confirm the Nigerian Navy's increased efforts to actively respond to reported incidents by dispatching patrol boats."

Nigeria occupies a central position in terms of security and economy in the Gulf of Guinea, defined as the northeastern most part of the tropical Atlantic Ocean from Cape Lopez in Gabon, north and west to Cape Palmas in Liberia. A vast and diverse region, the Gulf of Guinea stretches from Senegal to Angola, and covers about 6,000 kilometres of coastline. It is



Building up capability in military hardware

an important shipping zone that transports oil and gas, as well as goods to and from West, Central and Southern Africa. Around 1,500 fishing vessels, tankers, and cargo ships are said to navigate the waters of the Gulf of Guinea daily, with more than 70 per cent of cargo bound for the region destined for Nigeria.

But security in this important maritime zone is threatened by piracy, armed robbery at sea, kidnapping of seafarers, illegal fishing, smuggling and trafficking, and transnational organised crime.

Nigeria is leading efforts to respond to the security challenges in the Gulf of Guinea. A high-level meeting on piracy and armed robbery in the Gulf of Guinea in June 2019 underscored the country's role in the security of the region. The meeting, held at the headquarters of the International Maritime Organisation (IMO) in London, was attended by the shipping community, Flag States, seafarer groups and maritime agencies, including IMB.

Head of Security for Baltic and International Maritime Council (BIMCO), Jakob Larsen, echoed the general position at the meeting when he said the problem of piracy and armed robbery in the Gulf of Guinea "can be solved easily and quickly, especially if Nigeria partners with international navies. Nigeria holds the key to solving this problem."

The Integrated National Security and Waterways Protection Infrastructure offers an effective platform for regional and international cooperation on maritime security in the Gulf of Guinea.

National and international collaboration has proved to be a valuable approach in the prevention of maritime crimes. Regional cooperation and information sharing were critical factors in the Nigerian Navy's arrest of

nine persons who had hijacked an Equatorial Guinea flagged vessel, MV ELOBEY VI, on March 21 off the Equatorial Guinea coast. Such collaboration was also key in the arrest by the Nigerian Navy of 10 persons who had on May 15 attacked and boarded a Chinese vessel, MV HAILUFANG II, off the coast of Côte d'Ivoire and directed it towards Nigerian waters. The ship's 18 crew members were rescued.

Nigeria is investing a lot of effort in the fight against insecurity in the Gulf of Guinea. But observers say due to the international nature of shipping and maritime crime, other countries in the region and, indeed, the international community need to do more to cover their own end of the maritime security business.

Speaking on the Nigerian determination to secure the Gulf of Guinea at a meeting in London, IMO Secretary General Kitack Lim, said, "We at the IMO are very much interested. It's gladdening to note that something is being done about the issue of security in the Gulf of Guinea. Something is happening; much more than ever before we need to commend the Nigerian government for all its initiatives in this region. We want to cruise together. I think we can make a big difference with collaboration from all stakeholders."

In the words of Jamoh, "The existence and operation of foreign criminals in our waters present a difficult security conundrum for Nigeria, which requires ample goodwill, cooperation, and pragmatism from our neighbours and the international community to successfully deal with."

But experts have also observed that the solution to the security problems in the Gulf of Guinea maritime domain are not only military. There are humanitarian



“The initiative is sure to have positive impacts on maritime security in the broader Gulf of Guinea. The next few years, in particular, will test the resilience of the project.”

and community angles, which the Nigerian government is also exploring.

NIMASA has established a Maritime Intelligence Unit, which is responsible for collecting information on crimes in the coastal areas and advising on how to prevent them.

The Agency is also working to ensure popular buy-in from communities in the littoral states on the measures being taken to secure the waters.

“We would continue to interface with the people in the coastal communities, including the elders, community leaders, and the youth, deliberately to try to earn their confidence with regard to the need to disincentivise crime and incentivise patriotic attitudes towards the country’s maritime assets,” Jamoh stated. “The Maritime Intelligence Unit would get feedbacks from the people with which we would try to nip in the bud attacks and security breaches, generally, in our maritime domain.”

He said NIMASA would embark on humanitarian gestures in the littoral communities as part of efforts to earn their trust.

The Deep Blue Project has the potential to strengthen Nigeria’s counter-piracy efforts. These efforts, undertaken in conjunction with coastal welfare development initiatives in the Niger Delta, would help to significantly mitigate piracy and armed robbery in the broader Gulf of Guinea region.

Additionally, with better domestic interagency coordination and intelligence-sharing between NIMASA, NPA, and the Nigerian Navy, illicit products could see their networks disrupted through enhanced interdiction efforts. Nigeria’s status as a major transit, origin, and destination country for numerous trades means that any improvement in interdiction capacity would have reverberating regional impacts.

The Deep Blue Project demonstrates the utility of harmonising and delineating operational responsibilities between domestic maritime law enforcement and security agencies. It could become a regional model for boosting maritime enforcement capacity.

The initiative is sure to have positive impacts on maritime security in the broader Gulf of Guinea. The next few years, in particular, will test the resilience of the project. The government has put in place measures, which are constantly being reviewed, to ensure the scheme is able to withstand these tests, mitigate the security issues that arise from them, and become the useful framework for the reference of other West and Central African countries desiring to strengthen their maritime security infrastructure and inter-agency cooperation.



L-R: Minister of Defence, Maj-Gen. Bashir Magashi (rtd); Minister of Transportation, Rt. Hon. Chibuike Amaechi; and Chief of Naval Staff, Vice Admiral Ibok-Ete Ibas, during an inspection of maritime security assets, in Lagos

MAGASHI:

With Latest Hardware, Nigeria Set to Overcome Insecurity in Its Waters

- *Officials inspect Deep Blue Project assets*
- *Buhari fulfilling long national dream – Transportation Minister*
- *It's a new dawn for maritime – Jamoh*

A

s Nigeria gets set to deploy maritime security assets acquired under the Integrated National Security and Waterways Protection Infrastructure, members of the Deep Blue Project Steering Committee have visited Lagos, Warri, Benin, and Onne to inspect the assets at the various locations. The delegation, led by Minister of Defence, Maj-Gen. Bashir Salihi Magashi (rtd), included Minister of Transportation, Rt. Hon. Chibuike Amaechi, and Chief of Naval Staff, Vice Admiral Ibok Ekwe Ibas. They were joined by Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Bashir Jamoh, and

other members of the presidential committee on the inspection tour meant to confirm the readiness of the maritime assets for deployment.

The committee members said they were optimistic about the Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project. They held that from what was on the ground, the project would deliver the national expectation of safety and security in Nigeria's waters and the Gulf of Guinea.

Speaking with journalists at the end of the inspection, Magashi, who is also Chairman of the Inter-Ministerial Committee on Deep Blue Project, expressed satisfaction with the level of preparedness

**Interceptor boats****Special Mission Helicopter****Armoured vehicles**

for the launch of the assets. He assured of the Federal Government's determination to continue to improve security in the country.

Magashi said the specifications of the latest intelligence and military hardware given to the contractors of the security project would be met.

"So far, so good, I think we are on the right course," he said.

The defence minister added, "Sea piracy is already being tackled by our naval men, whose responsibility is to protect our waterways and they are doing a good job. The Gulf of Guinea is so vast; it involves many countries, with crimes being committed by citizens of these countries. But with the acquisition of these security equipment, we should be able to observe, detect and solve the problem of sea piracy.

"The navy is already containing the situation. Before now, sea piracy was high, but it has reduced to a situation where I can say we are in control. The implementation of this project will further help in this direction."

Amaechi said the President Muhammadu Buhari government was fulfilling a critical national aspiration and ambition of a safe and secure maritime environment where investors, tourists, and operators could confidently come to do business. He said it was a dream come true and a special feat, after all the failures of the past administrations.

The minister disclosed that the training programme for professionals who would man the assets was

proceeding as planned, assuring that it would be concluded soon.

The Director-General of NIMASA, where the Deep Blue Project is domiciled, described the planned assets deployment as the beginning of a new dawn for the Nigerian maritime industry.

Jamoh stated, "We have come a long way in the achievement of this dream, the dream of staying ahead of the machinations of criminals bent on thwarting our yearning for maximum benefits from the rich maritime resources Nature has endowed us with.

"We are deploying technology and advanced domain awareness techniques to ensure security of our waters, up to the Gulf of Guinea."

The key components of the Deep Blue Projects are: air, maritime, and land assets; Command, Control, Communication, Computers and Intelligence (C4i) Operation Centre; and the training programme. The C4i Centre has been up and running since last year, while over 80 per cent of the assets have been delivered and are ready for deployment.

The assets include helicopters, interceptor boats, Unmanned Aerial Vehicles, Special Mission Aircraft, Special Mission Vessels, and armoured vehicles, which would be operated by a standby intervention team, and linked to the C4i Centre. The centre would also be integrated with the Maritime Intelligence System and the Nigerian Navy's Falcon Eye for real time monitoring and reporting of activities within the country's maritime space.

Core Values of Transformation

Shielibe Abe looks at the attitudes and philosophies guiding the unfolding transformation at NIMASA



NIMASA Head Office, Lagos

C

ore values, as defined by the Oxford dictionary, are principles or beliefs that a person or organisation views as being of central importance, which in turn determine their mission. The NIMASA core values capture the essence of who we are as an Agency.

The Agency's core values, as captured in the Conditions of Service, are Integrity, Accountability, Teamwork, Commitment to Excellence, and Loyalty. While these were put down on paper, a lot of people, obviously, did not realise they existed. Stakeholders' impressions of NIMASA staff were generally negative.

Although, the negative opinions were largely based on half-truths, there was no way to counter the bad notion. Allegations of poor accountability, lackadaisical attitude to work by staff, absenteeism, and tardiness were rife.

But all that changed with the coming of a leadership that was determined to reposition Nigeria's maritime regulatory agency and, indeed, the maritime sector. It called for a radical transformation, and there had to be a drastic reorientation, a culture change in the entire workforce.

Following the Agency's rebranding exercise in 2016 by the Dr. Dakuku Peterside-led administration, NIMASA's core values were revised in line with the

new transformation agenda. Various initiatives were introduced to promote public awareness of the changes in the Agency, educate stakeholders on what the new NIMASA was all about, and clarify the identity of the Agency. The acronym, CAPITEL-D, was coined, which stands for:

- **Commitment:** dedication to best quality value and service.
- **Accountability:** taking responsibility for actions.
- **Professionalism:** combining expertise with an attitude of respect for all.
- **Integrity:** transparency and consistency in all dealings.
- **Teamwork:** working well together in support of the common interest.
- **Excellence:** commitment to delivering high quality service all the time.
- **Leadership:** commitment to building and developing each other.
- **Discipline:** acting in accordance with the values of the organisation.

There was no better time for the infusion of change in the form of a strategic transformation in an organisation that had suffered negative publicity over the years. This acronym became part of the daily existence of the members of staff, as they were made to learn, memorise, and internalise it alongside



the Agency's revised mission and vision. Staff were expected to know the core values, just like the timetable in infant school, often referred to as "morning tea". There was no Knowledge Transfer Session that ended without random quizzes or questions thrown at staff by the Director-General, and no one wanted to be found wanting in such gatherings; or was it the dreaded DG's questions at the promotion examinations. All these piqued staff interest in the affairs of NIMASA and the maritime sector.

Now, while some frowned on this development, the management had succeeded in making many converts, particularly as instant rewards and motivation were given to those who stepped up, which emboldened a buy-in.

This transformation train was moving fast and no-one wanted to be left behind.

Of course, it goes without saying that the common reactions to change, such as fear, anger, ambivalence, and enthusiasm, were felt throughout the Agency.

A new strategy of effective communication and transparency had to be introduced to strengthen interdepartmental synergy. Silos were broken, new teams were formed, and new talents discovered. Behold, a new NIMASA was forming. No one wanted to be found wanting, people were held accountable, expectations were heightened, only the best became good enough.

Who would have thought that all it took was enforcing the basic principles of instilling values, the basic elements of how we go about our duties and everyday practices in the system.

Then came the icing on the cake: the recognition of excellence. There was the Employee of the Month and Employee of the Year scheme, where the winners

went home with mouth-watering gifts. It is generally known that organisations that practise recognition and reward good employees, encourage high level performance. When employees are happy, they are motivated to work harder, loyalty and honesty increase, they are more creative, and even attendance improves.

Stakeholders were not left out of this recognition, with the introduction of the Annual Awards Dinner and increased stakeholder engagements.

Despite the uncertainties associated with the global pandemic, a new management team was ushered in, in 2020, ably led by Dr. Bashir Jamoh. As a major change agent in the former administration, combined with his own experience as a long-time staff of the Agency, Jamoh has continued and, in fact, expanded the transformation agenda.

With a clear mandate of economic development using the "Triple S" agenda, denoting Safety, Security and Shipping Development, Jamoh's experience as a competent administrator has won the hearts of stakeholders, particularly those within. Having walked the walk, he has deepened the trust of the employees by operating an open door policy, listening to staff issues, empathising, encouraging, yet driving them towards the Agency's mission. A stickler for discipline, professionalism, teamwork, and excellence, Jamoh is steering MV NIMASA to a better future. A tremendous improvement can be seen throughout the Agency in terms of employee engagement, accountability, professionalism, commitment, and excellence.

The words of American entrepreneur and author Jim Rohn come to mind: "Success is nothing more than a few simple disciplines, practised every day."

NIMASA is still work-in-progress, but it is evident that the seeds of the core values planted in the hearts of staff are yielding positively.

ANTIPIRACY WAR: Nigeria Wins Rave Reviews

Nigeria receives crucial accolades for making special efforts to secure the Gulf of Guinea, reports **Vincent Obia**

Y

ou wouldn't know much about Nigeria's determination to keep the Gulf of Guinea (GoG) safe by merely looking at figures from the International Maritime Bureau (IMB). The reports often do not tell the story behind the figures, and they tend to be a bit too generalised to appreciate peculiar conditions.

But things are changing. Nigeria's distinct efforts to secure the GoG, an important shipping route for international commerce, is becoming more and more obvious to stakeholders. The world is acknowledging the huge part the country plays in the attempt to curtail incidents of piracy and armed robbery against ships in the GoG. IMB says attacks on ships are rising globally, though GoG accounts for the bulk of such occurrences.

In 2020, IMB's Piracy Reporting Centre (PRC) said it received 195 incidents of piracy and armed robbery against ships worldwide, compared to 162 in 2019.

IMB stated, "The rise in kidnapping incidents further away from shorelines demonstrates the increasing capabilities of pirates in the Gulf of Guinea."

According to Director of the ICC International Maritime Bureau, Michael Howlett, "The latest statistics confirm the increased capabilities of pirates in the Gulf of Guinea with more and more attacks taking place further from the coast. This is a worrying trend that can only be resolved through increased information exchange and coordination between vessels, reporting and response agencies in the Gulf of Guinea Region."

"Despite prompt action by navies in the region, there remains an urgent need to address this crime, which continues to have a direct impact on the safety and security of innocent seafarers."

In equipping the maritime security establishments

with the latest hardware, amid increasing sophistication of pirates, Nigeria is determined to be ahead of the curve. The country is acquiring and deploying assets under the Integrated National Security and Waterways Protection Infrastructure – the Deep Blue Project – and it is implementing a new antipiracy law, with successful prosecutions, and rallying regional and global efforts to tackle insecurity in the GoG.

The world is giving an excellent opinion of those moves.

The International Maritime Organisation (IMO) wrote Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, in December, to extol Nigeria's leadership role in the quest for security in the GoG. In the letter, IMO highlighted NIMASA's contribution to the war



L-R: Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh; Minister of Defence, Maj-Gen. Bashir Magashi (rtd); and Minister of Transportation, Rt. Hon. Chibuike Amaechi, inspecting maritime security assets in Lagos



Special Boat Service (SBS) operation, Nigerian Navy

against piracy and maritime crimes in the region, including facilitation of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act, 2019, and initiation of the Deep Blue Project. IMO said the initiatives were proof of the country's abiding determination to lead the charge against maritime crimes in the region.

The letter was signed on behalf of the IMO Secretary General, Kitack Lim, by the Director, Maritime Safety Division, Heike Deggim. In it, the United Nations maritime organ praised "the efforts of the Nigerian Maritime Administration and Safety Agency (NIMASA) for its contribution to the fight against piracy and armed robbery in the Gulf of Guinea."

IMO said, "From the successful enactment of new legislation in the form of the Suppression of Piracy and other Maritime Offences Act, 2019, complete with the forthcoming Guidelines, to the initiation and implementation of the C4i Deep Blue Project, Nigeria continues to demonstrate its leadership in the

region with regard to maritime domain awareness and the enhancement of maritime security amongst littoral States.

"IMO remains committed to supporting the good work being done by Gulf of Guinea States, such as Nigeria, to improve maritime governance and to enhance maritime security in terms of both current and emerging threats and challenges. It is, therefore, imperative that states adopt a strategic approach, in order to ensure effective implementation and compliance."

Jamoh had earlier, in a virtual address to a meeting of the G7++Group of Friends of the Gulf of Guinea (G7++FOGG), expressed Nigeria's resolve to lead efforts to achieve security in the region. He said Nigeria's strategy against insecurity in the region would be based on home-grown solutions. But the NIMASA Director-General also sought international cooperation and technical assistance, particularly





L-R: Magashi, Ibas, and Jamoh

as regards maritime security strategy and policy development in line with IMO instruments.

While addressing the G7++FOGG meeting, Jamoh stressed steps by Nigeria to rid the Gulf of Guinea of maritime crime, using local initiatives anchored on the Integrated National Security and Waterways Protection Infrastructure, with the Command, Control, Communication, Computers, and Intelligence Centre (C4i Centre); SPOMO Act; and intensified regional cooperation. He welcomed the support of international bodies and stakeholders, such as the G7++FOGG, but emphasised the imperative of regional collaboration as Nigeria's preferred strategy.

Jamoh acknowledged the challenge of piracy and armed robbery in the region, but said, "Our solution to insecurity in the GoG must be home-grown, with GoG countries cooperating among themselves. Commitment to this cause must become an imperative."

The Director-General underlined the country's determination to direct the war on maritime crimes in the region, stating, "I have often maintained that Nigeria is the Gulf of Guinea and the Gulf of Guinea is Nigeria. We recognise our strategic leadership position and role in the GoG, which has informed the extent of an integrated system of investment to curb criminality in our waters, ranging from enactment of designated legislation to development of human capacity and acquirement of critical hardware and platforms."

Jamoh hailed the call by international stakeholders for multi-stakeholder cooperation to contain piracy, kidnapping, and other criminal activities in the Gulf of Guinea.

According to him, "Nigeria is working with the IMO to develop a National Maritime Security Strategy and in support of this has started work to form a National Maritime Security Committee consisting of the National Security Adviser, Nigerian Navy, Nigerian Air Force, INTERPOL, Marine Police, and other relevant

security agencies. This committee will give focus and strategic direction to our maritime security effort."

It was the second time in six months that Nigeria would receive commendation from the specialised United Nations agency responsible for regulating shipping. Lim had in June similarly written to Jamoh following the arrest and prosecution of some suspected pirates by Nigeria. The Secretary General said the moves sent a "strong and valuable message" to the international community about Nigeria's commitment to safety and security in its waters and the Gulf of Guinea.

In the glowing appraisal, Lim said of Jamoh, "I commend your leadership and proactive response. I would also like to reiterate my congratulations to the Nigerian Navy on the successful capture and arrest of pirates from the fishing trawler Hailufeng 11, and more recently on the rescue of the crew members of the containership Tommi Ritscher."

"Those actions, together with all the other initiatives you highlighted in our meeting, including progress with the Deep Blue Project, send a strong and valuable message to the international community with respect to the considerable efforts your government is making to curb piracy and armed robbery against ships in the Gulf of Guinea."

G7 Courts Nigeria on Solution to GoG Security Challenge

The United States corroborated IMO's excellent assessment of Nigeria's approach to criminality in the GoG, when it disclosed that the G7 believed Nigeria offered superior strategy for dealing with security issues in the Gulf of Guinea (GoG). The United States Department of State conveyed this in a letter to the Director-General of NIMASA. The U.S. expressed confidence in the Nigerian approach, which prioritises regional collaboration and other homegrown solutions,

saying the intergovernmental organisation views the method in “overwhelmingly positive” light.

The letter followed Jamoh’s presentation at the recent meeting of the G7++Group of Friends of the Gulf of Guinea (G7++FOGG). It said, “The response to Nigeria’s participation and presentation in the FOGG plenary was overwhelmingly positive, which is a testament to the importance of Nigeria’s leadership in achieving a sustainable regional approach to maritime security.”

The U.S. State Department stated further, “We were encouraged by your suggestion of establishing a new framework for international collaboration and deconfliction of efforts in the Gulf of Guinea. We welcome the opportunity to discuss this potential new framework with you further.

“Our colleagues at the United States Consulate General, Lagos, will be in contact with you to solicit your perspectives on the framework, as well as on the ways in which the FOGG partners can assist in achieving these goals.”

Director, Africa Bureau Regional Peace and Security, at the United States Department of State, Tracy Roberts-Pounds, who signed the letter, noted Jamoh’s call to the international community, during his presentation, to join the national and regional efforts to tackle security challenges in the GoG. She said such clarion call “resonated strongly with me and spoke volumes to us all about Nigeria’s intentions to make the maritime realm safe for all who make their living on the sea.”

The G7++FOGG was formed in 2013 during the British presidency of the G7 to support the maritime security architecture developed under the Yaoundé Code of Conduct. The Code of Conduct developed by three regional organisations – Economic Community of

West African States (ECOWAS), Economic Community of Central African States (ECCAS), and Gulf of Guinea Commission (GGC) – focuses on the Repression of Piracy, Armed Robbery against Ships and Illicit Maritime Activities in West and Central Africa.

G7++FOGG comprises the G7 countries (Canada, Germany, Italy, Japan, France, United Kingdom, and United States of America), and Belgium, Brazil (observer), Denmark, the Netherlands, Norway, Portugal, Spain, Switzerland, the European Union, the United Nations Office on Drugs and Crime (UNODC), and INTERPOL.

Changing the Narrative

Nigeria has found a way to promote strategies that are popular with the regional and international stakeholders. Being the most populous country in the region, it is taking a keener interest in happenings within the GoG. And this is for good reasons. Nearly 80 per cent of cargo bound for West and Central Africa are destined for Nigeria.

The old negative stories about efforts to secure Nigeria’s waters and the GoG are giving way to grand narratives of commitment and collaboration. Recent opinions within the international maritime community show a trend away from condemnation of Nigeria and towards appreciation of the country’s resolve to make the outstanding maritime treasure base afford a safe place for navigation and business.

“Our solution to insecurity in the GoG must be home-grown, with GoG countries cooperating among themselves. Commitment to this cause must become an imperative.”

Special Boat Service (SBS) operation, Rescue at Sea, Nigerian Navy



National Fleet to be Re-established Soon

T

he commitment of the Nigerian Maritime Administration and Safety Agency (NIMASA) to the establishment of a strong and sustainable national fleet remains unflinching, as the desire for a Nigerian shipping line is gradually being achieved. NIMASA Director-

General, Dr. Bashir Jamoh, declared this in Lagos while receiving members of the National Fleet Implementation Committee who paid him a courtesy visit at the Agency's headquarters. He told the team led by the committee chairman and Executive Secretary, Nigeria Shippers' Council, Barr. Hassan Bello, that the need for a national carrier could no longer be overlooked because of its enormous economic benefits.

According to him, "There is no better time to have a national carrier and develop the maritime industry than now, when the world is gradually looking away from fossil fuels, which currently form the mainstay of the Nigerian economy, and President Muhammadu Buhari is trying to diversify the economy.

"Nigeria cannot be caught unawares; we need to look at ways of developing our shipping sector, which, from studies, is capable of earning the country even more than oil annually."

Jamoh stated that the Nigerian maritime sector had the potential to grow by between three and five per cent annually due to the size of the local

market, but regretted that this capacity remained mostly untapped. He said since the liquidation of the Nigerian National Shipping Line (NNSL) in 1995, the country had been looking for avenues to float a national carrier, though through private sector participation.

The Director-General added that the Federal Government had over the years put different measures in place to stimulate the maritime sector due to its strategic economic importance. He emphasised the need for the country to learn from experience in order to avoid the pitfalls that ruined the NNSL.

"We need to have a sustainable national shipping line in order to avoid the reasons the NNSL was liquidated. The committee must focus on ensuring that the implementation stands the test of time," Jamoh said.

He said the Agency's commitment to fully and actively supporting the drive for a wholly Nigerian-owned and operated fleet was unwavering, explaining that it is one of the main pillars that NIMASA is built upon. "It is also the third leg of the tripod driving the development agenda of the current management at NIMASA," he said.

In his remarks, Bello said the committee was at a critical stage of the national fleet implementation process, stressing that capital injection is required at this juncture to actualise the project.

According to him, "The quest for a Nigerian fleet



is essential in ensuring that the country regains control of our external trade, thereby opening up the economy. This is a perfect time for Nigeria to invest in its own fleet, with global dependency on oil projected to dwindle considerably by 2030 and alternative power sources replacing fossil fuels in many countries.

“Consequently, a mono-economy, such as ours, should be diversifying into other revenue streams, with maritime being a major potential earner.”

Bello said the primary objectives of the committee were to create employment opportunities for Nigerians; reposition the Nigerian maritime sector; and generate revenue for the Federal Government as well as economic benefits to businesses ancillary to the maritime sector, such as the logistics and services.

Speaking at the forum, prominent shipowners and members of the National Fleet Implementation Committee, Aminu Umar and Isaac Jolapamo, commended NIMASA for its active role in the fleet implementation process.

The Federal Government, through the Minister of Transportation, Rt. Hon. Chibuike Amaechi, has decided to establish a private sector-led Nigerian maritime fleet to participate in the carriage of the country's import and export cargo. This follows recognition of the need to diversify the economy and address the imbalance in the maritime industry.



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

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

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

MARINE NOTICE

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

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

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

NOTICE is hereby given as follows:

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

For further information, please contact

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

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

SIGNED: MANAGEMENT

Chairman, House of Representatives Committee on Maritime Safety, Education and Administration, Hon. Lynda Ikpeazu (right), in a tête-à-tête with Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, during an oversight visit to NIMASA by the committee



NATIONAL ASSEMBLY: NIMASA Maintains Worthy Budget Performance, Despite COVID-19

The House of Representatives Committee on Maritime Safety, Education and Administration has given a thumbs up to the budget implementation status of the Nigerian Maritime Administration and Safety Agency (NIMASA). The committee said the Agency had done creditably well, despite the coronavirus pandemic. Chairman of the committee, Hon. Lynda Ikpeazu, stated this in Lagos during an oversight visit by members to NIMASA.

Ikpeazu expressed confidence in the current management of NIMASA led by the Director-General, Dr. Bashir Jamoh. She said Jamoh had laid down a clear roadmap for taking the Agency to greater heights, and pledged the lower chamber's support.

Jamoh had on assumption of duty as Director-General in March launched a three-pronged agenda for maritime industry development focused on Maritime Safety, Maritime Security, and Shipping Development.

The House Committee chairman said by that agenda, "The Director-General has laid a good foundation for the committee and the committee is here to monitor the activities of the Agency for 2020 and see how it has performed so far and further legislative assistance that can be brought to bear in order to generate more revenue for the government."

She added, "The DG of NIMASA is doing his best to ensure that he repositions the Agency to make

sure the Agency delivers on its core mandates. We will make sure we give the DG all the necessary support he needs because we have seen him moving towards the right direction and, most especially, he has made it clear to us that he wants to address insecurity in the Gulf of Guinea. The issue of security goes a long way in affecting revenue generation in the maritime sector."

The chairman also revealed that the Coastal and Inland Shipping Act Amendment Bill had gone through First Reading in the House of Representatives. She said the proposed amendment will reflect contemporary issues that would be beneficial to indigenous shipowners in the country.

"A more responsive Cabotage law will stimulate opportunities and policies for giving seafarers jobs and improve on shipbuilding capacity," Ikpeazu stated.

Jamoh thanked the committee for the cooperation and support it had accorded NIMASA. He said on his watch human capacity development in the maritime industry would continue to take pride of place.

The Director-General stated, "Human beings are the most important link in the maritime industry and, at the same time, the weakest and most complicated in the industry. This administration will take the issue of training and capacity development of staff serious and we have gone further to maintain a close relationship with the maritime workers union to ensure that dockworkers are properly trained."

REDUCE YOUR RISK OF COVID-19 INFECTION



WASH YOUR HANDS

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



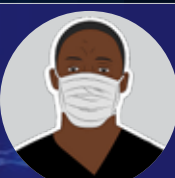
COVER YOUR COUGH OR SNEEZE

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



SOCIAL DISTANCING

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



WEAR A FACE MASK

Wear your face mask when in a public place.



STAY AT HOME

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



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Director-General, NIMASA, Dr. Bashir Jamoh (left) presenting a memorabilia to Consul-General of the Korean Embassy, His Excellency, Kang Haenggu, when the Korean envoy paid a courtesy call on the Director-General at the Agency's headquarters in Lagos



MARITIME SECURITY: Korea, Belgium Pledge Greater Cooperation with Nigeria

• *NIMASA restates commitment to safe maritime domain*

S

outh Korea and Belgium have pledged more collaboration with Nigeria in the country's drive to enhance trade and security in its maritime domain and the Gulf of Guinea. Consul-General of the Korean Embassy, His Excellency, Kang Haenggu, and Ambassador Designate of Belgium, His Excellency, Daniel Bertrand, made the promise during separate courtesy calls on the Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, at the Agency's headquarters in Lagos.

Jamoh expressed NIMASA's determination to curb criminal attacks in Nigerian waters and the Gulf of Guinea.

The envoys, who recently assumed office, acknowledged the security challenge in the Gulf of Guinea and promised to support Nigeria's effort to improve security in the region.

Addressing the South Korean and Belgian delegations at the separate meetings, Jamoh said the Nigerian government placed high premium on safety and security of shipping in its waters and the Gulf of Guinea. He said this explained the country's heavy investment in maritime security infrastructure.

To tackle the menace of maritime criminality head-on, Jamoh said, "Nigeria has made huge investments in the

establishment of a comprehensive maritime security infrastructure. The Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project, is designed to secure our waters, up to the Gulf of Guinea.

"The project is nearing completion, with more than 80 per cent of the assets, comprising Special Mission Vessels, Fast Intervention Boats, Unmanned Aerial Vehicles, and Armoured Vehicles, already in the country.

"The information and intelligence hub of the Deep Blue Project, the Command, Control, Communication, Computer, and Intelligence Centre (C4i), was commissioned in August last year. The Centre is up and running with round-the-clock production of needed maritime domain awareness. The C4i has helped to identify and monitor activities in the black spots, leading to arrests of many suspects in recent times."

Jamoh, a graduate of the Korea Maritime and Ocean University, said the training of personnel for the Deep Blue Project would be concluded soon, ahead of the deployment of the assets.

The Director-General also said investigation had revealed that Somali pirates were now active in Nigerian waters and the Gulf of Guinea. He said the pirates often navigated through Nigeria's maritime



L-R: Head, C4i, NIMASA, Bernard Awuso; Commander, Maritime Guard Command, NIMASA, Commodore Aniedi Ibok; DG, NIMASA, Dr. Bashir Jamoh; Lt. Commander Jason Tabanan, United States Navy, from the US Embassy; and Executive Director, Operations, NIMASA, Mr. Ahmed Shehu, during Jason's visit to the Agency's head office in Lagos



A cross-section of participants during the visit

MARITIME SECURITY: KOREA, BELGIUM PLEDGE GREATER COOPERATION WITH NIGERIA

Continued from page 24 →

boundaries, and sometimes came through the land borders. He stated that the Maritime Intelligence Unit, recently established by NIMASA to help nip maritime crimes in the bud through identification of early warning signs, had revealed a relationship between crimes in the Nigerian maritime domain and the Somali pirates.

"We discovered a correlation between crimes in our waters and the activities of the Somali pirates," he stated, adding, "They have a means of navigating from the coast of Somalia to Nigeria, through the waters of our West African neighbours. In some cases, they enter through the land borders and commission boats to carry out their activities."

The NIMASA helmsman said Nigeria had developed

an action plan to monitor the progress of its National Maritime Security Strategy, saying, "Our goal is to achieve a sustainable end to criminal attacks in our territorial waters."

Jamoh called for more South Korean and Belgian investments in the Nigerian maritime industry, particularly in the areas of wreck removal and shipbuilding, as well as assistance in the training and certification of Nigerian seafarers.

Haenggu and Bertrand, in their separate submissions, pledged their determination to improve ties between their respective countries and Nigeria in shipping development and maritime security. Haenggu hailed the "strong working relationship" between the Korean Embassy and NIMASA, saying he looks forward to its continuation, while Bertrand said his priority was to promote commerce between Belgium and Nigeria.

Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (right), and Director, Information and Communication Technology, National Defence College (NDC), Air Commodore Gabriel Kehinde, during a lecture by Jamoh on "Maritime Security and National Development in Nigeria: The Role of NIMASA", to NDC Course 29 participants in Abuja



ECONOMIC DIVERSIFICATION: Maritime Can Lead the Way

A

mid growing pressure and propositions against the use of fossil fuels, and the global transition from oil, Dr. Bashir Jamoh has identified maritime as a veritable alternative to oil in Nigeria's quest for economic diversification. The Director-General of Nigerian Maritime Administration and Safety Agency (NIMASA) stated this in Abuja while delivering a paper at the National Defence College (NDC).

The lecture titled, "Maritime Security and National Development in Nigeria: The Role of NIMASA," was for NDC Course 29 participants.

Jamoh said there were huge investment opportunities in many areas of the maritime industry, including shipbuilding and repairs, offshore/floating spare parts sales and maintenance, freshwater bunkering and supply, dredging, and inland waterways transportation. He said maritime had enormous potential to drive sustainable development in Nigeria.

The Director-General emphasised that about 75 per cent of all Gulf of Guinea-bound cargo are destined for Nigeria, saying maritime can give the country 30 times more than the revenue from oil if the sector is properly harnessed.

Oil contributes about 70 per cent of government revenue and nearly 90 per cent of foreign exchange earnings in Nigeria. But Nigeria is trying to move away from the near total dependence on oil.

Jamoh stated, "Judging by a simple maritime resource mapping, and also research by reputable

local and international organisations, it is clear that our marine environment can give us annually 30 times more than what we get from oil. There is boundless opportunity for investment in the sector, given the right conditions."

The Director-General decried the effect of maritime security issues on Nigeria and enumerated steps taken by the country to tackle the problem. These include the promotion of worthy maritime governance system, maritime infrastructure development, and investment in maritime security. He said the fiscal and monetary interventions by government, recent arrangements for better management of the NIMASA modular floating dock, and stakeholder support systems were part of efforts to enthrone good governance in the sector.

On security and infrastructure development, he highlighted the Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project, and the various fleet expansion and shipbuilding plans as measures to ensure a conducive environment for investment in the maritime industry.

"We are tackling the security issues in our waters, and we know that the international community is concerned, and the stakeholders are mindful of our efforts," Jamoh said. "Those who do business in our maritime environment want to make sure that when they arrive Nigeria safely, they are also able to leave Nigeria safely."

NIMASA, being the country's Designated Authority (DA) for the implementation of maritime regulations,



Jamoh (left) and Commandant, National Defence College (NDC), Rear Admiral Mackson Kadiri, during the lecture



Jamoh (middle), Kehinde (left), and Lecture Sponsor Participant, Captain NN Bamidele, in a panel session at the event

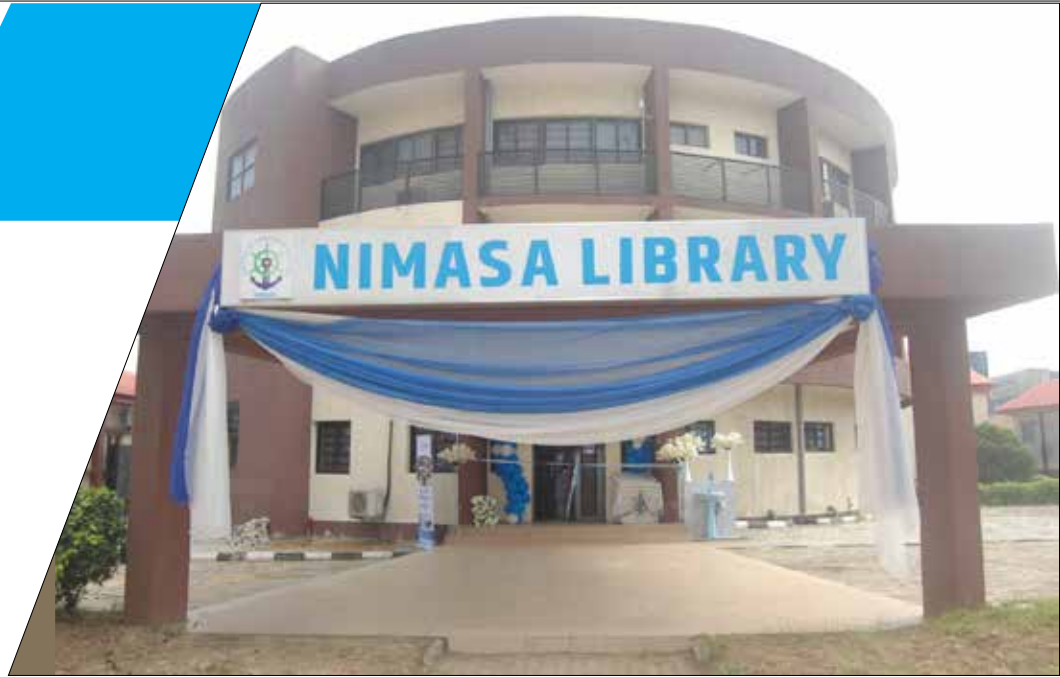
ECONOMIC DIVERSIFICATION: MARITIME CAN LEAD THE WAY

Continued from page 26

has taken steps to create the right atmosphere for investment in the maritime sector. Jamoh identified the steps to include the Agency's pivotal role in the recent intensification of collaboration and teamwork among maritime agencies; strengthening of cooperation between NIMASA and the security agencies, particularly, in the area of information sharing; establishment of a Maritime Intelligence Unit; proposed Maritime Security Strategy Document; the proposed Maritime Security Committee; and enactment of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act 2019.

In his remarks, Commandant, National Defence College, Rear Admiral Mackson Kadir, called for a positive reorientation towards maritime. Kadir commended the NIMASA Director-General for his efforts towards the growth of the maritime industry and intensification of the collaborative spirit among relevant organisations in the sector.

Over 14 countries and more than 20 cities around the world have proposed banning the sale of passenger vehicles powered by fossil fuels – petrol, liquefied petroleum gas, and diesel – at some point in the future.



NIMASA Launches e-Library to Bridge Industry Knowledge Gap

In yet another demonstration of its commitment to capacity-building through information and research, the Nigerian Maritime Administration and Safety Agency (NIMASA) has opened an e-library at the Agency's Nigerian Maritime Resource Development Centre (NMRDC) in Lagos. This comes at a time Nigeria is moving towards a greater role for maritime in the national economy.

Director-General of the Agency, Dr. Bashir Jamoh, said as a knowledge-based industry with huge opportunities, there was need to encourage research to enable the Nigerian maritime sector reach its full potential.

Jamoh stated at the opening ceremony, "You would agree with me that maritime is knowledge-based and we cannot afford to be left behind. This is why we have upgraded this library beyond physical books to the electronic ones. The virtual nature of the library makes accessibility of reading materials seamless from any part of the world just with a touch of the button on your phone. We believe this would help Nigeria to diversify its economy and reduce tremendously the oil dependency, as this library is equipped to bridge the knowledge gap in our industry."

The Director-General said, "By the official opening

of the NIMASA Knowledge Centre E-library, we have once again shown beyond rhetoric that the Agency is committed to bequeathing treasured assets to Nigeria, Africa, and the global maritime community."

He said the library would help to preserve the country's maritime history and advance the industry, as it would house a lot of reference materials.

"As you know, libraries are not just facilities for warehousing books and periodicals, they are also important cornerstones of a healthy community," the Director-General stated. He added, "More than just storage spaces for books, libraries are important community hubs that serve as centres of learning, professional development and healthcare, among other benefits."

The NIMASA Director-General also spoke on the NMRDC, which he said was designed as a training institution for the maritime industry. He likened the resource centre to the Armed Forces Command and Staff College, Jaji, in Kaduna State, which serves as a training facility for the security services.

"It is our hope that the purpose of this centre would be realised," he stated, adding, "You can see it is designed to harbour students with a 44-apartment guest house where faculties and students can reside comfortably for a training period. It also has a world-class training centre and other facilities that can compete with the best in the world."



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Government officials and military contractors at an inspection of maritime security assets, in Lagos



An official of the Israeli firm, HLSI Security Systems and Technologies, explaining a point to Nigerian officials, from left: Minister of Transportation, Rt. Hon. Chibuike Amaechi; Minister of Defence, Maj.-Gen. Bashir Magashi (rtd); Director-General, NIMASA, Dr. Bashir Jamoh; and Chief of Naval Staff, Vice Admiral Ibok-Ete Ibas, during the inspection of maritime security assets, in Lagos





Special Mission Helicopter





L-R: Chief Public Relations Officer, NIMASA, Mrs. Adiza Abu; Assistant Director, Financial Services Department, NIMASA, Ahsai Taiwo; former Director, Special Duties, NIMASA, Mr. Victor Onuzuruike; President and Chairman of Council, Chartered Institute of Taxation of Nigeria (CITN), Dame Gladys Olajumoke Simplice; Deputy Director, Debt Recovery, Financial Services Department, NIMASA, Dr. Odunayo Ani; Chief Accountant, NIMASA, Mr. Lawal Aderemi; and Chief Accountant, Mr. Ayorinde Owoyele, at the 22nd Annual Tax Conference organised by CITN in Lagos

CITN Underlines NIMASA's Critical Role in Economic Development

The Chartered Institute of Taxation of Nigeria (CITN) has emphasised the pivotal role of the Nigerian Maritime Administration and Safety Agency (NIMASA) in the attempt to fast-track tax revenue to a prime source of government finance in the country's economic development drive. President and Chairman of Council, CITN, Dame Gladys Olajumoke Simplice, said this in Lagos recently during the 22nd Annual Tax Conference organised by the institute. Simplice commended NIMASA's commitment to the development of the maritime industry through promotion of the Federal Government's Ease of Doing Business initiative and expansion of infrastructure, saying they are key to national progress.

"NIMASA is a regulatory agency saddled with the responsibility of regulating shipping business in the maritime industry, creating enabling environment to simplify taxes on businesses to attract foreign direct investment, and revenue generation," Simplice stated.

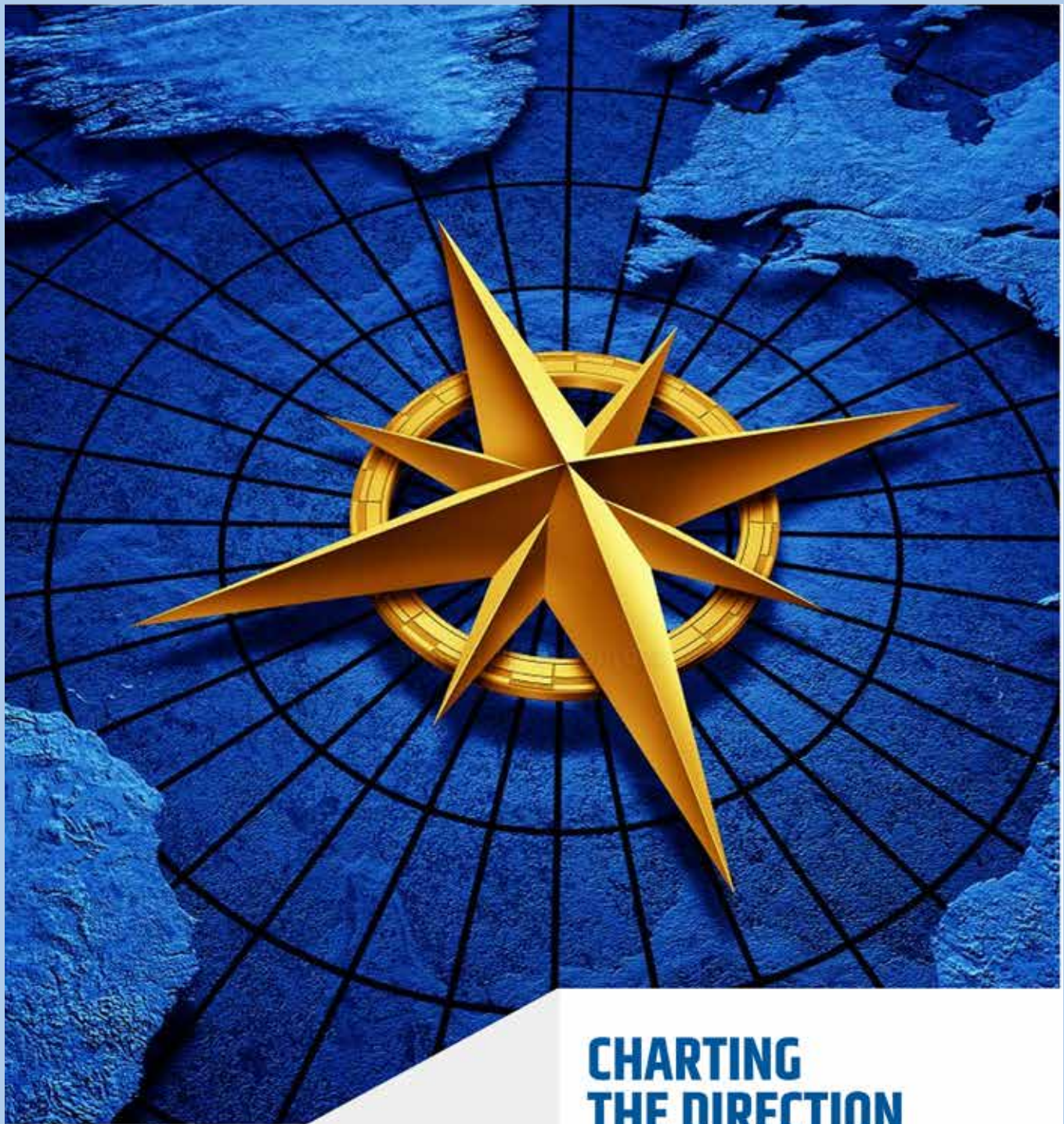
The CITN president also spoke on the strategic economic importance of marine tourism and water transportation and called for deliberate measures to develop them.

"As a regulatory body, it is your duty to regulate this tourism aspect of Nigeria, encourage indigenous shipping, and financially empower Nigerians to develop their cargo businesses, which automatically enable our local and foreign exports through ships," Simplice said regarding the Agency. "NIMASA can bring water tourism into focus in Nigeria, and this is my charge to NIMASA," she added.

Simplice said NIMASA had been instrumental in the fight against piracy and other maritime crimes, stating that the partnership with the Nigerian Navy will go a long way in safeguarding the country's maritime environment. She called for equal treatment of operators in the industry and tax concessions to shipping companies, especially on account of the adverse effect of COVID-19.

Dignitaries that graced the occasion included the governors of Lagos, Kaduna, and Gombe states, Mr. Babajide Sanwo-Olu, Malam Nasir El-Rufai, and Alhaji Inuwa Yahaya, respectively.

The conference centred on the broader role of taxation as an essential tool for economic growth and competitiveness, with submissions on policy, legal and administrative prescriptions for various stakeholders.



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- Maritime Labour Regulation
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- Maritime Capacity Development
- Training And Certification Of Seafarers
- Marine Pollution Prevention And Control

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Adeyanju

MARITIME WORKERS PRESIDENT: Synergy Among Gulf of Guinea Countries, Nigeria's Leadership Role would Deliver Security in Region

Comrade Adewale Adeyanju is President General of Maritime Workers Union of Nigeria (MWUN) and former president, Dockworkers Branch of MWUN). Adeyanju lauds Nigeria's leading role in the search for security in the Gulf of Guinea maritime domain, but insists all countries in the region must stick together to win the war against maritime insecurity. He speaks with **Anthony Okai** and **Amedu Ede**. Excerpts:

Nigeria is preparing to deploy the Integrated National Security and Waterways Protection Infrastructure (the Deep Blue Project), which has land, sea, and air components, to secure its waters and the Gulf of Guinea. With this new high-tech security strategy, are you confident of a new era of maritime security in the region?

W

e do face insecurity and we must acknowledge it. The Deep Blue Project is a strategic move to solve this problem. I think we need to employ more modern strategies in all the areas that are considered hotspots. Nigeria needs to meet with other countries in the Gulf of Guinea, sit down together, and fashion out

new models for securing the waterways. We are facing a lot of insecurity in this country and in the region.

Our security agencies need to put their house in order and move forward with new technology if we must defeat the criminals. If we have been using some strategies that are not working and have become, apparently, outdated, why don't we change to the new and more sophisticated strategies involving the use of modern weapons, just like the more advanced countries, like United States, Italy, and Russia. These countries have employed very good and sophisticated strategies and weapons to contain most of the acts of piracy we are still experiencing in the Gulf of Guinea.

What solutions would you recommend to the issue of congestion at the Lagos ports?

I cannot talk much about that, but I will just reemphasise the need for the Nigerian Maritime Administration and Safety Agency (NIMASA) to be part of the solution to this menace that is giving us problems on our roads, especially within the port areas. Last year, the management of the Nigerian Ports Authority (NPA) invited us to a meeting, which was also attended by the Director General of NIMASA and Executive Secretary of the Nigerian Shippers' Council, and we reached decisions regarding this gridlock that is affecting port operations. The Maritime Workers Union of Nigeria is also part of a committee set up by the Minister of Transportation and chaired by the Permanent Secretary in the ministry.

I think we need to give them time to really examine and work on this issue that is giving us a lot of challenges on the roads leading to the ports. And we want to advise that the Tin Can Island road should not take them forever to repair. They should strive to get it fixed in good time. If that is done, I think the challenges that the stakeholders and port users are passing through will be greatly reduced. We are, certainly, not satisfied with what is happening on the port roads. But we salute the courage and proactive approach of the Managing Director of NPA, Hadiza Bala Usman, DG of NIMASA, Dr. Bashir Jamoh, and Executive Secretary of NSC, Hassan Bello.

How do you see the e-call up system introduced by NPA in the effort to decongest the port areas?

NPA said from the first quarter of 2021 there will be what we called e-call up system, whereby the trucks and articulated vehicles don't have any reason to be at the port areas unless they are booked for the day. As a union, we have embraced it. With the e-call up system we won't find any trucks on the roads, all the trucks are supposed to be on their garages, and if you don't have any business being on the road, why bring your trucks on the road? The e-call system NPA has introduced, I think, is the best option for the control of gridlock and illegal truck operation on our roads. Many of the truck owners have turned the roads to their parks and repair workshops. When their trucks break down



Adeyanju

on the road they bring their mechanics to work on them there. The e-call up system coming from the NPA is a welcome development.

As a union representing maritime workers, how would you evaluate the response of the country's maritime regulatory agency, NIMASA, to seafarers' welfare during the COVID-19 pandemic?

I think it is very proactive. First and foremost, on behalf of the union, I commend the proactive strategy of the NIMASA DG, Dr. Bashir Jamoh. We commend him for the quick response to the pandemic that almost turned the country upside down. It was a response well-articulated because it came at the right time. The DG was able to respond very well by way of giving palliatives to seafarers to reduce the effect of the pandemic. Besides, we are all aware of the marine notices that came from NIMASA to safeguard the interest of seafarers and dockworkers.

Are you satisfied with the implementation of the 2014 stevedoring regulations and collective bargaining agreement for dock labour initiative?

We are satisfied in the sense that today the dockworkers have it at the back of their minds that there is a National Joint Industrial Council for Seafarers and Dockworkers (NJIC) and a Collective Bargaining Agreement (CBA). Everybody now knows there is NJIC and there is CBA for them. What we want NIMASA to do now is to extend this gesture and law to all the bonded terminals. It is very key and very important. They should allow all the dockworkers work in all these bonded terminals. That is the only advice we can give for now.



Anesthetic workstation donated by NIMASA



Ambulances donated by NIMASA in aid of efforts to combat COVID-19

2020: Maritime in a Year Like No Other

The maritime sector witnessed a potpourri of negative occurrences in 2020, but there were also some good developments, writes **Anthony Andem**

T

he events that marked 2020 will remain in the consciousness of the world for a long time. Many describe 2020 as a year of pestilence, notwithstanding its positive sides. This is, apparently, because of the COVID-19 pandemic. Though, the pandemic started in 2019, 2020 took the biggest hit.

The coronavirus pandemic did not hit the world suddenly; it came slowly, originating from China, with many countries believing it would not get to them. They were wrong. The pandemic, which swallowed up every other issue, amid worsening scenarios, proved to have no boundaries. It brought many world powers to their knees.

The pandemic brought the world economy to a standstill, with maritime bearing the brunt. In its review of global maritime transport published in November, the United Nations Conference on Trade and Development (UNCTAD) estimated that the maritime sector suffered a 4.1 per cent plunge as a result of “unprecedented disruption caused by COVID-19”. The UNCTAD report said the shockwaves of the pandemic, “through supply chains, shipping

networks and ports”, led to “plummeting cargo volumes and foiling growth prospects”. The report warned that the pandemic could further disrupt supply chains, with economies facing steeper decline.

The UNCTAD report described the short-term outlook for maritime trade as grim, with prediction of a longer-term effect and fears that the recovery of the sector could be fraught with uncertainty.

However, UNCTAD Secretary-General Mukhisa Kituyi allayed the fears of industry stakeholders, expressing optimism that the global shipping industry would do everything to ensure recovery. Kituyi was quoted saying, “The global shipping industry will be at the forefront of efforts towards a sustainable recovery, as a vital enabler of the smooth functioning of international supply chains. The industry must be a key stakeholder helping adapt ‘just-in-time efficiency’ logistics to ‘just-in-case’ preparedness.”

Maintaining the Flow amid COVID-19

Efforts were made to sustain trade facilitation, particularly by sea, despite the pandemic. The international shipping community, including liner



Some of the items donated by the Agency

conferences, were considerate enough not to shut their doors against shippers. They also did not go all out to increase freight rates, even as trade volume slowed down.

UNCTAD said the container industry maintained discipline by cutting capacity and reducing cost to ensure profitability, instead of market share. In taking this path, they did not have to raise freight rates, even with falling demand, UNCTAD said.

Other stakeholders in the maritime sector, particularly countries, responded positively by adjusting their operations and safety protocols. Several measures were put in place to ensure that trade progressed without life being put at great risk. Kituyi, whose organisation monitors trade trends globally, added, "Border agents, port workers, and customs officials played essential roles in keeping trade moving and helping to navigate through the crisis."

Efforts by Nigeria

In Nigeria, the major issues that affected trade in 2020 were congestion at the ports and piracy. But the coronavirus crisis dwarfed them. However, to ensure trade facilitation, the Federal Government made efforts to address the infrastructure problem that caused port congestion by constructing and rehabilitating roads around the ports. This is still ongoing and when completed, the access roads to the Lagos ports would witness free flow of traffic.

The terminal operators also tried to acquire more cargo handling equipment to ensure efficiency at the ports.

The Nigerian Maritime Administration and Safety Agency (NIMASA) made series of moves to tackle the issue of piracy within the country's territorial waters and the Gulf of Guinea (GoG). With NIMASA, Nigeria is playing a major role in the fight against

piracy in the GoG.

In August, three men were convicted under the antipiracy law, which was enacted the previous year. The Federal High Court in Port Harcourt convicted the three with N20 million fine each under the Suppression of Piracy and Other Maritime Offences (SPOMO) Act. They had hijacked a tanker vessel, MV ELOBEY VI, on March 21, off Equatorial Guinea, during which they demanded a ransom of USD200,000 from the crew.

The intensified war against piracy helped to save the sub-region from high shipping charges by conference liners and multinational shipping agents. Incidentally, some multinational shipping agents had announced new shipping charges in reaction to the congestion at Lagos ports. This was, however, stopped by the Nigerian Shippers' Council (NSC), which tackled the agents on all fronts, including reporting them to the Global Shippers Forum (GSF), which took the matter up with the conference liners, represented by the multinational agents, in Nigeria and other West African countries.

The increase in shipping charges, which was attributed to war risk and peak season charges, was based on the situation in the GoG and the delay in handling ships calling at Nigerian ports due to congestion in the system.

Facilitating trade

Agencies of government in Nigeria adopted various measures to facilitate trade amid COVID-19 while ensuring safety. At the forefront of such efforts in the maritime sector were NIMASA, NSC, Nigerian Ports Authority (NPA), and Council for the Regulation of Freight Forwarding in Nigeria (CRFFN). The



Evacuating a seafarer in distress

agencies contributed to efforts by the federal and state governments to address the crisis. NIMASA donated medical and relief materials to the federal and state governments to combat the spread of COVID-19. The Agency also gave out for use in the battle against COVID-19 its fast intervention boats, fire fighting vehicles, and ambulances.

NSC donated buses and other materials to assist customs agents in the clearing of their goods at the country's ports. All the agencies in the sector provided both cash and materials to ensure that trade was not hindered during the period.

#EndSARS protest

Among the crises suffered last year in the country was the #EndSARS protest, which disrupted the national economy for close to two weeks. The crisis claimed lives and left many public infrastructure destroyed, as the protest was hijacked by hoodlums. In the maritime industry, it was, indeed, disastrous with the torching of the headquarters of the Nigerian Ports Authority (NPA) at Marina, Lagos. The NPA management estimates that the cost of rehabilitation of the building would be over N1 billion.

For the period that the protest lasted, goods were not cleared at the ports, a development that also affected ship turnaround time, as most of the vessels could not be discharged. This worsened the congestion at the ports. No importer, freight forwarder, or trucker was ready to take the risk of clearing goods and putting them on the road in the midst of the crisis.

Industry growth

Away from the negative events, the maritime industry witnessed some positive developments in

2020. There were intensified moves by NIMASA to ensure the disbursement of the Cabotage Vessel Financing Fund (CVFF) to indigenous shipping companies. Industry stakeholders have fought for the about \$200 million support fund for over a decade. But at a meeting with the shipowners, the NIMASA Director-General, Dr. Bashir Jamoh, said he could see the light at the end of the tunnel following recent discussions with the Minister of Transportation, Rt. Hon. Chibuike Amaechi. Jamoh explained that the details of the disbursement were being worked out to avoid the mistakes of the past and ensure its effective and efficient utilisation.

The fund is meant to assist Nigerian shipowners in the procurement of maritime assets.

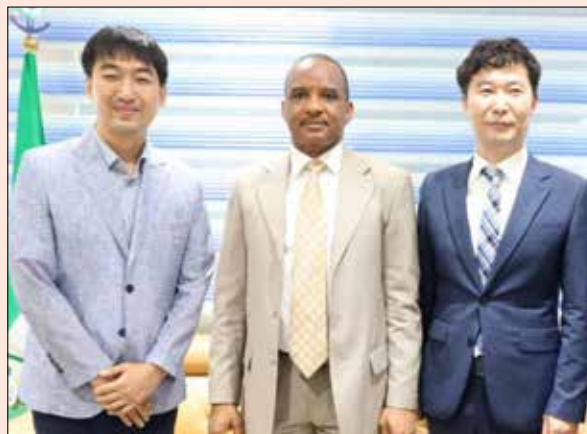
In continuation of its indigenous capacity-building drive, NIMASA reopened discussion with the Nigerian National Petroleum Corporation (NNPC) to secure a better operating environment for Nigerian shipping companies. The Agency had during the year appealed to NNPC and multinational oil majors to consider indigenous shipping companies first in contract for the transportation of refined petroleum products within the country's territorial waters.

NIMASA also revived efforts to change the trade terms in crude oil sales to international buyers from Free on Board (FOB) to Cost, Insurance and Freight (CIF). The FOB trade terms make it impossible for Nigerian companies to participate in the affreightment of crude oil. It is estimated that Nigeria loses as much as N3 trillion annually for not taking part in this trade.

"Since 2018," Jamoh stated, "NIMASA has championed moves for a change in terms of trade with regard to transportation of Nigerian crude oil, from FOB to CIF to ensure greater benefits for the country from its oil resources."



L-R: Director, Embassy of Belgium, Stef Commers; Director-General, NIMASA, Dr. Bashir Jamoh; Ambassador Designate of Belgium, His Excellency, Daniel Bertrand; and Executive Director, Operations, NIMASA, Shehu Ahmed, during a courtesy call on the Director-General by the Ambassador at the Agency's headquarters in Lagos



L-R: Consul at Lagos office of the Korean Embassy, Choi Chungsung; Director-General, NIMASA, Dr. Bashir Jamoh; and new Consul-General of the Korean Embassy, His Excellency, Kang Haenggu, when the envoys paid a courtesy visit to the Director-General in Lagos



DG NIMASA, Dr. Bashir Jamoh (third right), in a handshake with the acting Vice Chancellor, University of Port Harcourt, Professor Stephen Okodudu, during the DG's inauguration as Chairman, Centre for Logistics and Transport Studies (CELTRAS), at the institution



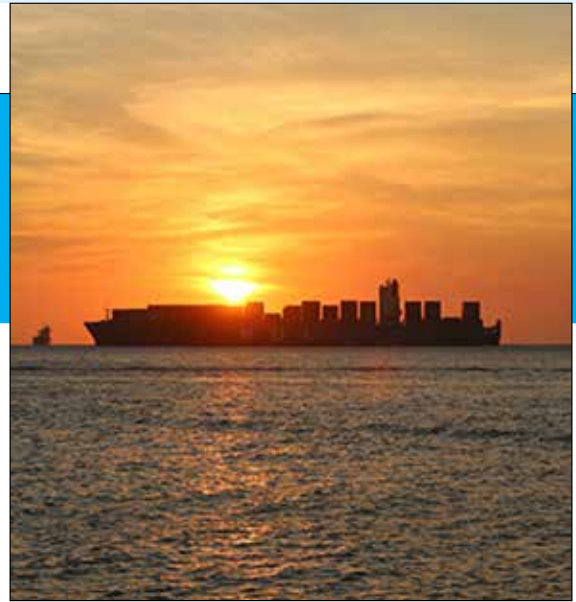
President and Chairman of Council, Chartered Institute of Taxation of Nigeria (CITN), Dame Gladys Olajumoke Simplice (middle); Deputy Director, Debt Recovery, Financial Services Department, NIMASA, Dr. Odunayo Ani (right); and tax consultant and former Director, Special Duties, NIMASA, Mr. Victor Onuzuruike, at the 22nd Annual Tax Conference organised by CITN in Lagos



Mr. Victor Onuzuruike in a media interview at the 22nd Annual Tax Conference organised by CITN in Lagos



IMO News



IMO Secretary-General decries 'no crew change' clauses

IMO Secretary-General Kitack Lim has spoken out against "no crew change" clauses in charterparties, saying such clauses exacerbate the dire situation of stranded seafarers and undermine the efforts to resolve the ongoing crew change crisis.

So-called "no crew change" clauses, which are demanded by certain charterers, state that no crew changes can occur while the charterer's cargo is onboard – hence not allowing the ship to deviate to ports where crew changes could take place. IMO's Seafarer Crisis Action Team (SCAT) has been made aware of this worrying development.

In a strong statement issued December 18, supported by the International Labour Organisation (ILO), Lim called on all charterers to refrain from requesting to include "no crew change" clauses in charterparties, and appealed to shipowners and operators to reject them if they are demanded.

"Such clauses exacerbate the mental and physical fatigue among exhausted seafarers, undermine compliance with the provisions of the Maritime Labour Convention, 2006, as amended (MLC, 2006), and further threaten the safety of navigation," Lim said. He added that alternative contractual clauses that allowed crew changes during the pandemic were available and should be utilised.

The Secretary-General said, "Resolving the crew change crisis requires the best efforts of all stakeholders. The elimination of the use of 'no crew change' clauses is just one of those efforts."

International organisations condemned the use of "no crew change" clauses in charterparties at a meeting of IMO's Legal Committee, LEG 107. The committee invited submissions on the matter to its 108th session, scheduled to take place in July 2021.

As the crew change crisis enters its 10th month, hundreds of thousands of seafarers remain onboard ships well beyond the expiration of their seafarer employment agreements, some not being paid and all unable to be repatriated.

A similar number remain unable to join ships, and as a result find themselves unable to begin their contracts and earn a living.

"The situation continues to constitute a humanitarian crisis that threatens not only seafarers' health and wellbeing but also the safety of navigation and the uninterrupted flow of the global supply chain," Lim insisted, adding, "Policies or practices that prevent or inhibit safe, regular crew changes should be revised or eliminated."

As of December 18, 46 IMO Member States and one Associate Member had designated seafarers as key workers. This is essential to exempt these professionals from specific COVID-related travel restrictions, allowing them to travel between their country of residence and ships, and to be repatriated at the end of their contracts.

IMO Launches Webinars to Address Seafarers' Challenges

IMO, on October 21, held the first in a series of regional webinars for Member States on the challenges faced by seafarers during the COVID-19 pandemic. The event held for Eastern and Southern Africa, covered pressing issues, including crew change, repatriation, medical care, and emotional and mental health support. The objective of the series is to identify best practices with a view to alleviating the current crisis affecting seafarers and the shipping industry. Some 400,000 seafarers are stranded on ships after contracts have been extended or have expired, with similar numbers waiting to join ships.

In his opening remarks, IMO Secretary-General Kitack Lim set the tone for the event, saying, "We all need to work together. Action is needed – now! We all depend on seafarers. They should not be the collateral victims in this pandemic. Seafarers deliver for us – and now we need to deliver for them."

The remarks were delivered on the Secretary-General's behalf by Director, IMO Maritime Safety Division, Heike Deggim.

Organised by IMO's Technical Cooperation Division, the event featured nine speakers and 85 participants from across maritime administrations, governments,



control agencies, the industry, seafarers' charities, and UN partners.

The next webinar in the series, for Asia, was scheduled for November 4-5

... Webinar for Arab States and Mediterranean

The regional webinar for the Arab States and Mediterranean was held on December 22. The virtual meeting was addressed by eight panelists drawn from across the maritime industry. The aim was to share and identify best practices for universal application.

Member States from the region and other relevant government agencies and stakeholders involved in crew changes participated in the regional webinar.

IMO's representatives highlighted the latest developments, including the UN General Assembly resolution calling on countries to designate seafarers as key workers and the published list of countries, which had made this designation.

Maintaining connectivity during the pandemic

The COVID-19 pandemic has created important challenges in terms of coordinating work on safety and security within the Central and West African common maritime space. To address this, IMO helped set up a new video conferencing service for the Interregional Coordination Centre (ICC) in Yaoundé, Cameroon.

The new system, fully installed since December 18, allows regional stakeholders to continue their activities using web-based interactive video and maintain connectivity with partners in the region. This will enable the ICC to continue its work on the sustainable implementation of the Yaoundé Code of Conduct (YCOC).

The Code's primary objective is to manage and reduce adverse impacts derived from piracy, armed robbery against ships, and other illicit maritime activities, such as illegal, unreported and unregulated (IUU) fishing.

The new equipment was purchased by IMO and partly funded with contributions from the United Kingdom and the West and Central Africa Maritime Security Trust Fund.

IMO diversity boost for future female maritime leaders

The International Maritime Organisation (IMO) will sponsor a number of women from developing countries to follow a new maritime leadership programme, as part

of the organisation's ongoing work to support gender diversity in the maritime sector. The initiative was announced during the first Maritime SheEO conference, which brought together maritime experts in a virtual space on November 23, to debate the theme, "Diversity and Sustainability: The Business Case."

Maritime SheEO works towards creating the next generation of female maritime leaders.

Speaking at the opening session, IMO Secretary-General Kitack Lim emphasised the importance of female representation and diversity in the maritime sector and beyond. "Empowering women fuels thriving economies across the world, spurs growth and development, and benefits everyone working in the global maritime community and beyond," he said.

The Maritime SheEO leadership accelerator programme aims to equip women with the leadership skills and confidence to take a seat at the shipping decision-making table.

Helen Buni, representing IMO's Women in Maritime programme, said IMO sponsorship would enable the selected women from government administrations to benefit from the leadership scheme, which will include training, mentoring and networking opportunities.

The Women in Maritime programme aims to help Member States achieve the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs), particularly Goal 5: "Achieve gender equality and empower all women and girls."

Maritime technology centre project extended

A key project to support the reduction of Greenhouse Gas (GHG) emissions from shipping in developing countries through regional maritime technology cooperation centres has been extended to June 2021. The Global MTCC Network (GMN) Project is implemented by IMO and funded by the European Union. The global network of Maritime Technology Cooperation Centres (MTCCs) undertake pilot projects and promote technologies and operations to improve energy efficiency in the maritime sector.

Since their establishment three years ago, the MTCCs in Africa, Asia, the Caribbean and the Pacific have established strong regional networks and are becoming important regional players, with technical expertise in the field of maritime energy efficiency and greenhouse gas emissions knowledge. The centres have undertaken a range of pilot projects, completed port energy audits, and established branch offices in three countries.



L-R: Maritime Committee Member, Hon. Victor Nwokolo; Chairman, House of Representatives Committee on Maritime Safety, Education and Administration, Hon. Lynda Ikpeazu; Director-General, NIMASA, Dr. Bashir Jamoh; and Executive Director, Operations, NIMASA, Mr. Shehu Ahmed, during an oversight visit to NIMASA by the committee



L-R: Director, Internal Audit, Olamide Odusanya; Registrar of Ship, Nneka Obianyor; and Director, Maritime Labour Services, Olayemi Abass, all of NIMASA

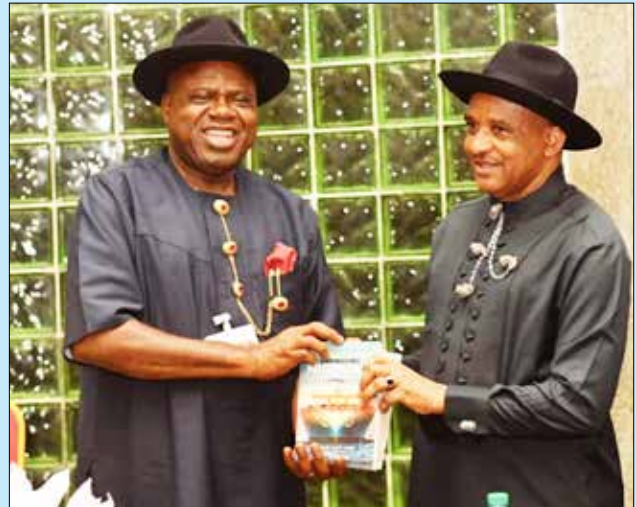


Director, SERVICOM, NIMASA, Bolaji Kehinde, at the event



L-R: Assistant Director, Public Relations, NIMASA, Osagie Edward; Director, Cabotage Services, Mrs. Rita Uruakpa; Deputy Director/Head, Financial Standards and Statutory Compliance, Felix Ezeji; Head, Procurement, Otonye Obom; and Director, Maritime Safety and Seafarers Standards and Certification Department (MSSSCD), Sunday Umoren

SOME OF THE PARTICIPANTS AT THE OVERSIGHT VISIT TO NIMASA BY HOUSE OF REPS MARITIME COMMITTEE



DG NIMASA, Dr. Bashir Jamoh (right) presenting his book "Harnessing Nigeria's Maritime Asset. Past, Present and Future" to the Governor of Bayelsa State, Douye Diri, at the Bayelsa State Government House, Yenagoo



Bayelsa State Governor, Douye Diri (left), exchanging pleasantries with the DG NIMASA, Dr. Bashir Jamoh



L-R: Special Adviser to the DG NIMASA on Media and Communications Strategy, Mr. Ubong Essien; DG NIMASA, Dr. Bashir Jamoh and a guest, arriving Bayelsa State Government House to meet with the governor in continuation to partnership with littoral states to expand national economic growth options beyond oil into maritime.



Towards Sustainable Transport Infrastructure

CloTA summit offers way forward for transportation in Nigeria. **Vincent Obia** reports

Roads have been ruined, movement of people and goods hampered, and the economy slowed down, as about 200 million citizens are doomed to navigate through poor transport infrastructure. The transportation problem is real and its toll on lives and livelihoods is obvious everywhere in Nigeria.

But the Nigerian government is making huge investments to improve the transport infrastructure. A sizeable proportion of the national budget has been dedicated to the building and rehabilitation of "critical infrastructure", with transportation taking the lead.

The government requires the input of experts for proper direction of investment and worthwhile results. The Chartered Institute of Transport Administration of Nigeria (CloTA) recently brought together professionals and stakeholders from within and outside the country to do just that: offer ideas on improving and sustaining the structure of the country's transport system. CloTA's Second National Transport Summit, held December 1 – 3 in Abuja, was themed, "Building Sustainable Transport Infrastructure in Nigeria: Opportunities, Innovations, and Technologies."

Transport experts, academics, operators, and regulators converged on the nation's capital to

draw attention to the challenges and potential of a sector that offers a vital vehicle for economic development, with significant contributions to the Gross Domestic Product (GDP) and job creation. The summit set forth fresh ideas, gleaned from expert presentations combining knowledge and experience, to try to achieve a comprehensive turnaround in the transportation system through the emergence of value-added transport services.

The keynote presentation at the summit, titled, "Building Sustainable Transport Infrastructure in Nigeria: Opportunities, Innovations and Technologies," was delivered by Professor Innocent Ogwude, a Professor of Transport Management Technology and former Acting Vice Chancellor, Federal University of Technology, Owerri (FUTO).

Other papers presented at the conference included: "Air Transport Infrastructure Development in Nigeria: Opportunities and Current Challenges," delivered by Managing Director of the Nigerian Airspace Management Authority (NAMA), Capt. Fola Akinkuotu; "Transport Infrastructure and Smart City Development in Nigeria," by Dean, Faculty of Environmental Management, Olabisi Onabanjo University, Ago-Iwoye, Ogun State, Professor Bamidele Badejo; and "Pipeline Transportation as a Strategic Resource in Building Sustainable Transport Infrastructure in Nigeria," by



Former Head of State, Gen. Yakubu Gowon (rtd), in a Webinar, addressing the Second National Transport Summit in Abuja

Nigerian Country Manager, National Oilwell Varco (NOV), Mr. Bala Zakka.

Altogether, five papers were delivered by experts on the improvement and sustainability of the various modes of transportation, while two technical sessions discussed the papers, and group discussions took place in a colloquium.

The panel discussion was chaired by Professor Callistus Ibe, and discussants included Professor Samuel Odewumi.

Key stakeholders who participated in the summit included Executive Secretary of Nigerian Shippers' Council, Hassan Bello; Corps Marshal, Federal Road Safety Corps (FRSC), Dr. Boboye Oyeyemi; and Director-General, Nigerian Institute of Transport Technology (NITT), Zaria, Dr. Bayero Salih-Farah. Other participants were first female President, CloTA, Princess Mulikat Sanni; former Lagos State Commissioner for Transportation, Comrade Kayode Opeifa; and former Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Ferdinand Agu.

The maiden edition of the National Transportation Summit organised by CloTA in December 2019 had the theme, "Unlocking the Potentials of Transportation for Sustainable Development." Building on this momentum, the institute assembled stakeholders in the transport sector, including policymakers, practitioners, the academia, and members of the

international community to consolidate on the gains of the last conference and plan the way forward.

In his welcome address, National President of CloTA, Dr. Bashir Jamoh, stressed the pivotal role of transportation in human existence. "Transport is life, and life is transport," Jamoh said. "There is nothing you can do without it." He said with the CloTA Act, which was enacted in June 2019, the institute intended to professionalise transportation in the country, eliminate quackery and inefficiency, and make the sector take its pride of place in national development.

Jamoh, which is also the Director-General of NIMASA, announced a new transport development tripod, comprising professionalism, training and education, and advocacy. He said under the road map for transport sector development during his tenure as CloTA president, "The institute will work with government to ensure that only transport professionals are allowed to man the transport infrastructure. We will develop models for non-professionals willing to join the sector to be certified before they can practise."

The CloTA president said education, research, training, and retraining of the transport workforce would be prioritised by the institute. He explained that the curriculum would be developed by the institute in conjunction with the Federal Ministry of Education.

"We will advocate proper formulation of transport policies and monitor implementation to ensure sustained transport development," Jamoh stated.

Chairman of the summit and former Head of State, General Yakubu Gowon (rtd), called for greater partnership between the public and private sectors in order to come up with innovative ways of resolving



A panel session at the Second National Transport Summit in Abuja



L-R: Dr. Olayiwola Giwa, Capt. Fola Akinkuotu, and Professor Samuel Odewunmi, at the summit

the transportation challenge in the country. Gowon, who gave a virtual address at the opening of the three-day conference, said, "The task of advancing the transport system cannot be left to government alone. It requires partnership between the public sector, the private sector, civil society and the general public.

"Public participation, confidence and support are paramount in this campaign of building a virile transport system in our country."

He implored "all the critical stakeholders in the transport sector, policy makers and technical experts at this summit to think deeply on how we can evolve and create innovative strategies to advance the transport system in the country."

The former head of state added, "We must embark upon an intensive campaign to make the public and private sectors accountable and performance oriented, with a view to provide the citizenry with a proficient transport system. We must inculcate code of ethical conduct, transparency and accountability into the whole of the transportation system for national development."

Bello, in his own remarks, said the Nigerian transport sector could generate about N7 trillion annually. But the Executive Secretary of Nigerian Shippers' Council cautioned that only an efficient infrastructure would make the country maximise the potential of the transport industry.

Agu said it was a significant development that CloTA, the foremost and exclusive chartered body designated by legislation to drive the transportation sector in Nigeria, had persons with good institutional memory of the organisation at its helm. He hoped CloTA will become a veritable engine for capacity building across all modes of transportation in the country.

The former NIMASA Director-General stated that

with the institute now chartered and the "authoritative referral capacity in the transport sector domiciled in one place," the country had taken a significant step in the march to greatness.

Participants made the following observations at the conference: transportation is a public service and the transport infrastructure must be developed to a critical minimum before industrialisation can take place; key investments in the transport sector are crucial to realise the national aspiration of becoming the transport hub for West and Central Africa in the areas of aviation, maritime, and rail transportation; and Nigeria is currently rebuilding critical transport infrastructure with the rail network, highways and bridges, deep seaports, and airports as the strategic focus, though infrastructure remains in great deficit and requires about USD 3 trillion to develop.

The summit recommended that there was need to follow through reforms in the transport sector to create a well regulated and competitive environment for service delivery. The desired reforms are generally captured in the following bills that are awaiting passage at the National Assembly: National Transport Commission Bill, to create an economic regulator in the transport industry; National Ports and Harbour Authority Bill, to create a formal landlord model and a technical regulator in the port industry; National Railway Authority Bill, to create a safety and technical regulator in a deregulated rail industry; National Inland Waterways Bill, to create a landlord model and a safety and technical regulator in the inland waterways transport industry; National Roads Authority Bill, to create a safety and technical regulator in the highways sector; and National Road Fund Bill, to create a formal means of raising funds for the financing of highways and bridges.

The conference recommended complete



L-R: Deputy National President, CioTA, Mr. Darlington Ofor; Nancy Oluoha of NIMASA; Member, Council for the Registration of Transportants (CORTRANS), Barr. Osuala Emmanuel Nwagbara; and Professor Callistus Ibe

deregulation of the aviation sector in line with the National Council on Privatisation law, and urged the government to provide a roadmap for the actualisation of the desire to make Nigeria a transport hub for West and Central Africa. It said government should encourage the development of active maritime clusters around the country's port complexes. It also suggested the voluntary merger of indigenous shipping companies to make for viable shipping lines that can successfully compete with foreign shipping lines in the carriage of both wet and dry cargo.

The summit recommended the encouragement of smart city transport operations in the towns and cities and said, "Opportunities to use rail infrastructure development as a strategic resource for African leadership should be further explored in the expansion and standardisation of the national rail networks connecting all parts of the country and the landlocked countries of West and Central Africa."

The conference suggested more emphasis on pipeline transportation in the movement of wet cargo and discouragement of truck transportation. It said more public, private partnership (PPP) arrangements and other innovative methods should be explored to fund the building and rebuilding of the transport infrastructure.

The main takeaway from the summit seems to be that Nigeria is in dire need of improved transport infrastructure and more PPP arrangements are needed to summon up the necessary funding for the building and sustenance of the infrastructure.

Conferences of this nature serve to draw society's attention to critical responsibilities and opportunities. "The Nigerian transport sector is a gold mine of opportunities for local and foreign investors," said Jamoh. "But the government needs to provide proper direction in terms of policy."

EMPLOYEE OF THE MONTH



EYIOYAGHA DAUPAMONE

**Employee of the Month October
Financial Services Department**



JUBRIL BABA ZAKARI

**Employee of the Month November
Internal Audit Unit**

The **Employee of the Year** and **Employee of the Month** awards reward and recognise outstanding performance among staff; motivate other staff to emulate excellence in those rewarded; and replicate the superior performance in order to enhance productivity and fulfill the Agency's vision and mission.

PHOTO NEWS SOLIDARITY VISIT TO NPA



L-R: Executive Secretary, Nigerian Shippers' Council, Hassan Bello; Managing Director, National Inland Waterways Authority (NIWA), Dr. George Moghalu; Managing Director, Nigerian Ports Authority (NPA), Ms. Hadiza Bala Usman; and Director-General, NIMASA, Dr. Bashir Jamoh, during a solidarity visit to the NPA headquarters in Lagos by the heads maritime agencies following an arson attack by hoodlums that destroyed sections of NPA's head office



Jamoh (right) and other heads of maritime agencies inspecting damage to the NPA head office during their solidarity visit

PHOTO NEWS NATIONAL FLEET IMPLEMENTATION COMMITTEE VISIT

Executive Secretary, Nigerian Shippers' Council, Hassan Bello; Director-General, NIMASA, Dr. Bashir Jamoh; and member, Nigeria Ship Owners Association (NISA), Chief Isaac Jolapamo, when the National Fleet Implementation Committee visited the NIMASA head office in Lagos

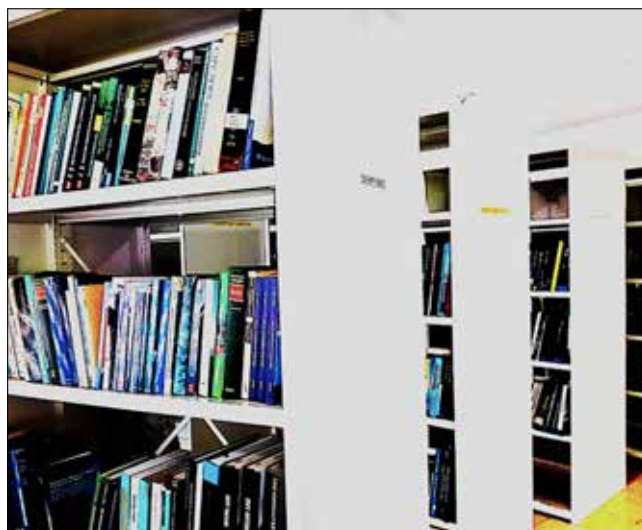




Director-General, NIMASA, Dr. Bashir Jamoh (second right), cutting the tape to open the NIMASA Knowledge Centre and E-library at the Nigerian Maritime Resource Development Centre (NMRDC), Lagos. He is flanked by Executive Director, Operations, Mr. Shehu Ahmed (second left), Director, Planning, Research, and Data Management Services, Mr. Anthony Ogadi (left), and Head, Library, Aisha Askira



Inside the library



Computer section of the library



Jamoh (left) and Askira

BOOK: HARNESSING NIGERIA'S MARITIME ASSETS: PAST, PRESENT & FUTURE**AUTHOR: BASHIR YUSUF JAMOH****PUBLISHER: BASHIR YUSUF JAMOH****PAGINATION: 227****REVIEWER: VINCENT OBIA**

A Transcendent Think Tank of a Book

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his book, *Harnessing Nigeria's Maritime Assets: Past, Present and Future*, by Bashir Yusuf Jamoh, would easily rate as one of the seminal presentations of our age, given its sweeping, yet precise and focused attention,

first, to the age-old question of diversifying the Nigerian economy and, secondly, to the author's persuasive argument that what he calls "The Blue Project" is where we must turn to revive our dimming socioeconomic fortunes and recover "colossal waste and missed opportunities."

Jamoh reaches for the position of the 17th Century English writer, Walter Raleigh, to sustain the thrust of his work. So, right there in the inside cover, he draws the attention of the reader to his mission by quoting the well-known English explorer: "For whosoever commands the sea commands the trade; whosoever commands the trade of the world commands the riches of the world, and consequently the world itself."

Then, as he unveils the pages, Jamoh conducts the reader through a maze of muscular writing to affirm the comprehensive power of the oceans, which modern man appears to be marginalising. But in the chapter dealing with Historical Perspectives, the author says this relegation of the seas is only a recent development. It was not always so. According to Jamoh, in this scholarly aspect of *Harnessing Nigeria's Maritime Assets* that takes you through the past, there were great ages that respected and exploited the potential of the waters. He refers to voyages by history-making European sailors, the slave trade, the phase of imperialism, made "possible on the strength of the effective mastering of the art and science of navigating the sea", and the achievements of King Jaja of Opobo as a result of the network of waterways




that opened up trade to the outside world.

Long before then, Jamoh writes, that was the experience of the ancient Chinese. He refers to the "case of the Tang dynasty of 618 CE to 907 CE, the Golden Age of Chinese reform and cultural advancement all made possible by the dominant strength it exercised over the waters."

Against this background the Director-General of Nigerian Maritime Administration and Safety Agency (NIMASA) builds the unchallengeable proposal: "Nigeria's maritime sector is humongous. It is capable of generating over N7 trillion annually (which is over 75 per cent of the 2018 budget) and creating 40 million jobs."

But, alas, Jamoh laments, "What has not been adequately explored is the subject of harnessing Nigeria's vast assets." The forte of his book is that it



“Diversification of the economy entails the idea of bringing the needed expertise and sourcing private participation and capital to be invested in the infrastructural development of the maritime industry.”

is not a platform for complaining about a bad past, sad present and bleak future. The nationalist, realist, and optimist that he is, and given his position as the chief executive officer of a foremost industry parastatal, Jamoh offers priceless suggestions on how to leverage the limitless resources of Nigeria’s maritime environment for competitive economic advantage. He draws unsparingly from his own rich background in the field.

The author identifies Nigeria’s huge maritime assets: bodies of water, coastline, and waterways, water-related enterprises, skilled seafarers, dockworkers, ICT experts, marine engineers, etc. He urges a multidisciplinary approach to harness this huge reserve of latent qualities to grow the society and its people beyond the current levels. Jamoh is not just presenting private opinions. He relies on several authorities and personal experiences of his interface with the system.

It is the reason the chapter on the country’s maritime assets is the longest. He writes boldly, passionately and patriotically, leaving nothing unaddressed as he pleads that we are sitting atop inexhaustible riches. This is what Jamoh unearths: “The potential of the maritime sector in rebooting the Nigerian economy cannot be overemphasised...”

“In an exhibition of the industry held in 2015, the industry was projected to grow with an attraction of a lot of investors as the Nigeria maritime potential was spotlighted alongside Brazil, Russia, India and China.”

Why hasn’t Nigeria matched or approximated the heights reached by these maritime powers? Jamoh believes the country has hardly empowered the institutional regulatory bodies in the sector. He is asking for what he refers to as “institutional frameworks” that have clear mandate, even if their functions overlap, as to how each agency would creatively identify with the vision of the Blue Economy or Project.

Jamoh’s book notes other challenges: pollution, piracy, illegal bunkering, militancy and kidnapping, drug and illegal arms trafficking, pipeline vandalism, cybercrime, inadequate infrastructure, etc. These have

ensnared the sector and made it to suffer setbacks of grave outcomes.

So what can be done to ensure a safe future for the maritime world? Beleaguered by the impediments highlighted above, must it be led into the next generation with the same drawbacks that have not allowed it to fly? Shouldn’t the present generation guarantee it a safe landing into the future by ridding it of what is making it incapable of being useful to the nation and its people?

Jamoh’s informed take: “Increasingly, as gathered from consistent stakeholder views and advocacy over the last two years, there appears to be a trending that is more in favour of lesser state-dominated sector with state actors playing largely enabling roles for a partnership with the private sector to thrive within the context of bias for the national interest. This seems to be the way to go.

“Diversification of the economy entails the idea of bringing the needed expertise and sourcing private participation and capital to be invested in the infrastructural development of the maritime industry.”

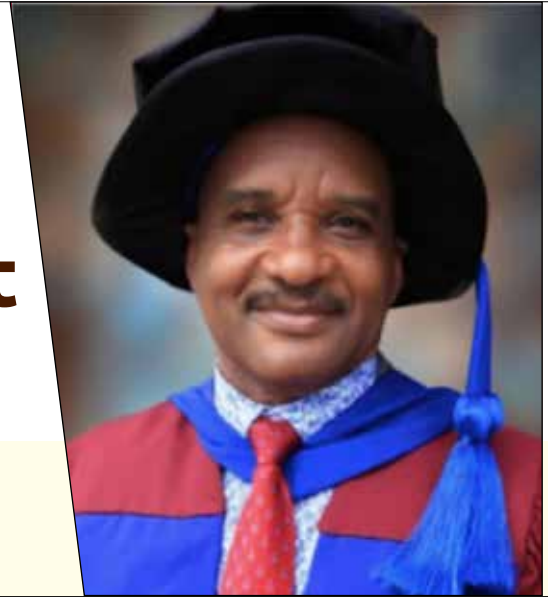
There’s a harvest of recommendations in Jamoh’s *Harnessing Nigeria’s Maritime Assets* to guide the government and industry players to create a sector that would make Nigeria of the Millennium Generation. The NIMASA boss groups them into what he terms, “The Enabling Triangle.” These are Governance, Maritime Infrastructure Development, and Maritime Security. He depicts these demands with an illustration where all dovetail into each other, to suggest that they none can stand independent of each other.

It is a salutary conclusion to a book I prefer to see as the work of a think tank, a group of experts, because of the extensive nature of its references, charts, tables of statistics, and treatment of the subject from the point of view of a professional’s dispassionate lens.

Jamoh’s *Harnessing Nigeria’s Maritime Assets* is strongly recommended to our leaders as they ponder over the inevitable path of diversifying our economy.

NIMASA DG Heads University Transport Institute

• *Pledges to promote maritime education*



Dr. Bashir Jamoh

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he University of Port Harcourt has appointed Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, as Chairman, Governing Board of the institution's Centre for Logistics and Transport Studies (CELTRAS). A letter

signed by Vice Chancellor of the university, Professor Stephen Okodudu, said Jamoh was chosen by virtue of his position as Director-General of NIMASA, stressing that his appointment "is an eloquent testimony to your outstanding contributions to national development."

Jamoh, who holds a doctorate in Logistics and Transport Management from the University of Port Harcourt, was requested to assume the role of Chairman of the 10-member Governing Board of CELTRAS. The Board was inaugurated in December.

In his acceptance remarks, Jamoh expressed his appreciation to the university for the recognition, saying it is an encouragement to do more for the improvement of transportation in the country.

He stated, "I wholeheartedly appreciate this recognition by my great alma mater. It is a huge honour to me, the Agency, and indeed, the entire transport and logistics community. This appointment is a great spur to me to work harder to not only elevate the position of the Centre for Logistics and Transport Studies, University of Port Harcourt, but also improve transportation, generally, at this critical juncture in our national development."

"I know with God on my side, and the collective support of members of the University of Port Harcourt community, we shall succeed."

The inauguration, which took place at the university's Institute of Petroleum Studies Auditorium, was supervised by Okodudu, with many academic and non-academic staff in attendance.

Speaking after his inauguration, Jamoh promised to prioritise maritime education and professionalism in the

transport sector, while working hand-in-hand with the Governing Board to achieve the set goals of CELTRAS.

He stated, "NIMASA, on its part, has a mandate enshrined in its enabling Act, which includes maritime education. It would be all hands on deck and, hopefully, we shall achieve the mandate of maritime education and professionalism in the country."

With the appointment coming at a time when the Federal Government is working to improve the transportation infrastructure across the country, Jamoh says the Centre has its work cut out.

"Without professional transporters in our sector, this infrastructure will continue to dilapidate," the Director-General said. "Therefore, it is not by accident that we are gathered here to inaugurate this board to ensure that we produce professionals, and encourage research towards development of the transportation sector," he added.

CELTRAS was established in 2012 as a foremost institution for logistics/supply chain and transport management in Nigeria. The Governing Board is charged with the responsibility of identifying and developing strategies for the growth of the Centre and also effective and mutually beneficial relationship with government and industry.

Other members of the Board are Managing Director/Chief Executive Officer, Delta Marine Limited; representative of the Minister of Transportation; representative of the Rivers State Commissioner for Transport; representative of the Corps Marshal/ Chief Executive Officer, Federal Road Safety Corps; National Executive Director, Chartered Institute of Logistics and Transport Nigeria; Director-General, Nigerian Institute of Transport Technology; Dean, School of Graduate Studies, University of Port Harcourt; Dean, Faculty of Social Sciences, University of Port Harcourt; and Acting Director, Centre for Logistics and Transport Studies, University of Port Harcourt.



NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

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

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

COVID-19 MARINE NOTICE

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

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

- That all maritime stakeholders shall develop risk assessments and safety intervention guidelines for their personnel and operations on the areas of vulnerabilities of their maritime operations that can be affected by the COVID 19 pandemic including but not limited to offshore operations such as crew/personnel changes, visits from onshore and other locations for provision of supplies, maintenance and repairs etc.
- That all ongoing and/or other scheduled offshore operations requiring new crew or crew changes from affected countries shall ensure that pre-departure tests for COVID 19 are conducted on such persons, and self-isolation procedures for the prescribed period are instituted for such new crew/personnel before exposure to other personnel.
- That only international marine vessel which had planned and informed of their call into a Nigerian Port not later than 1st February, 2020 may be allowed to call on such port.
- That any international marine vessel or any member of its crew and/or passenger therein having a travel history of visiting any of the COVID-19 affected countries mentioned in the adjoining link (<https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports>) since 1st Feb, 2020; shall not be permitted to enter any Nigerian port from 30th March, 2020 to 12th April, 2020. And any further dates as may be reviewed from time to time.
- That only international marine vessel having thermal screening facilities for passenger and crew may be allowed on the ports.
- That Shipping Agent/Master of Vessels shall submit all documents related to crew and passengers regarding their travel to/from the COVID-19 affected countries.
- That no sick passengers/crew shall be allowed to board any ship by the Shipping agent and/or Master of Vessel.
- That updated information on COVID-19 shall be provided to each international marine vessel and should be as per guidelines of The Federal Ministry of Health Nigeria and Nigeria Centre for Disease Control.
- That all passengers and crew members shall fill the Self Reporting Form as prescribed by Nigerian Port Health Authorities.
- That Port Health Officer (PHO) shall carry out thermal screening of all the passengers and crew members on board ship and until clearance is given by the PHO no passengers and or crew members shall be allowed ashore.
- That Port and or Local hospitals shall assist PHO by supplying additional doctors and medical staff and logistics etc.
- That if any passengers and or crew members show signs or symptoms of the disease, disembarking of such passengers/crew shall not be permitted.
- That such passenger shall be quarantined on the ship and samples of the patient shall be collected and sent to designated hospital/lab for testing. If sample is tested positive, the passenger shall be taken to the isolation facility attached to the Port and the ship shall

be required to cast off. If sample is negative, the passengers and crew members may be allowed shore excursion. A declaration to follow this procedure shall be taken from all ships before they are allowed to enter the Port.

- That when seafarers certificates expires and the need to renew arose within the prevalent condition in relation to COVID-19 a flexibility on a case by case basis would apply.
- That strict compliance with Port Health and Nigerian Immigration Services laws should be adhered to in relation to the issuance of shore-pass to local and international seafarers.
- That where a seafarer is confirmed to have contacted the COVID-19, the Shipping Company, Agent or Crewing/Manning Company should report to the Agency in addition to submission of daily situational report on action taken.
- That all Marine vessels are required to take these special measures to prevent COVID 19 patients from boarding vessels which include but not limited to the following:
 - i. Any cruise guests who have traveled through China, Hong Kong, Iran, South Korea and Italy and other affected countries (as defined by WHO in their daily reports <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports>) in the past 14 days are automatically denied boarding by the marine vessel lines.
 - ii. Any person having contact with anyone within the last 14-days prior to travel who has travel history to mainland China, Hong Kong, Macau, Iran, South Korea, or Italy or any other affected countries is automatically denied boarding.
 - iii. Mandatory screenings shall be performed on persons with influenza like illnesses (ILIs) in boarding ports terminals.
 - iv. All guests onboard have to fill out self-declaration health forms.
 - v. At the check-in counter of the boarding ports, the guest's passports are verified for any stamps from COVID-19 affected countries.
 - vi. The passports are double checked by marine vessel personnel inside the terminal at boarding ports as double measure to ensure prevention of boarding such crew.
 - vii. All passports are also checked onboard by marine vessel staff alongside Nigerian Immigration Officers, wherever the Immigration Officers boarded in the previous foreign ports for enroute clearance.
 - viii. All ships shall be regularly sanitized.
 - ix. All cruises carry out daily examination of all passengers for symptoms for COVID-19.
 - x. All cruises shall have sufficiently oriented health staff with adequate logistics like masks, personal protection equipment etc. along with sufficient isolation beds where any crew/passenger suspects can be isolated in case of detection of any symptoms.

For further information, please contact:

Head Search and Rescue Clinic

3 Azare Crescent, Apapa, Lagos.

- **Dr. Anselm Nwanze**
E-mail: ansel_nwanze18@yahoo.com
Tel: 08033040411 and

- **Dr. Anthony Umunna**
E-mail: doctpalanchio@gmail.com
Tel: 08182239132

SIGNED: **MANAGEMENT**

PHOTO SPLASH CIOTA SECOND NATIONAL TRANSPORT SUMMIT

DAY ONE



L-R: Executive Secretary, Nigerian Shippers' Council, Barr. Hassan Bello; President, Chartered Institute of Transport Administration of Nigeria (CIoTA), Dr. Bashir Jamoh; and Dean, School of Environmental Management, Olabisi Onabanjo University, Ogun State, Professor Bamidele Badejo



Director-General, Nigerian Institute of Transport Technology (NITT), Zaria, Dr. Bayero Salih Farah



Participants at the event



Delegates

MEETING THE PRESS



L-R: Jamoh, Bello, and Deputy National President, CIoTA, Mr. Darlington Ofor

DAY THREE



Minister of Transportation, Rt. Hon. Chibuike Amaechi (left), receiving a plaque from Dr. Bashir Jamoh during the Second National Transport Summit



Assistant Director, Maritime Labour Services, Chioma Azionu (left), and Assistant Director, Shipping Development, Chizoba Anyika

DAY TWO



L-R: Vice President, CioTA, Dr. Aderopo Owolabi; Capt. Fola Akinkuotu; and Compere Eugenia Abu



L-R: Dr. Olayiwola Giwa, Capt. Fola Akinkuotu, and Professor Samuel Odewunmi

PRE EVENT



National President/Chairman of Council, Chartered Institute of Transport Administration of Nigeria, Dr. Bashir Yusuf Jamoh (middle), Deputy National President, CioTA, Mr. Darlington Ofor (left), and Chairman, Planning Committee, Second National Transport Summit, Chief Emmanuel Osuala Nwagbara, at a pre-event press conference in Lagos

Nigerian Premier League Thriving Amid Ravaging COVID-19 Pandemic

BY NNAMDI OKOSIEME

In Nigeria, where football is akin to a religion, it will take more than a vicious pandemic, even one that has killed off two million people globally, to quench the desire for it. Despite the threat posed by the pandemic, football is alive and well. Across the country, youngsters defy the odds and sometimes risk their lives and sanction from government, to play the beautiful game in primary and secondary school premises, and street corners.

Thrilling from a distance

At the senior level, players of the Nigerian Premier League, Nigeria's flagship football tournament, continue to titillate football fans with their deft football touches and mesmerising runs and dribbles, albeit from a distance. This is because the COVID-19 pandemic, which shutdown sorting activities around the world last year, has engendered a new normal in sports. Fans and spectators are barred from stadia and sporting venues in order to check the spread of the virus.

In Nigeria, due to the rapid spread of the virus in its first wave in 2020, the 2019/2020 season of the Nigerian Premier League, which was in its 25th game, was suspended following the lockdown imposed on the country by the Federal Government.

PPG of trouble

The league, ending before it had run its full 38-match course, was left without a winner. At the time of its suspension, Plateau United sat atop the table with 49 points from 25 matches. In second and third places were Rivers United and Lobi Stars with 45 points and 43 points, respectively, after 25 games.

The situation presented a bit of a challenge for the league organisers who had to take the decision as to which clubs would represent Nigeria at the different continental championships organised by Africa's football governing body, the Confederation of African Football (CAF). CAF was already nudging the Nigeria Football Federation (NFF), Nigeria's football authority, to send in names of its representatives.

To stave off sanctions from CAF, the League Management Company (LMC), the body, which officially runs the league, called the clubs to a virtual meeting in May 2020. That meeting, which turned out stormy and volatile, ended with 17 of the 20 clubs in the league calling on organisers not to relegate teams at the lower rung of the table or promote teams from the lower division. To get around the challenge posed by the sudden end of the league, majority of the clubs adopted a Points Per Game (PPG) format to rate teams and decide which of them finished top and would represent Nigeria in continental competitions, as there was a disparity in the number of games played by the clubs.

For instance, while the top three teams on the table, Plateau United, Rivers United, and Lobi Stars, had played 25 games each, the next two on the table, Enugu Rangers and Enyimba, had played 24 and 20 games, respectively.

Three clubs, Akwa United (in sixth position), Lobi Stars, and Rangers, voted for a mini-league format of the top six teams playing in a neutral venue to resolve the issue of teams representing Nigeria on the continent. The proposal was thrown out.

Following the adoption of the PPG another problem arose. After the PPG was determined, second placed Rivers United and fifth placed Enyimba were tied on points and goals difference. To resolve the problem, the LMC ruled that by virtue of the head-to-head rule, Enyimba finished in second place ahead of Rivers United. The decision was based on the fact that in their meeting, Enyimba had beaten Rivers United 2-0. With this, Plateau United, which led the pack at the suspension of the league, and Enyimba, were chosen to represent Nigeria at the CAF Champions League by the NFF, while Rivers United, which, according to the PPG, finished in third place, and Kano Pillars, which had won the 2019 FA Cup, were chosen for the Confederation Cup.

A river of protest

The LMC decision riled Rivers United. The club held that the LMC, in placing Enyimba ahead of Rivers United, breached Article 29 of its statute, which provides that to



determine positions of clubs the order to be followed would be points and goals difference, then goals for and against, before head-to-head.

An embittered Boma Iyaye, the Rivers State Commissioner for Sports, accused the Shehu Dikko-led league governing body of foul play. Such was the angst felt by the commissioner that after accusing Dikko and NFF President, Amaju Pinnick, of favouring Enyimba because its chairman, Felix Anyasi-Agwu, is a member of the board of the NFF, he threatened to take the matter to the Council on Arbitrator for Sports (CAS) in Switzerland.

Iyaye said there were clear grounds for protest, hinging his argument on the fact that in settling for the head-to-head option as tie breaker, the LMC acted unfairly. He wondered why the resort to the head-to-head provision when only one leg of the expected two-legged tie had been played by both teams.

Iyaye said, "Our position has always been that rather than use an inconclusive head-to-head to separate two teams tied on points, the rules guiding the operations of the NPFL states that goals difference shall be the first option to be used in separating teams that are tied on the same points, followed by higher goals scored, and, lastly, head-to-head.

"We are only against the selective application of the rules. Our argument is simple, that since there is an established order separating two teams tied in points, the LMC is bound to follow that order as provided in their own rules.

"So, if Article 29 of the NPFL rules say positions will be decided by points and goals difference then goals for and against before head-to-head, they cannot jump and go to head-to-head."

Describing the LMC decision as pure "case of injustice and undue victimisation" against Rivers United, he said the club was left with no option than to head to CAS for justice to be served.

The commissioner said, "In the light of this development, the Rivers State government, sponsors of Rivers United, is compelled to seek the proper interpretation of the applicable rules on the pronouncement and propriety or otherwise of the actions and decisions of the LMC on the matter from the Court of Arbitration for Sports. It's obvious we cannot get justice from the Nigeria

Football Federation, so we will go to where we can get justice."

Powering home

Despite the disagreements, which arose in the aftermath of its suspension, the league provided fans in the stadia and those watching it on television with enduring moments to cherish. After 264 matches played, the teams had banged in 494 goals and average of nearly two goals for every game. Of the 494 goals, the top six teams accounted for nearly half of the tally.

At the individual level, the league's top hit man was Enugu Rangers' Israel Abia. Nicknamed "Powerpack" for his blistering style of play, the sturdy striker had notched up 12 goals by the time the LMC pulled the plug on the league. Seven of those came for Akure clubside, Sunshine Stars, for whom he starred before moving to Rangers in January 2020.

For his goal scoring exploits, Abia will be handsomely rewarded by Eunisell, the Chemical and Oil and Gas Engineering Solutions Company, which has instituted a top scorer award. He will receive the Eunisell Boot Replica and the sum of N2.4 million, representing N200,000 for each of the 12 goals he scored.

In full swing

The 2020/2021 season is already drawing excitement from fans. The league, which commenced on December 27, 2020, is in its Match Day 5. So far 98 goals have been scored with 19 of them coming on Match Day 1.

Already, the league's top marksmen are flexing their muscles and are determined to dethrone Abia as the leading goledore. Presently, four of them – Shedrack Oghali (Heartland FC), Rabi'u Ali (Kano Pillars), Samuel Matthias (Lobi Stars), and Ndifreke Udo (Akwa United) – are tied on three goals with him. Abia, however, is unfazed by their challenge. The Rangers hit man has his sights set beyond just emerging the league's top scorer. His ultimate goal is to upend Mfon Udoh as the man with the record of the highest number of goals ever in a league season. Udoh set the record in the 2013/2014 season and Abia says he will not relent until he achieves his goal.

Abia told a football news website recently, "The Nigerian league has improved and this season is coming on well. Like I said, there is no home and away, so I believe I can always come out tops. I am not promising any number but as long as I break Mfon Udoh's record I am fine."

• Okosieme, a journalist and sports analyst, contributed this piece from Abuja.



Prevention of Infectious Diseases in the Workplace

Employers and employees have a collective responsibility to keep the workplace free from disease, write **Adaku Ogbekhilu** and **Anthony Umunna**

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he Health and Safety at Work law requires that employers take all practicable steps to mitigate risk and protect workers at all times from workplace hazards.

WAYS TO PROTECT THE WORKPLACE

There are a number of measures employers and employees can adopt to minimise the risk of spreading infectious diseases in the workplace. Workers should be encouraged to follow basic personal preventive steps to stop the spread of diseases. These include:

- Getting immunised against infectious diseases.
- Washing and drying hands regularly and properly.
- Staying at home if they are sick.
- Covering coughs and sneezes.

On the part of employers, there should be a deliberate effort to ensure the following:

- Provision of immunisations to workers (such as the seasonal influenza vaccine).
- Provision of appropriate protection to staff who, by the nature of their work, may be required to have contact with people who are sick (for example, healthcare workers).
- Keeping the workplaces clean.

KEY CLEANING TIPS

- Schedule regular cleaning.
- Use suitable cleaning products.
- Use disposable cloths, if available.
- Clean air-conditioning units.

- Regular cleaning of the workplace environment will minimise the spread of infection by reducing workers' contact with contaminated surfaces.
- Workplace environments vary greatly, so it is important to consider your particular work environment and what is frequently used and touched by workers, customers and others.
- Clean surfaces with suitable cleaners or disinfectants and follow the manufacturer's instructions for use. When choosing a cleaning product, consider what the product is effective against and the length of time the product needs to be left on a surface to clean it properly.
- Reusable cloths used in cleaning surfaces should be cleaned, disinfected and then dried after use.
- Ensure appropriate equipment is available for workers to wash and dry their hands.

VENTILATION

- Ensure good ventilation
- Enclosed spaces can increase the spread of infectious diseases. Employers should ensure air conditioning systems are well maintained. It is advisable that air conditioning systems do not re-circulate air but are vented to the outside as much as possible.
- If the workplace does not have an air conditioning system, open windows regularly to get fresh air circulating.
- Plan for outbreaks and pandemics.
- Consider what extra measures you can take to protect workers in a pandemic, and put appropriate plans in place.



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