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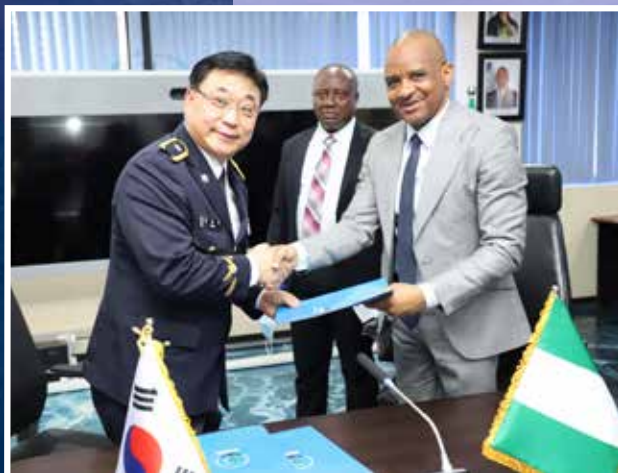
# VOYAGE



VOL.9 NO.4. 2021

## SHADE:

A New Collaboration to  
Checkmate Piracy in  
the Gulf of Guinea



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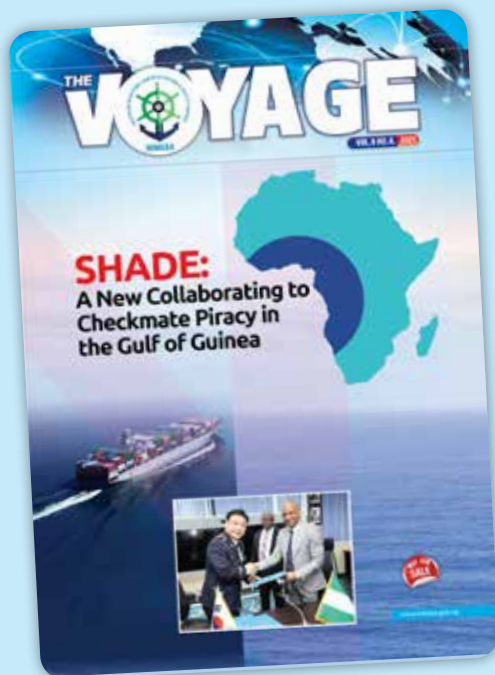
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Dr. Bashir Jamoh,  
DG/CEO NIMASA

# NIMASA as a Global Citizen

**A**

s the notion of the enclosure of all humanity under one global canopy gains more ground in our age, we at the Nigerian Maritime Administration Safety Agency (NIMASA) are also striving to play our part as international stakeholder. While we are concerned with efforts to achieve safe and secure waterways on our local shores, we acknowledge the reality of shared sea borders and the need to cooperate with kindred corporate bodies worldwide for a salutary solution to the issue of safety on the oceans.

We are highlighting international maritime collaborations to show how NIMASA is helping to integrate national and transnational efforts for the delivery of a peaceful marine ecosystem.

For instance, we were in Lisbon, Portugal, for the third Seminar of the Atlantic Centre, where NIMASA enjoyed a rare opportunity to canvass for Nigeria to

be voted into the council of the International Maritime Organisation (IMO). We need the vote so Nigeria can be in "partnership with other nations in the Gulf of Guinea to continue keeping our corridor of the Atlantic Ocean a safe passage for seafarers, their vessels, and the vital supplies they transport for our common sustenance."

Aside asking for a voice in the IMO council, we sought for the removal of Nigeria by the global shipping community from designation as a war risk zone. We spoke of the huge efforts the Federal Government has made to make the country's waters safer for crew members, vessels, and cargoes. Nigeria, as a responsible global citizen, has done all these without breaching international laws or acting in contempt of the sovereignty of the nations in West and Central Africa.

All this is captured within a wider framework and picture that covers the entire water mass of the Planet, beginning with the local scene.

At the domestic plane, we have entered into an agreement with the Nigerian Customs Service (NCS) for a "seamless and timely delivery" of the Deep Blue Project assets at the ports. The pact is to find a common ground that would assist in the full deployment of the assets of the project urgently required to play a strategic role in turning around the economic fortunes of Nigeria. We have also initiated strategic partnerships with the Armed Forces, Nigeria Police, Nigeria Immigration Service, sister agencies in the Federal Ministry of Transportation, and other relevant stakeholders.

Thus, we're sensitive to our dual role of playing the game to suit the home territory and exerting our efforts to assert the perception that we also owe allegiance to a world expecting us to meet international obligations.

## WORDS ON MARBLE

**We're sensitive to our dual role of playing the game to suit the home territory and exerting our efforts to assert the perception that we also owe allegiance to a world expecting us to meet international obligations.**

**– DR. BASHIR JAMOH**

*Bashir Jamoh*



Osagie Edward

# Your One-stop Store

I

n this edition of The Voyage that closes the year, we're sharing with you, our faithful readers, the usual potpourri of reports and stories of events that signpost NIMASA as the agency of the moment.

What you have with you this quarter is more than a bumper edition. It is a testimony to the patriotic proclivity of the agency to join hands with other organisations for a rainbow coalition against insecurity on the high seas. We know of the authorities' war on crime and antisocial activities. In this edition, we also present stories speaking of how NIMASA is cooperating with local and global partners to support the Federal Government. It is part of our statutory functions, straddling two worlds, the Nigerian scene and the foreign front. The Agency has ably handled these roles over the years.

Needless to say, we at The Voyage have also been part of the success story of NIMASA, earning us the award of the leading industry magazine in Nigeria.

This edition is one more evidence of that assessment. There are features, reports, and pictorials that

offer all that you need to be equipped you with adequate knowledge of the maritime industry, not only here in Nigeria, but also beyond.

Accompanying this mouth-watering maritime menu are offshore takes, like health tips that can come in handy for first aid administration during emergencies. We always reach out for experts in this regard. They are professionals who do not cease to warn against self-medication.

This issue also has a feature on sports. In this column, we update you on the best in the world of sports with a crisp analytical write-up.

You're not wrong if you refer to our magazine as a one-stop store, where you're not only given all you need to know about the industry, but also you're offered desserts in the form of sports, health and social news.

Good and balanced reportage obliges us to go the extra mile to please you. We're happy that doing so is what brings us applause and propels us to greater heights in the service of our society.

*Bon Voyage!*

*Osagie*

## OUR VISION

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

## OUR MISSION

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

# COLLABORATING TO CONQUER

NIMASA leads integration of national and international efforts to ensure safe and secure waters, **Kefas Kubuza William** writes

T

here is strength in unity is a famous saying often used in motivational speeches. It is also a winning strategy, as Dr. Bashir Jamoh has come to emphasise since assuming office as Director General of Nigerian Maritime Administration and Safety Agency (NIMASA) in 2020. Jamoh has tried to

encourage cooperation among relevant maritime agencies for the common goal of guaranteeing a safe, secure, and investment-friendly maritime environment for the country, the West and Central Africa sub-region, and, indeed, the entire maritime world.

"The first thing we tried to do when we came on board was to ensure collaboration and synergy among the actors," Jamoh stated. "We improved our relationship with the Nigerian Navy, Nigeria Police, Department of State Services (DSS), as well as the stakeholders. We created awareness as regards what to do in the event of attack by pirates or sea robbers. We started with our own territorial waters and escalated it to the Gulf of Guinea."

Under Jamoh, NIMASA has taken the message of synergy to the Nigerian Army, Nigerian Air Force, and Nigerian Navy. It has preached to the Nigeria

Police, Nigeria Immigration Service, Nigeria Customs Service, DSS, and National Drug Law Enforcement Agency (NDLEA).

NIMASA has equally sought to bring together sister agencies under the Federal Ministry of Transportation, namely, Nigerian Ports Authority (NPA), National Inland Waterways Authority (NIWA), and Nigerian Shippers Council, as well as security and maritime agencies of some state governments.


Jamoh restated the need for stakeholders' collaboration in tackling maritime security challenges in Nigeria and the Gulf of Guinea in a paper titled, "Enhancing Collaboration amongst Stakeholders for Improved Maritime Security in Nigeria," which he presented at the recent Chief of the Naval Staff Annual Conference (CONSAC) in Kano.

He identified insecurity as a key factor hindering the maximisation of the benefits of the rich maritime endowments of Nigeria and the Gulf of Guinea, stressing, "The impacts of these challenges are far-reaching and require that all concerned should collaborate to tackle this menace."

He added, "Working together is, therefore, a most vital approach to defend our seas, enhance maritime security, promote trade, protect the environment, and guarantee the quality of life of our people."

NIMASA has initiated collaborations with regional and international stakeholders, including International





**“Working together is, therefore, a most vital approach to defend our seas, enhance maritime security, promote trade, protect the environment, and guarantee the quality of life of our people.”**

Maritime Organisation (IMO), INTERPOL, regional organisations, shipping operators, as well as private security companies, submarine cable operators, and seafarers’ organisations, to enhance security and business in its waters.

Perhaps, the boldest step in this regard is the formation of the Joint Maritime Industry Working Group (JMIWG), which brings together Chief Executive Officers (CEOs) of maritime industry organisations.

NIMASA co-chairs the working group comprising international stakeholders, including International Association of Independent Tanker Owners (INTERTANKO), an association of independent tanker owners throughout the world; International Association of Dry Cargo Shipowners (INTERCARGO); International Chamber of Shipping (ICS), which brings together the main international trade associations in the shipping industry, representing shipowners and operators in all sectors and trades; International Oil Companies (IOCs); and Baltic and International Maritime Council (BIMCO), the largest international shipping association representing shipowners, with membership in over 120 countries. BIMCO members control about 65 per cent of the world’s tonnage.

The working group meets monthly with representations from the Nigerian Navy, Nigeria Police, Federal Ministry of Transportation, and local stakeholders. The gathering discusses issues of common

interest and proffers solutions, with the ultimate aim of ensuring safety and security in Nigerian waters and the Gulf of Guinea.

Jamoh stated regarding this group, “This working group was initiated by some conglomerate groups like BIMCO, INTERTANKO and others with the support of the IMO. We agreed that every month, a meeting will be held to review the situation in the Gulf of Guinea and update ourselves on issues within the maritime industry, and this has been yielding a lot of results.

“They are issues of security importance and for that reason I cannot divulge some of the information here but what I can say is that it is a good and viable initiative. The working group is being jointly chaired by the international conglomerate group in Europe and NIMASA in Nigeria.”

As part of a deliberate effort to ensure maritime security through concerted actions, NIMASA has led moves to harmonise and intensify information sharing among the surveillance systems of the key maritime agencies. Jamoh is determined to achieve the synchronisation of NIMASA’s C4i with the Navy’s Falcon Eye, and the C3i, which belongs to NPA.

The Command, Control, Communication, Computers, and Intelligence Centre (C4i Centre), which operates on a 24-hour basis, is the intelligence arm of the Deep

Blue Project, also known as the Integrated National Security and Waterways Protection Infrastructure. The initiative aims to comprehensively tackle insecurity in Nigeria's territorial waters and Exclusive Economic Zone, up to the Gulf of Guinea.

There has been other conscious attempts by NIMASA to ensure safety at sea. The Agency hosts the Regional Maritime Coordination Centre (RMCC), located at the Nigerian Maritime Resource Development Centre, Kirikiri, Lagos. The Lagos RMCC is one of the five designated Regional Maritime Rescue Coordination Centres in Africa, it is the secretariat of the West and Central African Search and Rescue Region. It coordinates Search and Rescue activities, and assists craft or persons in distress within the waters of nine countries in the region, namely, Republic of Benin, Cameroon, Republic of Congo, Congo Democratic Republic, Equatorial Guinea, Gabon, Nigeria, São Tomé and Príncipe, and Togo.

Besides the one located at NIMASA's Nigerian Maritime Resource Development Centre, which is fully up and running, there are three other centres in the country. They are located at Tarkwa Bay, in the Lagos/Western axis; Bonny; Escravos; and Oron.

Nigeria and the Inter-regional Coordination Centre (ICC) Yaoundé recently floated the Gulf of Guinea Maritime Collaboration Forum and Shared Awareness and De-confliction Conference (GOG-MCF/SHADE) following discussions between the Director General of NIMASA, representing Nigeria, and Executive Director of ICC Yaoundé, Admiral Narciso Fastudo Jr. The forum is dedicated to galvanising regional and international efforts for security in the Gulf of Guinea.

SHADE is co-chaired by the ICC and the Nigerian Navy.

In a joint communiqué signed by the Nigerian Navy, NIMASA, and ICC before the inaugural plenary meeting of GOG-MCF/SHADE in June this year stated

that the meeting, which was addressed by regional and international dignitaries intended "to produce meaningful actions and measures that translate to a significant increase in the cooperation at sea between regional and international Navies, the international shipping industry, and the maritime stakeholders in the Gulf of Guinea."

The new synergy among national, regional, and international maritime stakeholders has produced visible results. Many suspected pirates and sea robbers have been arrested, with a strong message to the criminal elements and their sponsors that it is game over.

The suspects are being tried under Nigeria's new antipiracy law, the Suppression of Piracy and Other Maritime Offences (SPOMO) Act, which was signed into law in June 2019 by President Muhammadu Buhari. The law made Nigeria the first in West and Central Africa to have a distinct antipiracy law.

There has been a progressive decline of security breaches in Nigerian waters and the Gulf of Guinea in the wake of the collaborations among relevant maritime stakeholders.

The International Maritime Bureau (IMB) stated in its annual piracy report for 2021, "The increased presence of international naval vessels and cooperation with regional authorities has had a positive impact..."

"The overall reduction in reported incidents in 2021 is attributed to a decline of activity reported within the Gulf of Guinea region which has seen a decrease from 81 reported incidents in 2020 to 34 in 2021. However, while kidnappings at sea dropped 55% in 2021, the Gulf of Guinea continues to account for all kidnapping incidents globally, with 57 crew taken in seven separate incidents."

The integration of national, regional, and international intelligence systems has led to better information sharing and more effective monitoring of the Nigerian





ICC- IMB Piracy and Armed Robbery Against Ships Report – 01 January – 31 December 2021  
Locations of ACTUAL and ATTEMPTED incidents, January – December 2017 – 2021

	LOCATIONS	2017	2018	2019	2020	2021
<b>S E ASIA</b>	Indonesia	43	36	25	26	9
	Malacca Straits					1
	Malaysia	7	11	11	4	2
	Philippines	22	10	5	8	9
	Singapore Straits	4	3	12	23	35
	Thailand				1	
<b>EAST ASIA</b>	China	2	3	3		
	Vietnam	2	4	2	4	1
<b>INDIAN SUB</b>	Bangladesh	11	12		4	
<b>CONTINENT</b>	India	4	6	4	6	2
<b>SOUTH AMERICA</b>	Brazil		4	2	7	3
	Colombia	6	1	3	1	6
	Dominican Republic			1		
	Ecuador	2	4	3	5	4
	Guyana	1	2			
	Haiti	1	3	2	5	4
	Mexico			1	4	1
	Panama			1		
	Peru	2	4	10	8	18
	Venezuela	12	11	6		
<b>AFRICA</b>	Algeria			1		
	Angola	1			6	4
	Benin		5	3	11	2
	Cameroon		7	6		1
	Democratic Rep. of Congo		1	1		1
	Dem. Rep. of Sao Tome & Principe	1		1	2	5
	Equatorial Guinea			2	3	2
	Gabon			1	2	4
	Ghana	1	10	3	9	5
	Guinea	2	3	2	5	3
	Gulf of Aden*	3	1			1
	Ivory Coast	1	1	1	3	
	Kenya	1		1		
	Liberia			2	2	1
	Morocco			2		
	Mozambique	2	2	3	4	1
	<b>NIGERIA</b>	<b>33</b>	<b>48</b>	<b>35</b>	<b>35</b>	<b>6</b>
	Red Sea*	1				
	Senegal	1				
	Sierra Leone	4		1		
	Somalia*	5	2			
	The Congo	1	6	3	3	1
	Togo		1	3	3	
<b>REST OF WORLD</b>	Iraq				1	
	Oman	1				
	Yemen	3				
	<b>Total at year end</b>	<b>180</b>	<b>201</b>	<b>162</b>	<b>195</b>	<b>132</b>

All incidents with \* above are attributed to Somali pirates.

**Source:** ICC-IMB Piracy and Armed Robbery Against Ships Report

and Gulf of Guinea maritime environments.

Improved coordination of activities and the SPOMO Act are facilitating increased capacity for arrest and prosecution of pirates and other criminal elements in the maritime domain.

“Pulling ourselves, our resources, energies, and goodwill together, we can achieve what the region cannot do with countries working in silos,” Jamoh said. “It has worked, and it is working for us. We cannot afford to change a winning strategy.”

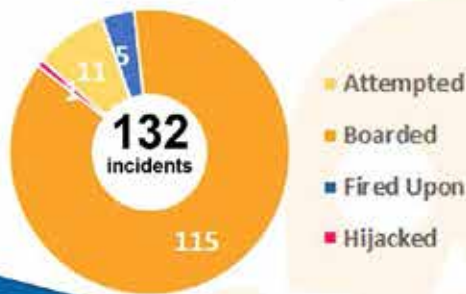
# IMB Annual Piracy Report 2021



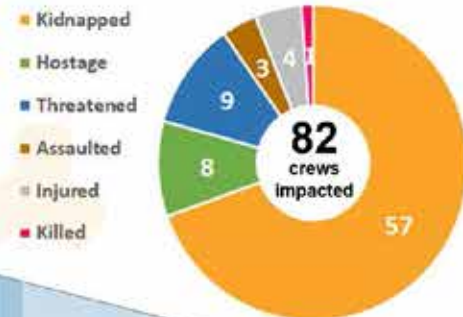
ICC  
International  
Maritime  
Bureau



Number of incidents reported:



Impact on crew:



## Gulf of Guinea

Total number of reported incidents



Total number of crew kidnapped



GLOBALY

**88%**

OF VESSELS ATTACKED  
WERE BOARDED

## Singapore Straits

Total number of reported incidents



Over 50% increase in reported incidents compared to 2020.

33 vessels successfully boarded.

Two crew threatened, one assaulted and one injured.

Knives reported in 13 incidents, guns reported in two incidents.

## Callao Anchorage

Total number of reported incidents



Knives reported in 12 incidents.

Three crew taken hostage, two threatened, and one assaulted.

[www.icc-ccs.org](http://www.icc-ccs.org)

IMB\_Piracy  
#IMBpiracy



## President Buhari: Gulf of Guinea Would Soon Feel Full Impact of Deep Blue Project

P

resident Muhammadu Buhari has assured that the plan to secure the country's waters and the Gulf of Guinea through the Integrated National Security and Waterways Protection Infrastructure, also known as the Deep Blue Project, was being achieved, and the region would soon feel the full impact. President Buhari stated this in his Independence Day speech to commemorate Nigeria's 61th anniversary.

He declared, "Earlier this year, I launched the Integrated National Security and Waterways Protection Infrastructure, the Deep Blue Project, which is designed to secure Nigerian waters up to the Gulf of Guinea. I am happy to inform Nigerians that we have taken delivery of key assets for this project and very soon, its impact will be felt."

The Deep Blue Project is a security infrastructure of the Federal Ministry of Transportation, which is domiciled with the Nigerian Maritime Administration and Safety Agency (NIMASA).

NIMASA Director General, Dr. Bashir Jamoh, stated that the Agency was more committed to zero tolerance for insecurity in the country's waters than ever before. Dr. Jamoh also disclosed that NIMASA was engaged in continuous collaboration with critical stakeholders in the pursuit of its mandates.

In a similar vein, Chief of Naval Staff, Vice Admiral Awwal Zubairu Gambo, restated the commitment of the Nigerian Navy to the successful implementation of the Deep Blue Project, working with NIMASA. Gambo, who was represented by Rear Admiral AO Adaji, said this at an event in Lagos to commemorate the World Maritime Day.





**L-R: Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Yusuf Jamoh; Representative of Chairman House Committee on Maritime, Hon. Babatunde Humpe; Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani; Representative of Lagos State Governor, Mr Damilola Emmanuel; Minister of Transportation, Hon. Chibuike Rotimi Amaechi and the Representative of Secretary to the Government of the Federation (SGF), Senator Tolu Odebiyi at the commemoration of the World Maritime Day celebration, held in Lagos**

## Lagos Governor Urges Measures to Strengthen Nigeria's Position as Maritime Hub

### • As Amaechi Reiterates Federal Government's Commitment to Seafarers' Training

**L**agos State Governor, Mr. Babajide Sanwo-Olu, says Nigeria must take deliberate steps to optimise its rich maritime resources in order to consolidate the country's status as a regional maritime hub. Sanwo-Olu stated this during the World Maritime Day celebrations on September 30 in Lagos.

The theme for this year was, "Seafarers: At the Core of Shipping's Future."

Minister of Transportation, Rt. Hon. Chibuike Amaechi, called for more attention to specialised training of seafarers, saying the Federal Government is committed to strengthening the National Seafarers Development Programme (NSDP).

In his own address, Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, said the country prioritised the welfare of seafarers and had continued to work in close adherence to standards set by the International Maritime Organisation (IMO) with regard to their wellbeing.

Sanwo-Olu, who was represented by Managing Director, Lagos State Waterways Authority (LASWA), Mr. Damilola Emmanuel, stated, "Nigeria needs to consolidate her position as the maritime hub for West and Central Africa by fully harnessing her maritime resources and ensuring safety and security within our territorial waters and in the Gulf of Guinea."

The governor added, "The maritime industry is a window to economic prosperity and national development of nations, and Lagos State has utilised its maritime status to foster national unity and cohesion as the

Centre of Excellence."

Amaechi said seafaring had evolved from simple apprenticeship to specialised and rigorous nautical education due to the effects of digitalisation and the emergence of technologically advanced ships.

"In view of the emerging realities, more attention should be given to seafarers' specialised trainings to be capable of performing expert tasks in their various fields of engagement on board vessels, the minister stated.

Dr. Jamoh extolled the strategic role of seafarers in the global supply chain and commended IMO for focusing on seafarers' welfare since the outbreak of the COVID-19 pandemic in 2019.

He stated, "NIMASA has continued to march in lockstep with the IMO on all matters concerning seafarers since the outbreak of COVID-19. We were the first to declare Seafarers as Essential Workers on the African continent.

"We recognised that the COVID-19 pandemic had placed extraordinary demands on seafarers. During the lockdowns occasioned by the pandemic across the globe, seafarers remained in service, delivering critical supplies to feed and heal a sick and despairing world.

"In my view, seafarers will, no doubt, continue to remain at the Core of Shipping, from past to present to future, in line with this year's theme of World Maritime Day."

In his own goodwill message, Chief of Naval Staff, who was represented by Rear Admiral AO Adaji, commended the Deep Blue Project initiative, and pledged the Nigerian Navy's commitment to its successful implementation.

The World Maritime Day is a day set aside by IMO to draw attention to issues in the maritime industry.



*L-R: Comptroller General of Customs, Colonel Hameed Ali (rtd) and Director General of the Nigerian Maritime Administration and Safety Agency, Dr Bashir Jamoh after a meeting on the agreement to fast track the delivery of all deep blue assets currently in the Port.*

# NIMASA, Customs Agree on Prompt Delivery of Deep Blue Project Assets

**T**he Nigerian Maritime Administration and Safety Agency (NIMASA) and the Nigerian Customs Service have agreed on modalities for seamless and timely delivery of the Deep Blue Project assets currently at the ports. The agreement was reached in a meeting between the Director General of NIMASA, Dr. Bashir Jamoh, and Comptroller General of the Nigerian Customs Service, Col. Hameed Ali (rtd.), in Abuja.

The Comptroller General of Customs said, "Because of the peculiarities and urgent need for these assets, there is a need to find a common ground that would assist in the full deployment of the assets."

While appreciating the Comptroller General for the efforts to clear the Deep Blue Project assets still

at the ports, Dr. Jamoh urged the Customs to share information and capacity with the Agency to ensure successful implementation of the Deep Blue Project.

The NIMASA Director General also raised the issue of the Modular Floating Dock, which he described as a public asset.

He said, "The Infrastructure Concession Regulatory Commission (ICRC) is fully involved in the process to select a management partner for the Modular Floating Dockyard. We urge the Nigerian Customs to see and treat the asset as a national asset that should enjoy some concession in terms of duties."

When it becomes operational, thousands of direct and indirect jobs would be created by the floating dock.

The meeting took place at the office of the Comptroller General in Abuja.

*Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (right) presenting his book "Harnessing Nigeria's Maritime Assets' Past, Present and Future" to International Maritime Organization (IMO) Secretary General, Mr. Kitack Lim, at the IMO Headquarters in London*



## Jamoh Takes Nigeria's Campaign for IMO Council Seat to IMO HQ in London

**D**

irector-General of Nigeria Maritime Administration and Safety Agency (NIMASA), Dr Bashir Jamoh, has taken the campaign for the country to clinch a Category C seat on the Council of International Maritime Organisation (IMO) to the London headquarters of the body.

Jamoh, who sought and got an exclusive audience with the IMO Secretary-General, Kitack Lim, explained Nigeria's preparedness to be elected alongside 39 other member countries of the organisation into its main decision-making organ. He explained that Nigeria had in recent times intensified efforts at ensuring improved maritime security, raising safety standards on Nigerian waters in line with IMO regulations, and achieving a pollution-free marine environment.

While giving a breakdown of noteworthy efforts by the Nigerian government to address the problems of maritime piracy, sea robbery, and removal of wrecks for safe navigation, Jamoh told Lim that the country's unwavering drive had resulted in a reduction in maritime crimes in the Gulf of Guinea and its Exclusive Economic Zone.

With particular reference to the recent third-quarter International Maritime Bureau (IMB) report, Jamoh told the IMO Secretary General that Nigerian waterways, up to the Gulf of Guinea, were presently having improved security.

He stated with regard to the IMB report, "The report says the Gulf of Guinea recorded 28 incidents of piracy

and armed robbery in the first nine months of 2021, compared to 46 in the same period in 2020. What is of particular importance to us in the report is the fact that Nigeria reported only four incidents during the period, against 17 and 41 cases that were recorded in 2020 and 2018, respectively.

"The IMB report shows that crew kidnappings in the region during the period dropped to only one crew member, compared to 31 taken in five separate incidents in Q3 2020. It is quite remarkable that the only crew kidnapping case recorded during the period under review was against the vessel at the port of exchange, while the average successful kidnapping location during the same period in 2020 was approximately 100 nautical miles from the land."

On marine environment protection, Jamoh disclosed that Nigeria had engaged marine litter marshals to monitor and ensure compliance with international standards. He expressed appreciation to the IMO and other international partners for their support through various maritime safety and security initiatives, while also pledging Nigeria's commitment to maritime scholarly endeavours under the aegis of World Maritime University (WМУ).

About a week before, in Lisbon, Portugal, at the third Seminar of the Atlantic Centre, Jamoh solicited the support of Nigeria's friends to vote for the country into the council of IMO in the election that comes up as part of the organisation's 32nd General Assembly, which takes place from December 6 to 15, 2021.



**How many  
Seaports  
are in Nigeria?**

**6**

These ports are 6 in number and are been operated and regulated by the Nigerian Port Authority (NPA). These Nigerian seaports include the Lagos Port Complex, Tin Can Island Port, Rivers Port Complex, Delta Port, Calabar Port and the Onne Port.

## **Lekki Deep Sea Port**

Upon completion, the **LEKKI DEEP SEA PORT** would become the first deep seaport in Nigeria. It would have two container berths of 680 meters long and 16.5 meters water depth, making it Nigeria's Deepest Sea Port in the making, in the heart of the Lagos Free Trade Zone.



*Lekki Deep Sea Port, Lagos*

Nigeria derives her name from river Niger, which is the largest and longest river in West Africa. The river covers a distance of about 2,600 miles (4,180 km) from its source in the Highlands of Guinea, inside south-eastern Guinea. It follows its course in a crescent through Niger, Mali, along the border with Benin, then getting into Nigeria.

## **River Niger and Nigeria**



## MARITIME SECURITY: Nigeria Records Lowest Level of Piracy Since 1994

● *Jamoh: We've Put Measures in Place to Sustain Momentum*

**T**

he trend of reduction in piracy and armed robbery in Nigerian waters has continued, with the International Maritime Bureau (IMB) reporting in its third quarter 2021 account a 77 per cent decrease in the first nine months of the year, compared to the same period last

year.

Nigeria reported four incidents in the first nine months of 2021, compared to 17 in 2020, and 41 in 2018. This represents 77 per cent decrease in incidents between 2021 and 2020, and 95 per cent reduction from 2018.

IMB also reported 39 per cent reduction in piracy and armed robbery incidents in the Gulf of Guinea (GoG).

The latest figures came on the back of the launch of the Integrated National Security and Waterways Protection Infrastructure, also called the Deep Blue Project, on June 10 by President Muhammadu Buhari.

IMB said, "The Gulf of Guinea region recorded 28 incidents of piracy and armed robbery in the first nine months of 2021, in comparison to 46 for the same period in 2020."

The piracy reporting agency explained, "Crew kidnappings in the region have dropped with only one crew member kidnapped in Q3 2021, compared to 31 crew members taken in five separate incidents during Q3 2020. All Q3 incidents in 2021 were also against vessels at port anchorages whilst the average successful kidnapping location in Q3 2020 was approximately 100NM from land."

According to IMB, "The overall reduction of piracy and armed robbery incidents in the region is a testament to enhanced maritime security and response coordination measures adopted by regional and national authorities."

"We welcome the decrease of piracy and armed robbery attacks in the Gulf of Guinea and the efforts taken by maritime authorities in the region," said IMB Director, Michael Howlett. "However, there needs to be sustained efforts to ensure the continued safety of seafarers as they transport essential goods throughout the region. Coastal States must redouble their coordination and security measures to ensure that piracy and armed robbery incidents continue to decline."

Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, said the Agency had put in place measures to sustain the current momentum of security in the country's waters.

"We are delighted by this latest news from the IMB and the trend of progressive reduction in piracy and related incidents in our waters, but we cannot afford to be complacent about our commitment to the security of our maritime domain," Jamoh said. "We will continue to strive for more effective measures to keep Nigerian waters safe and secure."

The Deep Blue Project is an initiative of the Federal Ministry of Transportation and Federal Ministry of Defence, being implemented by NIMASA, with personnel drawn from the Nigerian Air Force, Nigerian Navy, Nigerian Army, Nigeria Police, Department of State Services, and other security agencies.





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# Facing Up to Maritime Capacity Challenge

The NSDP is producing a revolution in maritime capacity development, writes **Anthony Andem**

Nelson Mandela once said, “**Education is the most powerful weapon which you can use to change the world.**”

**E**ngaging the above reality in its maritime development effort, Nigeria has prioritised the training and retraining of seafarers and other maritime workers. The management of the Nigerian Maritime Administration and Safety Agency (NIMASA) believes with proper training, the maritime landscape would achieve tremendous improvement, and the pace of economic development can be greatly increased.

The management under Dr. Bashir Jamoh is taking the Nigerian Seafarers Development Programme (NSDP) to the next level. This is consistent with his cardinal policy of Maritime Safety, Maritime Security, and Shipping Development. The Director General of NIMASA believes the human element is key in the realisation of his maritime development ideals, and training occupies a strategic place in the attempt to instil the culture of professionalism needed in the pursuit of those goals.

NIMASA initiated NSDP in 2008 as an intervention programme to address the dearth of Nigerian seafarers on ocean going vessels and try to meet the indigenous manning requirements for coastal and inland shipping (Cabotage trade). The programme was designed to train Nigerian youths up to degree level in Marine Engineering, Nautical Sciences, and Naval Architecture in some of the best maritime institutions in the world. This was to position the seafarers and the entire country to compete effectively in the global maritime industry.

At a time, it was said that Nigeria had less than 10 seafarers on ocean going vessels. This is in stark contrast to countries like the Philippines, which have over 500,000 seafarers. Philippines currently earns over \$7 billion in forex inflow from its seafarers employed



around the world. Countries like India, Indonesia, and China also have a good number of their nationals around the world working in the maritime industries.

Nigeria is pressing on with its manpower development initiative tailored to meet both domestic and international manning requirements. Thousands of Nigerian youth have been trained under the NSDP since its inception. Minister of Transportation, Rt. Hon. Rotimi Amaechi, recently flagged off the third phase of NSDP, called NSDP Tera. The latest phase of the human capacity development scheme, also known as NSDP-3, has tried to address many of the challenges encountered in the previous stages of the programme.

NSDP-3 is an all-encompassing package, as it offers the cadets everything needed to qualify as seafarers, from shore-based training, to sea time training, and attainment of Certificate of Competency (CoC). This is done in collaboration with some of the most advanced maritime countries to facilitate greater recognition and acceptance of Nigerian seafarers.

The training institutions engaged for the third phase



of the NSDP are in India and Greece.

Jamoh said, "Nigeria has signed bilateral agreements with these countries, which are among the most developed maritime countries in the world, and have some of the best maritime training institutions, to help in the complete training and qualification of Nigerian seafarers.

"We have in this latest phase of the NSDP resolved the problem of sea time for the cadets, which had dogged the programme at the previous stages."

The Director General believes Nigeria is steadily progressing into a major player in the global maritime sphere.

The enactment of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act, 2019, is also part of the steps Nigeria has taken to ensure optimisation of its huge maritime potential through capacity building. To ensure effective operation of the law, admiralty training and knowledge advancement exercises have been introduced for relevant judicial and law enforcement officers.

The SPOMO Act, which is the first stand alone antipiracy

legislation in West and Central Africa, aims to prevent piracy, armed robbery, and any other unlawful acts against ships, aircraft and any other maritime craft, including fixed and floating platforms. It gives effect to the United Nations Convention on the Law of the Sea, 1982 (UNCLOS), and the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA).

Heavy on actions meant to promote desirable behaviour at sea, the SPOMO Act has enshrined enforceable rules governing relationships between operators within the Nigerian maritime domain.

The SPOMO Act's strengths lie in its definition of piracy, which is in line with UNCLOS, and prescription of specific sanctions for violations. It accords respect to all associated rights and tries to reduce friction with other countries.

With the NSDP initiative, the country is set for a better, more innovative maritime manpower development experience.

The human capacity to harness Nigeria's abundant maritime endowments is growing by leaps and bounds.



# Jamoh Rallies Support for Nigeria's IMO Category C Bid at Atlantic Conference

**A**

head of the International Maritime Organisation (IMO) Council Election in December, Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, has called on the global maritime community to support Nigeria's bid for reinstatement

to Category C.

Speaking at the third Seminar of the Atlantic Centre in Lisbon, Portugal, Jamoh sought support of Nigeria's friends to vote the country into the council of IMO in the election.

He said, "We ask for your vote and count on your continued confidence in the efforts of Nigeria to work in partnership with other nation states in the Gulf of Guinea to continue keeping our corridor of the Atlantic Ocean a safe passage for seafarers, their vessels, and the vital supplies they transport for our common sustenance."

Jamoh also requested the global shipping community to remove Nigeria from designation as a war risk zone. He regretted that the label had caused increased insurance premium on ships bound for the country's waters, saying the world should acknowledge the recent efforts by the Federal Government to make Nigerian waters and the Gulf of Guinea safer for crew members, vessels, and cargoes.

He added that deployment of security vessels on waters adjoining the Atlantic Ocean should be in line with international law without undermining the national sovereignty of countries within West and Central Africa.

Jamoh said, "In 2018, Nigeria initiated a project known as Integrated National Security and Waterways Protection Infrastructure (Deep Blue Project), as a robust tool to combat piracy, armed robbery, and other maritime crimes within Nigeria's territorial waters and, by extension, the Gulf of Guinea (GoG).

"To further bolster Nigeria's effort in fighting crimes at sea, the government signed into law the Suppression of Piracy and Other Maritime Offences Act, (SPOMO) 2019. This piece of legislation gave effect in Nigeria to the provisions of the U.N. Convention on the Law of the Sea (UNCLOS) 1982 on piracy and the International Convention on the Suppression of Unlawful Acts against Safety of Navigation (SUA), 1998, and its protocol. Since the law came into effect, convictions of at least 20 pirates have been secured under the Act with offenders currently serving various jail terms.

"At the regional level, following the United Nations Security Council resolutions of 2011 and 2012 calling on the countries in the ECOWAS, ECCAS, and the GoG to work

together on a strategy to fight piracy, armed robbery, and other illegal activities at sea in the Gulf of Guinea, Nigeria joined other heads of states and governments to sign the Yaoundé Declaration on the 25th of June 2013 to collaborate in the fight against piracy and other crimes in their Atlantic Ocean. This declaration, the Yaoundé Declaration, led to the establishment of the Inter-regional Coordination Centre (ICC Yaoundé)

"Further to this, Nigeria, together with the ICC Yaoundé, is engaged with the major international shipping industry and commodities groups (INTERTANKO, INTERCARGO, ICS, OCIMF, BIMCO) to develop a framework known as the Gulf of Guinea Maritime Collaboration Forum on Shared Awareness and Deconfliction (GoG-MCF/SHADE).

"The framework is a multilateral initiative involving industry stakeholders and member countries in West and Central Africa and the Gulf of Guinea on information sharing and incident reporting, Cooperation at Sea, and Air De-confliction.

"The G7++ FOGG is another multinational collaboration with regional countries on maritime security in the Gulf of Guinea.

"Whilst multilateral and multinational collaboration and cooperation are desirable for maintaining safety and security of not only the Atlantic but the entire oceans and seas of the planet Earth, however, such must be done within the complex web of international relations and diplomacy so as not to undermine the sovereignty and territorial integrity of any country, big or small.

"Therefore, while appreciating the principle of 'Mare Liberum', a unilateral declaration by private entities to deploy warships to the waters contiguous to the Atlantic seas of West Africa is not amenable to good international relations. Likewise, the idea of Coordinated Maritime Presence (CMP) scheme, used by some countries to deploy frigates to the Atlantic oceans of West Africa and the Gulf of Guinea should be with the consent and agreement of the countries within the sub-continent in line with international laws and as a mark of respect for the dignity of their people and the sovereignty of their nations.

"At the continental level, Nigeria is a party to the Charter on Maritime Security and Safety and Development in Africa, signed in September 2016 in Lomé, Togo (Lomé Charter). One of the objectives of the charter is to prevent and suppress national and transnational crime, including terrorism, piracy, armed robbery against ships, drug trafficking, smuggling of migrants, trafficking in persons, and all other kinds of trafficking through the sea and IUU fishing."





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# Nigeria Releases Advisory to Forestall Maritime Threats, Stowaways

**T**

he Nigerian Maritime Administration and Safety Agency (NIMASA) has introduced new measures to check security threats in the country's maritime domain and deter persons who may want to illegally enter the country as stowaways.

Under the new procedures, all Ship Captains are to submit the Security-Related Pre-Arrival Information (SRPA) forms to the Agency not later than 48 hours before the ship's arrival at any Nigerian port.

Ship Captains are also required to exchange the Declaration of Security (DoS), with the Port Facility Security Officer (PFSO) of their next port of call not later than 72 hours before the ship's arrival at that port for conveyance to NIMASA within 48 hours. Additionally, all ships are to maintain 24 hours vigilance and surveillance to detect strange movements, including small boats and skiffs that may not be captured by radar.

Other measures include proper pre-departure search and completion of pre-departure form before departure from any port; switching on Automatic Identification Systems (AIS); close monitoring of communication channels and response to any VHF call from the Nigerian Navy or the Regional Maritime Rescue Coordination Centre (RMRCC).

Director General of NIMASA, Dr. Bashir Jamoh, said the measures were consistent with the strategy of trying to keep one step ahead of the pirates, armed robbers, and anyone or anything that poses a danger to the country's maritime domain and Nigeria, in general.

Jamoh stated, "The procedures are easy to follow and deliberate steps have been taken to make the reporting process seamless, all for the good of the ship operators and the international shipping community. They are in keeping with NIMASA's statutory mandate to provide maritime security and implement special actions to enhance security in line with the ISPS Code Implementation Regulations (ICIR), 2014.



# REDUCE YOUR RISK OF COVID-19 INFECTION



## WASH YOUR HANDS

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



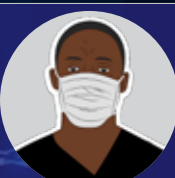
## COVER YOUR COUGH OR SNEEZE

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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*Honourable Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi (third right); NIMASA Board Chairman, Hon. Asita Honourable Asita (second left); DG NIMASA, Dr. Bashir Jamoh (right), flanked by some beneficiaries of the NSDP*

# Amaechi Flags off NIMASA's NSDP-3

## ● *Jamoh: We will Sign Bilateral Agreements on CoC Recognition*

**M**

inister of Transportation, Rt. Hon. Chibuike Amaechi, has flagged off the third phase of the Nigerian Seafarers Development Programme (NSDP).

During the flag-off ceremony organised by the Nigerian Maritime Administration and Safety Agency (NIMASA) in Lagos,

Amaechi urged the 200 NSDP-3 cadets in the current phase to be of good behaviour and represent Nigeria well. He commended the resilience of NIMASA in ensuring the success and expansion of the programme since its commencement in 2009.

"The doggedness of NIMASA in ensuring the success of this programme is commendable, but I would like the Agency to include more local training institutions that meet the standard required for the training," Amaechi said.

To the cadets, the minister stated, "For those who are leaving, please, do not embarrass the country. You are not just ambassadors of NIMASA, you are ambassadors

of Nigeria. You have to be of utmost good behaviour.

"You have to study and pass your exams. There are so many youths who want this opportunity that you have. It means that you must show NIMASA that they did not make any mistake in choosing you."

He advised those who might not get the opportunity to be hired overseas at the end of their sea time training to return home and contribute to national development, saying opportunities are gradually opening up for them in Nigeria.

He told the cadets, "After training, some of you will be hired overseas. The ones that are not hired overseas, please, come back to the country. This country is changing in time. You will see the changes as you come. It won't be easy, it's difficult, but the changes are coming gradually."

In his welcome address, Director General of NIMASA, Dr. Bashir Jamoh, said the third phase of NSDP, called NSDP Tera, had addressed many of the challenges encountered in the previous stages of the programme. Jamoh said with



*Some of the beneficiaries of NSDP-3 on board a fast intervention vessel*

this latest phase, the country was set for a better, more innovative maritime manpower development experience.

He said, "NSDP-3 brings our maritime manpower development strategy to the next level. It is a complete package, which offers the cadets everything they need to qualify as seafarers, from shore-based training, to sea time training, and attainment of Certificate of Competency (CoC)."

On the issue of international recognition of Nigerian CoCs, Dr. Jamoh stated that the Agency was working on signing bilateral agreements with some countries to facilitate greater recognition and acceptance of the country's seafarers as well as optimisation of the benefits of the programme.

The Director General said, "To prepare ourselves for the coming opportunities, the Agency will make concerted efforts to sign bi-lateral agreements of mutual recognition of Certificate of Competency to open opportunities for Nigerian seafarers to work abroad.

"We are working with industry experts to ensure that our Maritime Education and Training (MET) meets international standards."

Chairman, Board of NIMASA, Asita Honourable Asita, extolled the impact of the NSDP in the country's maritime sector. Asita encouraged the cadets to be a good example and an encouragement to other youths in the country.

Former Director General of NIMASA, Dr. Ade Dosunmu, in his goodwill message, expressed delight in the pace of implementation of NSDP by the Dr. Jamoh

management. Dosunmu emphasised the huge economic benefits of the programme, in terms of foreign currency repatriation and employment creation, among others, and called for its sustenance and continued expansion.

The former Director General commended Amaechi "for providing purposeful leadership in the maritime sector. The sector has witnessed unprecedented growth since you became minister. The removal of wrecks in our waters has commenced, piracy has reduced drastically; I commend this administration."

Delivering a goodwill message also, Managing Director of Charkin Maritime Academy, Sir Charles Wami, called for more partnership among indigenous maritime institutions on sea time training. Wami advised the cadets to be disciplined and assured them of success, stating, "On board a ship, cadets are not supposed to be heard but seen. As long as the sea never dries, there will be job for you as mariners. This profession is one that you can be proud of."

There were goodwill messages from other industry stakeholders, including the Nigerian Liquefied Natural Gas (NLNG) Limited, one of the highest employers of seafarers in Nigeria, and retired Merchant Navy Captain and former Minister of Interior, Emmanuel Iheanacho.

NSDP is an interventionist programme initiated to address the dearth of trained and certified seafarers in the Nigerian maritime industry. More than 2, 000 Nigerians have been trained under the NSDP since its commencement in 2009.

*R-L: Director General/CEO, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Bashir Jamoh; Director, Legal Services NIMASA, Mr. Victor Egejuru Esq. and Director for International and Intelligence Bureau of the Korea Coast Guard (KCG) Seonggi Kang during the signing of a Memorandum of Understanding (MoU) of cooperation in the field of Maritime Security and Safety at the NIMASA Headquarters in Lagos*



## NIMASA, Korean Coast Guard Sign MoU

**N**

igeria and the Republic of Korea have signed a Memorandum of Understanding (MoU) on cooperation in maritime security and safety. Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, signed on behalf of Nigeria, while

Director General, International Affairs and Intelligence Bureau, Korean Coast Guard, Seonggi Kang, signed on behalf of Korea.

The MoU provides a framework for NIMASA and the Korean Coast Guard to develop, coordinate and monitor the implementation of maritime security and safety between both organisations.

Jamoh said the MoU would be implemented to the best interest of both countries, adding that it will ultimately enhance safety and security in the Gulf of Guinea.

According to Dr. Jamoh, "The relationship between Nigeria and Korea spans over many decades. This MoU, which started with a statement of intent in 2018, is designed to reinforce the commitment of both countries to grow bilateral trade through maritime."

Commenting on the emergence of Nigeria's Dr Paul Adalikwu as Secretary General of the Maritime Organisation for West and Central Africa (MOWCA), Dr Jamoh said it was another testament to the trust the international community bestowed on Nigeria's leadership role in the African maritime sector.

Jamoh called on the Korean government to support

Nigeria's quest to return to the council of the International Maritime Organisation (IMO) during the elections scheduled for the first week of December in London.

He said, "It is worthy of note that Nigeria, as a leading maritime nation in the West and Central Africa region, is seeking election into Council in Category C at the IMO. We trust you will convey our message to your home country on the need to support Nigeria."

On his part, Director for International and Intelligence Bureau of the Korea Coast Guard (KCG) Seonggi Kang commended Nigeria for its commitment to the growth of the maritime industry.

He said, "We are impressed with the Nigerian government commitment to safety and security in Nigerian waters and the Gulf of Guinea. We shall convey your message seeking support for return to council at the IMO to our home country based on conviction."

Seonggi Kang expressed optimism that the MoU would assist in addressing issues in the Nigerian maritime domain.

According to him, "There are a lot of concerns in the Gulf of Guinea, especially with piracy and illegal fishing. We hope by signing this MoU, these challenges and others will be resolved."

The NIMASA, Korean Coast Guard MoU, which is for an initial period of five years will be automatically renewed for another five years, unless either participant withdraws six months before the expiration. It covers capacity building, information sharing, search and rescue liaison, and establishment of hotlines for direct communication at all times.



# NIMASA Assures Police of Support in Fight Against Maritime Crime



**L-R: Force Marine Officer ACP Benjamin Ogungbure, AIG Garba Baba Umar Head of Interpol Nigeria / VP INTERPOL, Inspector-General of Police Alkali Baba Usman (Centre), Dr. Bashir Jamoh, Director-General of NIMASA and Ubong Essien, SA to DG NIMASA on Communications & Strategy.**

# D

irector-General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, has assured the Inspector General of Police (IGP), Usman Alkali Baba, of support and strengthened partnership in the fight against maritime crime. Jamoh stated this at a meeting

with the police IG in Abuja. He promised to extend the on-going collaboration between NIMASA and the security agencies under the Deep Blue Project to the marine unit of the police in the areas of capacity building and provision of patrol support.

While both parties identified and applauded the reduction in piracy attacks in the blue waters, which is also confirmed by notable international bodies, including the International Maritime Organisation (IMO) and International Maritime Bureau (IMB), they identified the need for enhanced policing of the country's brown waters.

Jamoh emphasised, "NIMASA is seeking close integration and collaboration of the Nigerian Marine Police into our recently launched waterways security architecture, Deep Blue Project, to achieve an all-encompassing outcome, stretching from the blue waters, where we already have the Nigerian Navy's presence, to the brown waters near the anchorage areas, where the Nigeria Police statutorily have a role

to stem the tide of insecurity and checkmate criminal activities against berthing ships and seafarers."

While urging that all parties maximise the use of technology in monitoring the waters, Dr. Jamoh commended the on-going integration of NIMASA's Command, Control, Computer Communication and Information System (C4i) located at the NIMASA Resource Centre, in Kirikiri, Lagos, with the Falcon Eye of the Nigerian Navy, and Nigeria Police's i247 for easy coordination and intelligence sharing. He described the Nigeria Police as a strategic partner whose operation and support are essential for sustaining and improving on the gains already recorded in the anti-piracy drive and safety of small craft.

Jamoh added that the police were critical in helping to prosecute suspects arrested under the Suppression of Piracy and Other Maritime Offences (SPOMO) Act.

The IGP commended NIMASA's efforts and reiterated the resolve of the Nigeria Police to fight crime all over the country, including in the territorial waters. He described the Marine Police as a very important arm of the force considering the strategic importance of the waters to the economic and social well-being of the country.

The meeting had in attendance senior police officers, including Assistant Inspector General of Police (AIG) Garba Umar, who is Head of National Central Bureau of Interpol in Nigeria and was recently elected Vice President of Interpol for Africa.



## Osinbajo: Nigeria Looks Up to CloTA for Guidance on Transport Policy

**T**he Vice President, Professor Yemi Osinbajo, said the Federal Government held the Chartered Institute of Transport Administration of Nigeria (CIOTA) in high regard as a professional body the country could rely on for direction in transport policy planning and administration. Osinbajo stated this in Abuja at the opening of the Third National Transport Summit organised by CIOTA, with the theme, "Regulating The Transport Sector In Nigeria: The State of the Art and The Years Ahead."

The Vice President, who was represented by Minister of Transportation, Rt. Hon. Chibuike Amaechi, said the Federal Government would adopt the recommendations of

the conference as a critical document for future planning.

Earlier in his address, National President of CIOTA, Dr. Bashir Jamoh, advocated the inventorying of the country's transport assets to aid economic planning.

The Vice President said given the quality of professionals in CIOTA, the Federal Government trusted the institute as a worthy partner in its economic recovery drive.

"You have a role to produce transport professionals who will drive the economy from the point of view of transport and logistics," Osinbajo stated while declaring open the three-day summit.

"Therefore, government would look up to your Institute for guidance in policy formulation and implementation," he added.



***Representative of the Vice President, Professor Yemi Osinbajo, and Minister of Transportation, Rt. Hon. Chibuike Amaechi (fourth left); National President, CIOTA, Dr. Bashir Jamoh (fourth right); and other participants at the Third National Transport Summit, organised by the Chartered Institute of Transport Administration of Nigeria (CIOTA), Abuja***

The Vice President told CIOTA, "Your role in the transportation sector of the economy is enormous. It is a lead role. As the Institute carries out its statutory mandate of training and certifying transport professionals, as you exercise your statutory powers to regulate and control the practice of professional transport management and administration, your training curriculum and the quality of your graduates are very significant, as the global supply chain goes digital and the world of transport and transportation management thrives on ever-evolving technology and innovations.

"The impressive attendance at this summit and the quality of attendees show that your Institute is well prepared for this role."

Osinbajo further stated, "From the stellar quality of speakers at this summit, government would expectantly look forward to a rich outcome of the summit with strong recommendations for regulating the transport sector from the point of view of pricing of services, technical quality and safety of transport equipment in a secure environment."

Jamoh, in his address, stated that the theme of this year's summit was a renewed call for the country to take stock of its transportation assets to facilitate development planning.

The CIOTA president, who is also Director General of the Nigerian Maritime Administration and Safety Agency

(NIMASA), said, "This theme is a call to a renewed scrutiny, supervision and stocktaking within the transportation sector.

"Critical regulatory obligations, such as transportation safety, quality control, documentation and licensing, information sharing and data mining, professional education and public enlightenment; enforcement of the rules and standardisation of procedures for seamless collaboration amongst statutory institutions with mandates are imperatives for the making of a sustainable and economically viable transport sector in Nigeria."

He added, "It is also time to take stock nationally of all the transportation assets of Nigeria. CIOTA pledges to play a supportive role in this regard. We are officially assuring the government at federal and state levels that the institute's professional base is ready and at your disposal.

"We believe that proper inventory of our national transportation assets will address the following important concerns: what is our exact national requirement in terms of transportation assets in order to avoid duplication, underproduction or under-investment? We must first ascertain what we need to enable us fill in the gaps."

The conference was well attended by experts and stakeholders in the transport sector, including heads of state and federal agencies and parastatals, private sector operators, and academics.





*Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, (right) with the CEO, the Heyl Group, Air & Maritime Security for Complex Environments, Mr Philip J. Heyl at the commemoration of the World Maritime Day celebration, held in Lagos*



*L-R: Fmr. APR-IMO, Capt. Ibraheem Olugbade; DG NIMASA, Dr. Bashir Jamoh; fmr. DG NIMASA, Temisan Omatseye; and Capt. Jerome Angyunwe of the Nigerian Ports Authority (NPA)*



*L-R: President, African Marine Environment Sustainability Initiative, Dr. Felicia Mogo, DG NIMASA, Dr. Bashir Jamoh, Deputy Executive Secretary (Political Affairs) Gulf of Guinea Commission (GGC), Florentina Adenike Ukonga, and Permanent Secretary, Federal Ministry of Transportation (FMOT), Magdalene Ajani*





*Executive Director, Operations, NIMASA, Mr. Shehu Ahmed (eighth right); Director, Administration and Human Resources, Mrs. Ronke Thomas (sixth right); Director, Cabotage Services, Mrs. Rita Uruakpa (seventh left); Head, Deep Blue Project, Mr. Otonye Obom (third right); Registrar of Ship, Mrs Nneka Obianyor (second right); Head, Protocol, Nancy Oluoha (right); Head Shipping Development, Mr. Kurahson Inuwa (second left); Dr. Bamanga Awwal (left); with members of the National Defence College (NDC) during their visit to NIMASA Head Office, Lagos.*



*Executive Director Operations, NIMASA, Mr. Shehu Ahmed (right) presenting a souvenir to the NDC team lead*



*Head, Deep Blue Project, Mr. Otonye Obom*



*A cross section of members of the NDC*



*A cross section of members of the NDC*





*Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi (8th right); Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (5th right); Executive Director, Maritime Labour and Cabotage Services, NIMASA, Mr. Victor Ochei (second right); former DG NIMASA, Dr. Ade Dosunmu (fifth left) and retired Merchant Navy Captain and former Minister of Interior, Captain Emmanuel Iheanacho (sixth left), with the NSDP-3 Cadets, during the flag-off of the third phase of the Nigerian Seafarers Development Programme (NSDP) Phase 3, in Lagos*



*Amaechi and Jamoh*



*Executive Director, Finance and Administration, Mr. Chudi Offodile (third right); Dr. Paul Adalikwu (right); and few of the NSDP-3 cadets*







*LEADING FROM THE FRONT: DG NIMASA, Dr. Bashir Jamoh with the new beneficiaries of the Nigerian Seafarers Development Programme Phase-3*





Adalikwu

# Adalikwu Emerges MOWCA Sec. Gen.

**A**

Nigerian, Dr. Paul Adalikwu, has been elected as Secretary General of the Maritime Organisation of West and Central Africa (MOWCA) at the 16th Extra Ordinary Session of the body in Accra, Ghana. Adalikwu, who was unanimously accepted by transport minister-members, would

run the organisation's affairs for the next four years from its headquarters in Abidjan.

The Nigerian, in a short acceptance speech, thanked the 25 MOWCA nations for their support, assuring them of running the body in line with the dictates of the founding fathers.

He also pledged his commitment to mobilize all countries in West and Central Africa to maximise their maritime potential for their individual economic growth and collective interest of all.

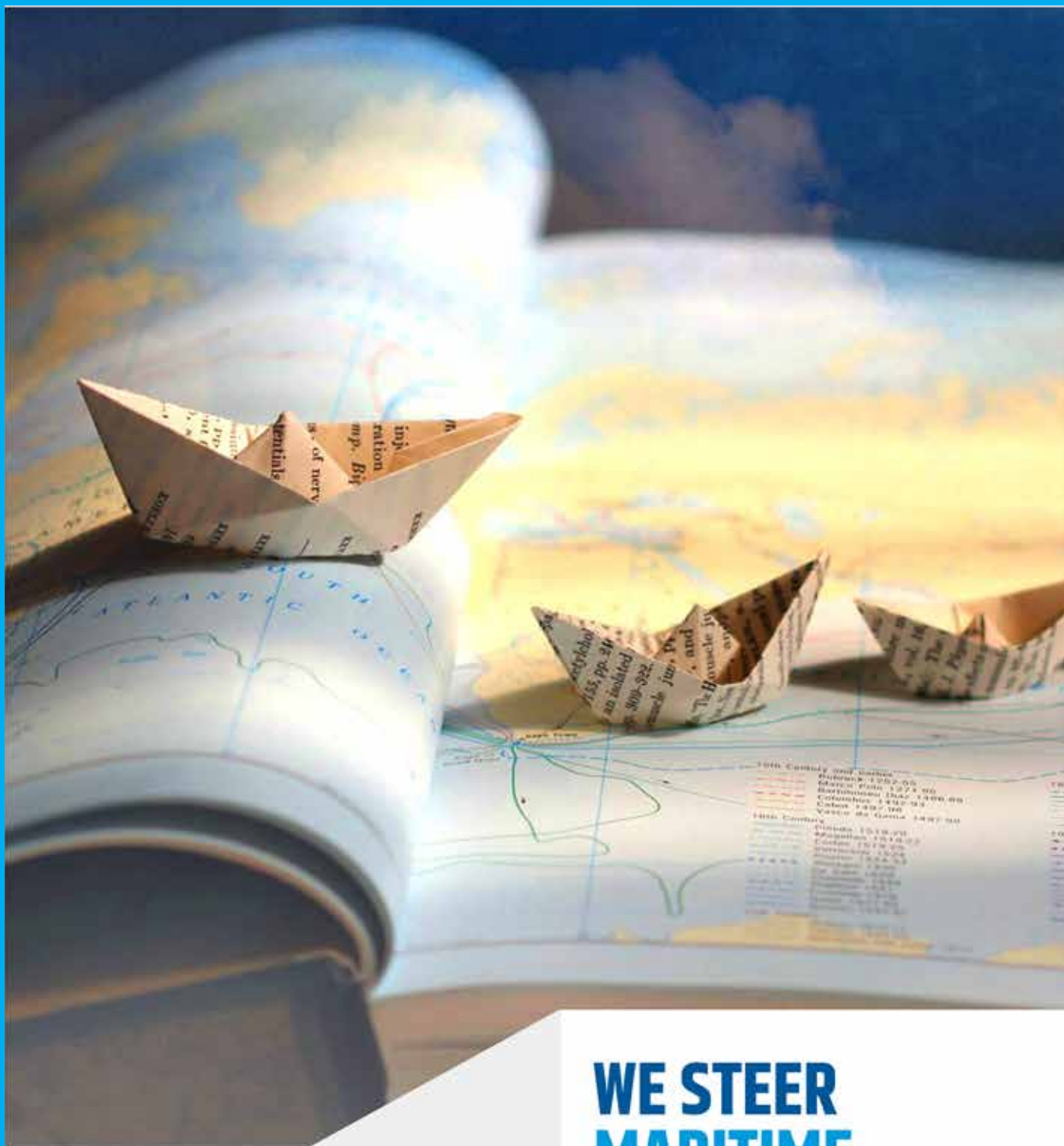
He said: "It is with utmost respect and emotion that I address you on my success at the just concluded

election that has placed on me the onerous task of piloting the affairs of the Maritime Organisation of West and Central Africa (MOWCA) in the next four years.

"I wish to most sincerely thank the Nigerian Minister of Transportation, Chibuike Rotimi Amaechi, for presenting and seeking the approval of President Muhammadu Buhari that I be presented as Nigeria's candidate for the post of Secretary-General of a regional organisation that controls maritime activities in 25 countries of the West and Central Africa sub region.

"My warmest regards to Senator Gbemisola Saraki, Minister of State, Transportation. She has doggedly championed the campaign activities in her capacity as the chairperson of Nigeria's Election Planning Committee. Senator Saraki, indeed, proved herself, the amazon, resolute and resilient, never giving up and never getting tired even when it appeared that the election was taking a nosedive.





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Oji



Heaky



Osamgbi

# NIMASA Board Appoints 3 New Directors, Approves Promotion of 295 Others

## • *We Will Continue to Reward Competence – Jamoh*

**T**

he Governing Board of the Nigerian Maritime Administration and Safety Agency (NIMASA) has approved the appointment of three new Directors, Mr. Eric Oji, Mr. Dimowo Heaky, and a former spokesman of the Agency, Mr. Isichei Osamgbi.

Nigeria's Alternate Permanent Representative at the International Maritime Organisation (IMO), Mr. Dirisu Abdulmumuni, was promoted to Deputy Director, alongside 61 others, while 233 other staff were elevated to their next grade levels.

The promotions were ratified at a meeting of the Governing Board of the Agency held in Lagos under the chairmanship of Honourable Asita O. Asita.

Director General of NIMASA, Dr. Bashir Jamoh, congratulated the promoted members of staff and charged them to remain committed to the Agency's vision of making Nigeria great through sustainable harnessing of its huge maritime potential.

Jamoh stated, "We are committed to our promise to always motivate staff and give them reason for

hard work. The promotion process was rigorous but fair to all involved.

"I congratulate the newly promoted staff and say to them that the reward for hard work is more work. Promotion is the reward for hard work, and a qualification for higher responsibilities.

"I congratulate all our staff who have been promoted and implore them to see their elevation as a call to more dedication.

"On our part as Executive Management, we will continue to ensure that staff are promoted as and when due so that they are motivated to give their best in the Agency's drive to make maritime a key element in the country's economic diversification agenda."

Chairman of the NIMASA Governing Board enjoined the promoted staff to be more dedicated to their duties, saying the promotions will come with more responsibilities.

The promotion exercise is the second under the Dr Jamoh management since he assumed office in March 2020.



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**Head, Marine Accident Investigation Unit, Capt. Abayomi Coker and some officials of the unit**

## ‘Inter-agency Collaboration Key in Marine Accident Reduction’

**D**

irector General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Bashir Jamoh, says inter-agency collaboration is key to sustainable resolution of the problem of accident in the Nigerian inland waterways, which has led to avoidable

loss of lives and property. Jamoh made the assertion at an awareness forum in Lagos organised by the NIMASA, in collaboration with the Nigerian Ports Authority (NPA), National Inland Waterways Authority (NIWA), and Lagos State Waterways Authority (LASWA).

The NIMASA Director General, who was represented by the Head of Marine Accident Investigation Unit, Captain Abayomi Coker, stated that the Agency was committed to the search for a lasting solution to the loss of lives and property in the country’s maritime domain.

He stated, “NIMASA established the Marine Accident Investigation Unit to conduct investigations to establish the circumstances and causes of accidents in the Nigerian maritime domain. We then identify the inadequacies in maintenance of vessel and their equipment, the competence of all shipboard staff and their operational practices, and procedures. We seek measures which can be implemented to avoid reoccurrence of such accidents in future and inter-agency collaboration has been identified to play a major role.”

Officials of Maritime Workers Union of Nigeria (MWUN), NIWA, NPA, and LASWA joined their colleagues from NIMASA to engage non-conventional boat operators on boat maintenance, boarding and disembarking procedures, marine accident reporting procedures, fire-fighting and prevention procedures, and protection of the marine environment, among other issues.

In a related development graduating students from the Federal College of Fisheries and Marine Research were drilled on safety measures on-board seagoing vessels

by NIMASA.

In his address at the event, the NIMASA Director General noted that majority of accidents in the maritime sector were caused by human error. He said understanding the basic factors concerning the human element was an essential step towards forestalling or mitigating such accidents.

Jamoh stated, “As the Maritime Safety Administration for Nigeria and in line with its mandate to ensure safety of navigation and the protection of the Nigerian marine environment and its resources, NIMASA has continued to initiate and promote safety culture to reduce or possibly prevent accidents in our waterways. You would all agree with me that prevention is better and cheaper than cure.”

The Director General said the lecture series was initiated for seafarers/cadets in approved maritime institutions, with the objective of educating them on lessons learnt from accidents that occurred within the Nigerian maritime domain and accidents that affected vessels of Nigerian interest outside the country.

According to Jamoh, “Various issues caused accidents within our marine environment, and as an Agency, we have taken note and have a history of them. We are not only being reactive, but are poised to continue to take proactive measures in addressing them. Therefore, it is our intention to build on our efforts to ensure sustainability in this regard because NIMASA believes that this will enhance and promote safety culture in our work environment and guard against re-occurrence.”

The International Maritime Organisation (IMO) casualty Investigation Code of 2008, which seeks to promote a common approach to safety investigation of marine casualties and incidents, has placed obligation on all member states to carry out an impartial investigation with the sole purpose of learning safety lessons from marine accidents without apportioning blames or liabilities.





# CAUSES OF MARINE POLLUTION

- Maritime Activities / Accidents
- Oil / Chemical Spills
- Air Pollutants
- Sea Dumping
- Garbage
- Sewage



## IMO News



*IMO Secretary General, Mr. Kitack Lim (second left) and the newly appointed Special Advisor to the Secretary General on Maritime Security, Mr. Peter Adams (second right)*

## New Model Electronic Data Exchange

**T**he latest version of the World Customs Organisation (WCO) Data Model (version 3.11.0) has been published. This version includes a new Message Implementation Guide (MIG), providing practical guidance for implementing part of the IMO Compendium on Facilitation and Electronic business.

The IMO FAL MIG provides additional technical information, in addition to the semantic definitions, for implementing ship reporting formalities outlined in the Convention on Facilitation of International Maritime Traffic (FAL). The MIG has been developed following cooperation between the WCO and the IMO.

The IMO Compendium is a tool for software developers that design the systems needed to support transmission, receipt, and response via electronic data exchange of information required for the arrival, stay, and departure of the ship, persons, and cargo to a port.

The IMO Compendium consists of an IMO Data Set and IMO Reference Data Model agreed by the main organisations involved in the development of standards for the electronic exchange of information related to the FAL Convention: the WCO, the United Nations Economic Commission for Europe (UNECE) and International Organisation for Standardisation (ISO).

## IMO Appoints Special Advisor on Maritime Security

**T**he IMO Secretary-General has appointed Head, Maritime Security, Maritime Safety Division, Mr. Peter Adams, as "Special Advisor to the Secretary-General on Maritime Security".

IMO has within its mandate to make trade and travel by sea as safe and secure as possible. Maritime security is at the core of the work of the Organisation, whose mission entails the management and mitigation of any threats with the potential to compromise maritime security through the development of suitable regulations and guidance, as established by the IMO's International Convention for the Safety of Life at Sea (SOLAS) 1974 and by other important instruments, including the Facilitation Convention and the SUA treaties.

Cyber security attacks, piracy and armed robbery against ships, unlawful acts, stowaways, drug smuggling and other illicit maritime activities are all threats to the maritime sector, which need to be addressed. IMO is working to support Member States to combat these, through capacity building activities, especially in the Western Indian Ocean, the Gulf of Aden and the Gulf of Guinea. IMO also works alongside other UN entities to support counter terrorism activities.

Photo caption: L-R: Chief of Staff, Executive Office of the IMO Secretary-General, Mrs. Azara A. Prempeh; IMO Secretary-General Kitack Lim; Mr. Peter Adams; and Director, Maritime Safety Division, Ms. Heike Deggim

## Reuniting after COVID, International Organisations meet at IMO



**R**euniting after COVID, IMO hosted the annual meeting for all UK Based International Organisations (UKBIO), to discuss a range of topics, including the impact of COVID-19 and post Brexit updates.

Though IMO is the only United Nations agency to have its Headquarter in the United Kingdom, many other international organizations are also located in the United Kingdom and share common interests. They meet annually to discuss diplomatic issues and share experiences. This year, IMO hosted the first in-person meeting since the start of the pandemic (November 16). The members took the opportunity to talk about current issues and concerns including foreign travel and border restrictions.

## Shipping Decarbonisation: Opportunities for Developing Countries

**T**he decarbonisation of the global shipping industry will require new low-carbon fuels. This presents a great opportunity for developing countries, a COP 26 side event heard.

The IMO-UNCTAD organised event, Seizing opportunities for developing countries in providing zero-carbon fuels to global shipping (November 10), was held during the 26th United Nations Climate Change Conference in Glasgow, United Kingdom.

"There is a need for low and zero carbon marine fuels - this creates a promising opportunity for several developing nations because of geographic locations and their access to abundant renewable sources of energy," said IMO's Jose Matheickal.

Panelists from Chile, Indonesia, Kenya, Panama and South Africa highlighted their countries' push to support the transition to clean and sustainable fuels for shipping, including the potential for supplying green ammonia and green hydrogen.

"With the emergence of zero carbon bunker fuels, developing countries have a lot of potential for supplying zero carbon bunker fuel and this will allow them to enter the market. This is a great opportunity for development," said Deputy Secretary-General, UNCTAD, Ms. Isabelle Durant.

The moderator was Chief, Department of Partnerships and Projects, IMO, Mr. Jose Matheickal.



# COVID-19: NIMASA Donates Medical Equipment to University of Port Harcourt Teaching Hospital



*Anesthetic Workstation Donated by NIMASA to Lagos State Government*

**T**

he Nigerian Maritime Administration and Safety Agency (NIMASA) donated medical equipment to the University of Port Harcourt Teaching Hospital (UPTH) as part of the Agency's Corporate Social Responsibility (CSR) initiative. The move

was to augment efforts by the Federal and State governments to deal with the COVID-19 pandemic.

While handing over the materials to Chief Medical Director of UPTH, Dr. Henry Ugboma, Director General of NIMASA, Dr. Bashir Jamoh, promised the Agency's continued support to the health sector to help mitigate the effects of the pandemic in the country.

Jamoh, who was represented by Deputy Director, Maritime Guard Command (MGC) of the Agency, Dr. Joe-Hope Maduka, commended the efforts of frontline workers in the fight against the disease. He urged other agencies and well-meaning Nigerians to support the health sector in order to minimise the spread of the virus.

Jamoh said, "As part of the Agency's Corporate Social Responsibility, we are ready to partner with other government agencies to ensure that the effects of the COVID-19 pandemic are reduced to the barest minimum. Key stakeholders in the fight against this pandemic, like this teaching hospital, are supported to put in their best because they are the frontline health workers."

Ugboma, who received the equipment for UPTH, expressed gratitude to the Agency for always coming to the aid of the hospital.

He said, "NIMASA has been a great progressive partner to the hospital for decades. This is not the first time that NIMASA has come to the aid of this hospital'. NIMASA has maintained a cordial relationship with the staff of this hospital. I encourage other government agencies to emulate this good gesture of NIMASA in affecting the society positively."

Items presented included rapid test kits, hand sanitisers, and facemasks.



*Maritime Guard Commander, Commodore Ezekiel Lamiri; Executive Director, Finance and Administration, NIMASA, Mr. Chudi Offodile; Executive Director, Operations, Mr. Shehu Ahmed; Director General, NIMASA, Dr. Bashir Jamoh, Acting Head of Mission, Consulate General, Federal Republic of Germany, Dr. Benhard Von Munchon-Pohl; the Liaison Officer, German Federal Police, Mr. Guido Andker; and Head, Marine Safety, NIMASA, Olu Aladenusi*

*Director General, NIMASA, Dr. Bashir Jamoh (right), presenting a souvenir to Acting Head of Mission, Consulate General, Federal Republic of Germany, Dr. Benhard Von Munchon-Pohl; while the Liaison Officer, German Federal Police, Mr. Guido Andker looks on.*



**PHOTO NEWS THE LAPRIGA AWARD**



**2021 Lagos State PR Industry Gala and Award (LaPRIGA):  
NIMASA Wins Again "Best House Journal In Nigeria"**

*Receiving the award on behalf of NIMASA is the Head of Public Relations, Osagie Edward (third right), along side R-L; Principal Consultant, NECCI Consulting, Nkechi Ali-Balogun fnipr, Nigerian Institute of Public Relations (NIPR) Lagos Chapter Chairman, Comfort Nwankwo; NIPR National President, Mukhtar Zubairu Sirajo fnipr; Council Member, NIPR, Thelma Okoh; and Permanent Secretary, Lagos State Ministry of Information and Strategy, Olushina Thorpe.*



# Jamoh Receives Zik Award

**D**

irector General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, has received the prestigious Zik Leadership Prize in Public Policy for 2020. The organisers of the award, the Public Policy Research and Analysis Centre (PPRAC), said Dr.

Jamoh was honoured for his giant strides in repositioning the Agency with initiatives that had inspired tremendous positive change in the maritime sector.

Thanking the organisers during the awards ceremony held in Lagos, Dr. Jamoh said, "I grew up hearing of and watching the Great Zik of Africa on TV. Back in those days in school, we were taught about Zik as one of our founding fathers. I could never have imagined that I will be receiving this recognition in his name. To be a recipient of this award is very humbling.

"I want to especially appreciate Mr. President, His Excellency, Muhammadu Buhari, for giving me the opportunity to serve the public, for without that opportunity I don't think I would have been able to contribute to the extent of being recognised for the Zik Leadership Prize in Public Policy."

Dr. Jamoh, who was accompanied to the event by his wife, Zulai, and one of his children, further said, "No success story is ever complete without the home-front and the foundation it provides. I want to single out my wife, Zulai Bashir Jamoh, for appreciation and recognition as the star of our family. She has continued to provide me with all the daily support and encouragement alongside all our children."

Jamoh, a seasoned administrator, is also a recipient of Distinguished Merit Award for exemplary leadership achievements in Maritime Education in Nigeria from the Institute of Leadership and Development for the Public Good, Kansas, USA; merit awards from the Institute of Transport Administration of Nigeria; and International students of the Faculty of Law, Bayero University, Kano.

Under Jamoh, Nigeria's anti-piracy efforts received global accolades from notable organisations, including the International Maritime Organisation (IMO).

A strong Kaduna State delegation from the governor, Nasir El-Rufai, led by Speaker of the House of Assembly, comprising traditional rulers and top government functionaries, was present to lend support to Dr. Jamoh.

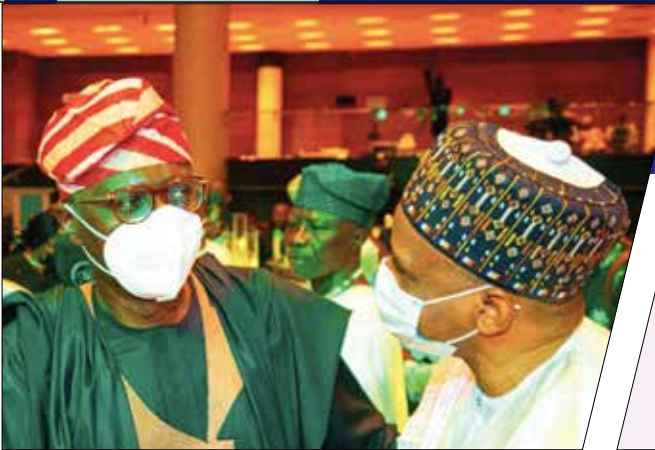


Chairman of the ceremony, Professor Anya O. Anya, said Dr. Jamoh and other awardees emerged after a rigorous and detailed screening process.

On his part, Chief Mac Nwabara of the Advisory Board of PPRAC described the awardees as people of character and achievement, who had made humanity and Nigeria, in particular, proud in their different endeavours.

Other recipients present at the event included former Senate President Anyim Pius Anyim, Governor Babajide Sanwo-Olu of Lagos State, Governor Abdullahi Sule of Nassarawa State, and Group Managing Director (GMD) of the Nigerian National Petroleum Corporation (NNPC) Mr. Mele Kyari.





**Governor Babajide Sanwo-Olu of Lagos State (left) and Dr. Bashir Jamoh exchanging pleasantries during the Zik Prize in leadership 2020 Awards in Lagos.**



**L-R: Dr. Bashir Jamoh; former Minister of Interior, Capt. Emmanuel Iheanacho; and fmr. DG NIMASA, Dr. Ade Dosunmu**



**L-R: Executive Director, Finance and Administration, NIMASA, Hon. Chudi Offodile (left); Emir of Lafia, Justice Sidi Baje Rtd. (third left); Dr. Bashir Jamoh (fourth right); his wife Hajia Zulai (third right); Chief Mrs. Onikepo Akande (second right), and other guests at the Conferment of the Zik Prize in leadership on Dr. Jamoh in Lagos**



**Winners of the 2020 Zik Price in Leadership**



**L-R: Professor Kwesi Aning of the Kofi Annan International Peacekeeping Training Centre (KAIPTC); Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh; Mr. Barthelemy Gbaka Bledé from Cote D'Ivoire; and Air Commodore George Arko-Dadzie of KAIPTC, during the Third Technical Rotating Meeting of the project on "enhancing regional research, convening of stakeholders and capacity development in the Gulf of Guinea" implemented by KAIPTC in Accra, and the Government of Denmark, in Lagos**

## Nigeria Calls for Uniformity of Laws to Guarantee Security in Gulf of Guinea

### • **Kofi Annan Centre Wants Yaoundé Code of Conduct Changed to Convention**

**D**irector General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, has appealed for the standardisation of the legal frameworks of countries in the Gulf of Guinea to aid effective prosecution of maritime crimes. Jamoh made the appeal in Lagos at the Third Technical Rotating Meeting of the project on "enhancing regional research, convening of stakeholders and capacity development in the Gulf of Guinea," implemented by the Kofi Annan International Peacekeeping Training Centre (KAIPTC) in Accra, and the Government of Denmark.

A communiqué calling for the transformation of Yaoundé Code of Conduct (YCC) into a binding convention for better coordination and optimal benefit to the member countries was issued at the end of the meeting, organised in partnership with NIMASA and the Inter-Regional Coordination Centre (ICC).

The Director General said efforts were being made to standardise regional maritime law enforcement,

stressing that some countries are already enacting their own antipiracy laws.

Jamoh stated, "We encourage countries within the region, which do not have distinct antipiracy laws, to try to enact such laws. It is in the interest of every country in the Gulf of Guinea to consciously work to remove obstacles to the prosecution of piracy and sea robbery suspects.

"Shipping is an international business, and crimes associated with it are equally international in nature. Now, how do you try a suspect in a country where our SPOMO Act cannot be applied?

"No country can fight maritime insecurity alone. It is a collective responsibility. There is hardly any nation that does not have commercial interest in the Gulf of Guinea.

"So we must work to ensure uniformity of legal frameworks in the region to facilitate effective prosecution of maritime crimes."







**Comptroller General of Customs, Colonel Hameed Ali and Director General of the Nigerian Maritime Administration and Safety Agency, Dr Bashir Jamoh flanked by other senior officials of both sister Agencies after a meeting on the agreement to fast track the delivery of all deep blue assets currently in the Port.**



**NUJ VISITS NIMASA**

**L-R: Treasurer, Lagos State Council, National Union of Journalists (NUJ), Mrs. Iyabo Ogunjuyigbe; Secretary, Mr. Tunde Olalere; Chairman, Mr. Adeleye Ajayi, Director General, NIMASA, Dr. Bashir Jamoh; Vice Chairman, Mrs. Abiola Beckley; and SWAN Chairman and Ex-Officio, Mr. Debo Oshundun; during a courtesy visit by NUJ to NIMASA Head Office, Lagos**

## NIGERIA CALLS FOR UNIFORMITY OF LAWS TO GUARANTEE SECURITY IN GULF OF GUINEA

Continued from page 46

The communiqué said, "The YCC, as it stands now, is a code of practice without any binding provisions. This affects the way it is implemented at the regional and national levels. The meeting, therefore, calls for expedited action towards the transformation of the YCC into a binding Convention taking on board, the peculiar contexts of diverse jurisprudence, linguistic traditions and the inter-regional coverage of the code as well as the differing procedures of the three (3) sponsors of the ICC (i.e. ECOWAS, ECCAS and the GGC)."

It called for, "Coordination of action at all levels is critical for impact on the ground. Such coordination efforts must begin with states demonstrating willingness to cede portions of their sovereignty and invest in

the realisations of the provisions of the YCC."

The communiqué also said, "State and multilateral actors who lead in the implementation of safety and security measures in the Gulf of Guinea, must identify and implement relevant confidence-building measures to reinforce the principles of coordination and in the implementation of the YCC."

Twenty-five West and Central African countries signed the Yaoundé Code of Conduct in 2013. It provides the structure for joint operations, intelligence sharing, and harmonised legal frameworks among its five zones, two regional centres, and one Interregional Coordination Centre (ICC) that watches over 6,000 kilometres of coastline and 12 major ports.

The Kofi Anan centre aims to ensure peace and security in Africa through capacity building, research, and policy dialogue.





## Deep Blue Project will Lay Foundation for the Blue Economy – Jamoh

In a lengthy interview with our correspondent, the Agency's Director General reviews the impact of the Deep Blue Project, as well as the Suppression of Maritime Crimes and Other Offences Act (SPOMO), on piracy reports in Nigerian waters and the greater Gulf of Guinea maritime domain. He also outlines the Agency spearheading efforts by the Federal Government to diversify towards the Blue Economy.

***What factors do you feel are responsible for the declining reports of Piracy in Nigerian waters and the Gulf of Guinea maritime domain?***

**T**he responsibility of securing Nigeria waters belongs to us all and not single individual. When you mention factors that contributed to the drop in piracy, nobody can ascribe ownership, NIMASA, Navy, SSS and other intelligence agency work together. The international community work hard and pressurize us and tell their story anywhere they find the opportunity because when the piracy was at the highest peak, when navy tried to push hard on those pirates they'll leave Nigerian territorial waters and move to the Gulf of Guinea to commit a crime and you find the proceeds in Nigeria

The international community started asking questions, yes they kidnap some Turkish personnel but where are they? You find them on Nigerian soil. Nigerians anywhere they go have that mark that nobody can go and trade in the country and at the end of the day we have to have a kind of harmony synergy, corporation, coordination and then we communicate with each other and see how we understand the rudiments of security. some organizations make logistics and funding as part of their own contributions.

***In what ways has the Suppression of Maritime Offenses (SPOMO, ) Act helped in tackling insecurity in Nigeria territorial waters?***

Among the major success, it is the legal framework



that Mr President signed on the Spomo Act. The National Assembly enacted that law, you cannot say success in piracy does not include National Assembly. Pirates are always arrested and kept in guardrooms and prisons and the judge finds it difficult to do anything because there's no law relating to that until when a stand alone was propagated and mr president ascended the bill. Assuming he didn't sign, will the bill be enforced?

Immediately after signing the bill it became law and about 20-23 people were arrested and what happened between 2019 June to the middle of 2021; three were convicted with fine, seven were given 10years jail time, 10 were given 7years jail time and obviously it is a signal to the criminals.

Judiciary, National Assembly, President are all part of the success because without passing that bill into law, the international community had the believe that criminals are arrested and released and they continue with the crime. In a nutshell like Mr Oshinowo mentioned, the international community believed that Nigeria government were part and parcel, encouraging the crimes because criminals were arrested and released .

***How has the Agency collaborated with relevant authorities and stakeholders regionally and internationally to improve upon the security records on our territorial waters?***

The Deep Blue Project is being handled by the Nigerian Air Force and all aircraft's are with the Air Force, helicopters are with the navy, ships and special mission vessels are with the navy, army have their armored vehicles and then coming to the land we have the —(12:38) center and this includes NIMASA, Civil Defense, SSS and almost all concerned agencies are there and you'll find them in Kirikiri. It is a total and holistic approach to the issue . In addition to that, we open our door to the international community, we have what we call joint industry working group and in this group , we have stakeholders and they inform the international community their experiences even here locally.

Apart from the stakeholders, we have the international conglomerate working group, Intertanco; conglomerate owners of international tankers because

the issue of piracy has to be in the joint industry working group, we have inter cargo; owners of large cargos are also part of it , oil marketers who market petroleum products, Nigerian Navy are also part of it as well as NIMASA, who chair the meeting and the international maritime

organization support that group.

We also have the EU support group and they were in the Gulf of Guinea to support it. So there is no single individual or single organization that can claim responsibility of the success. The same approach need to be taken to other insecurity we have in the country, unless and until we put this seriousness and all the security sectors see themselves as united, we might not be able to achieve what we want.

The international community has given us much needed support and the anti piracy act provide layers of how we can fund piracy because the issue of security is expensive. No single individual can fund it. We started receiving international donations, the UNODC started donations in terms of training and equipment, the Japanese government met the Vice President and made offers to assist the Nigerian government, Korean government has given us ships and we're processing fund to bring the ship so we can include it in our Deep Blue asset. So, we're making progress and this is on the area of maritime security.

***With the deployment of the Deep Blue Project, the Agency's efforts to tackle insecurity are well documented. In the area of safety, what is being done?***

On the area of Maritime Safety, it is number one at sea. When moving at sea, houses are not visible unlike while on the road when you can get a helping hand when involved in an accident.

We have also made some progress and we have what we call Global Maritime Distress System (GMDSS) and we have about four stations; Takwa Bay and Kirikiri Stations are up and running. With a press from GMDSS button, location and assistance can be rendered. We've been having issues with the search and rescue vessels and looking at the four vessels, we need to quantify cost of repairs and maintenance vis a vis the cost of maintenance and billions of naira



Jamoh

**“President Muhammadu Buhari approved the commencement of a committee on the National blue economy to be chaired by the Vice President with the Vice President inaugurating that committee which will commence work to see how holistically we can capture the issue of Blue Economy.”**

will be spent in terms of addressing the issue of search and rescue pollution control.

Secondly, most of our waters have a number of irons at sea meaning the area is a danger areas and wrecks will happen. So a navigational channel that is free to operate.

The federal government last year approved the commencement of the removal of wrecks from Badary to Tin Can island and the contractor has completed the first phase.

Last month federal government approved Western, Eastern and Central Zonal areas for the removal of wrecks.

***Recently, there has been a tilt by many countries towards the ‘Blue Economy’. What is the position of NIMASA in this area?***

It is true that much has been made of the Blue economy recently with countries now more aware and concentrating on the seas and ocean based resources within their territories.

President Muhammadu Buhari approved the commencement of a committee on the National blue economy to be chaired by the Vice President with the Vice President inaugurating that committee which will commence work to see how holistically we can capture the issue of Blue Economy.

The Blue Economy will give the opportunity to

make sure we utilize our own asset; what do we have in our own maritime domain, how do you utilize the asset, where the asset are and we have to produce fact and figures to harness that. on research and development, we are going to introduce a very strategic way in conducting research of bring that fact and figure and in so doing we won't relent and remain in our own Atlantic Ocean, we have our own internal water that is waterways, River Niger, Benue, Kaduna etc.

What can survive in Atlantic Ocean can survive also in that water and we are a little laid back in that area so that is why our board approved the reopening of our own Lokoja office and this office will look at these opportunities inherent in our inland waterways and we'll have a very strong research and development under the Lokoja office to go and research on what we have within our waters; what are the assets there, how can we harness the assets, what are the facts and figures of the assets and those are the areas we intend to take inline of blue economy.

***We have developed a strategy in line with the Blue Economy and the different committees are working and we bring it as a national strategy and all the stakeholders will be a part of it.***

Similarly, looking at what is happening with our oil, apart form the price going down the international community are working hard on daily basis to see what they can do to compliment the issue of buying oil from those oil producing countries.





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## CHARTING THE DIRECTION FOR MARITIME IN NIGERIA.

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- Search And Rescue
- Cabotage Enforcement
- Shipping Development
- Maritime Labour Regulation
- Maritime Safety Administration
- Maritime Capacity Development
- Training And Certification Of Seafarers
- Marine Pollution Prevention And Control

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We are now faced with the challenges caused by the ongoing crisis in the Ukraine and Black Sea region. The IMO is working tirelessly with all stakeholders to address the safety and security issues for seafarers and for shipping. But while the current focus is understandably on the ongoing turmoil, it is important we do not lose sight of the very serious challenges of piracy and armed robbery.

***Kitack Lim, IMO Secretary-General***



Doing business in Africa without Nigeria is nothing but an incomplete equation. Nigeria is the continent's largest economy. And by extension the most prospective Blue Economy, given her maritime assets, especially the window to the Atlantic and her position in the Gulf of Guinea.

***– Dr. Bashir Jamoh, Director General/CEO, Nigerian Maritime Administration and Safety Agency (NIMASA).***



"Not only are we focused on making the maritime sector a key alternative source of revenue and economic growth to our dwindling oil resources, we are also poised to develop a prosperous blue economy for our nation, akin to similar successes in other maritime nations around the world."

***– Hon. Linda Ikpeazu, Chairman - House Committee on Maritime Safety, Education and Administration speaking on the Blue Economy.***



"We in the Committee of the Navy commend your Management team at NIMASA for providing all documents we have requested for. It shows that you have nothing to hide". Our desire is to ensure public funds are spent not only in public interest but in accordance with the provisions of the laws of the land".

***– Honorable Yusuf Gagdi, House Committee on Navy, commending NIMASA's commitment to transparency in executing the Deep Blue Project.***





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## GROWING THE ECONOMY WITH OUR WATERS

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Representative of the Vice President, Professor Yemi Osinbajo, and Minister of Transportation, Rt. Hon. Chibuike Amaechi (middle); National President, Chartered Institute of Transport Administration of Nigeria (CIOTA), and Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (second right); representative of the Managing Director/Chief Executive Officer, Federal Airports Authority of Nigeria (FAAN), Capt. Rabiu Yadudu, Mr. Honorius Anozie (second left); Chairperson, Nigeria Transportation Commissioners Forum, Hajjia Rammatu Mohammed (right); and Vice Chancellor, Nigerian Maritime University, Okerenkoko, Professor Emmanuel Adigio, during the third National Transport Summit organised by CIOTA in Abuja



Executive Director, Finance and Administration, NIMASA, Mr. Chudi Offodile (left) and other participants at the event



Director, Western Zone, Kabir Murnai (left) and Director, Administration and Human Resources, Mrs. Ronke Thomas



Publisher of Maritime Insider, Mr. Kelvin Kagbare (left) presenting 'the Maritime Man of the Year' award to DG NIMASA, Dr. Bashir Jamoh (second right) shortly after the press conference of day-one of the third National Transport Summit organised by CIOTA in Abuja





**Representative of the Vice President, Professor Yemi Osinbajo, and Minister of Transportation, Rt. Hon. Chibuike Amaechi (left), receiving a souvenir from Director General, NIMASA, Dr. Bashir Jamoh, during the 3rd National Transport Summit, Abuja**



**Head, Protocol, Nancy Oluoha (left) and 2021 CIOTA Summit Publicity Secretary, Mrs. Chizoba Anyika**



**Hajija Rammatu Mohammed**



**Director Special Duties, Mr. Isichei Osamgbi**



**Mazi Phillips Okoronkwo of the Federal Ministry of Transportation**



**Chairman, CIOTA Committee on Pipeline Transportation, Engr. Bala Zakka**



**Head, Deep Blue Project Mr. Otonye Obom (left) and Head Shipping Development, Mr. Kurahson Inuwa**



**Prof. Callistus Ibe of the Federal University of Technology Owerri**



**National President, CIOTA, Dr. Bashir Jamoh (middle); Deputy National President, Mr. Darlington Offor (second right); Registrar, Mr. Rasheed Aiyelabegan (second left); Mr. Aminu Mukhtar Dan-Musa of Nigerian Institute of Transport Technology, NITT, Zaria (right); and Assistant Director, Directorate of Road Traffic Services, Abuja, Dr. Aregbesola Babatunde, at the Summit**



**Assistant Director, Marine Environment Management (MEM), Chioma Azionu and Assistant Chief, Shipping Development (Western Zone), Adora Ngige**

# AFCON 2021: Why Eagles Lost and Good News for the Future

BY JIDE ALAKA

**M**

onday, January 24, the morning after a painful and unexpected defeat. The emotions have stabilised, with a settled mind and clear thoughts; logic trumps the bad vibes and we can dispassionately discuss why the Super Eagles, despite raised expectations and performances, fell to a Tunisian team decimated by COVID-19.

The last time Nigeria exited at the second round of an African Cup of Nations Cup tournament was in Ghana 2008. The Eagles lost 2-1 to Ghana, when the competition's second round was the quarter-final.

On Sunday at the Stade Roudé Adja in Garoua, the Carthage Eagles came out victorious in the battle of the Eagles.

## WHAT HAPPENED?

A thorough technical analysis of the match showed one glaring defect – tactical naivety. This could call to question the capability of the technical team led by Augustine Eguavoen. The quest for a fourth AFCON title will have to wait another 18 months.

Eguavoen, in the post-match press conference, blamed the Senegalese centre referee, Maguette Ndiaye. "It was clear that the officiating wasn't fair," Eguavoen said.

"I won't criticise the referee," added Eguavoen, "because they are masters of the game, but Alex Iwobi's red card wasn't fair. The foul wasn't an intentional one."

What we can say is that Ndiaye was not the best version of a football referee. The argument for the red card is 50/50 as Iwobi truly used excessive force in the stamp on Youssef Msakni, which put his opponent in danger of serious injury.

If Ndiaye had stayed with the yellow card, few



people would have complained, but showing that red card to Iwobi in the 66th minute almost effectively rubber-stamped the Eagles' loss. Ndiaye showed his inefficiency and obdurate nature when he failed to stop the game when the ball hit him on a Nigerian attack. He then compounded the mistake by threatening to book Wilfred Ndidi, who complained vehemently.

Like it has happened in junior events, Nigeria's national teams have a history of having just one tactical play and when that is neutralised by the opponent, they look lost and out of ideas. The Tunisians were





**Moses Simon was named Man of the Match following Nigeria's comfortable 3-1 win against Sudan at the AFCON 2021**



ready for the wing play from Moses Simon, the Eagles' lightning rod, and he was effectively double teamed by Mohamed Draeger and Anis Ben Slimane or Hamza Rafia.

Simon showed his importance to the Nigerian attack, as he won a corner kick in the first minute – if the Tunisians were not sure about the game plan, they were doubly convinced that marking out Simon would stymie the Nigerian attack and that was how it played out.

Eguavoen could have told Simon to switch wings

and bring on a more direct dribbler, like Chidera Ejuke, or Simon could have simplified his game.

The Nantes' forward continued, all game, to try and dribble past the two markers, from which he got little joy for the rest of the encounter, even though he had the clearest chance to draw the Eagles level in the 83rd minute, but his effort went off the post.

There was a chasm between the midfield and attack, which meant the Tunisians were first to most balls that fell in that part of the pitch. The Eagles actually became more dangerous after going down to 10 men and they created more goal-scoring chances.

#### THE GOOD NEWS

"I have told the players to pick up and ensure they qualify Nigeria for the World Cup," Eguavoen also said in the post-match press conference.

With Ghana's Black Stars as the last obstacle to qualifying for Qatar 2022, the Super Eagles can at least be glad they will face opponents who are not as tactically astute as most North African teams.

With the first and second leg dates fixed for March 24 and March 29 in Accra and Abuja (tentatively), respectively, and the away goals rule in place, the Eagles must be focused on ensuring they do not concede the first goal, as they have shown a weakness coming from behind to get positive results.

The team is expected to be stronger with Victor Osimhen's return – the Napoli forward being a more potent forward, one who can single-handedly turn a game.

The round of 16 loss clearly disappointed a lot of Nigerians, but it may turn out for the good of the team's development as they try to qualify for the seventh time since 1994.

• **Culled from:** <https://www.premiumtimesng.com/sports/football/507505-afcon-2021-why-the-eagles-lost-and-the-good-news-for-the-future.html>



*Make hand washing a habit*

PHOTO CREDIT: [google.com](https://www.google.com)

# Global Hand Washing Day

BY EHI IDEN

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ctober 15 is Global Hand Washing Day (GHD), a day set aside by the United Nations in 2008 in Stockholm to initiate Public Private Partnership for Hand Washing (PPPHW). The theme for this year is, "Clean Hands Save Lives."

Hand washing with soap and water is the most effective and inexpensive way to prevent infectious diseases as diarrheal and acute respiratory infections, which take lives of children in developing countries and regions of the world. Even in healthcare, hand washing is the most effective prevention for acquired infection, which is very prevalent within the healthcare space.

Hand hygiene, as it is also called, was discovered in the 19th Century by an obstetrician called Ignaz Semmelweis while working at the University of Vienna. He discovered that there was a high difference regarding Puerperal fever in women in two different wards.

A Puerperal infection, otherwise known as puerperal sepsis, is a condition that occurs when a new mom experiences an infection related to giving birth.

The ward with the highest prevalence of Puerperal fever was the one where medical students and physicians

delivered the women, while in the other ward, the women were delivered by midwives.

Semmelweis also saw that medical students and physicians went directly from performing autopsies to delivering women. He decided to add washing hands with chlorinated lime solution for the medical students and physicians before going into delivery wards. He saw that the incidence of Puerperal fever decreased significantly, from 16 per cent to three per cent in the most affected ward. In the wards, where the midwives delivered the women, it stayed the same seven per cent. And this became the turning point in the healthcare sector, where hand washing became credited as a very key component of infection control. Now you know why we take it so seriously.

As we mark the Global Hand Washing Day, please, remember to tell someone hand washing save lives. Educate someone to wash hands after using the toilets, wash hands before and after food, wash hands before and after touching a sick person, wash hands before and after touching a broken skin.

We cannot afford to add to the statistics, let's just wash hands because it really costs us nothing.

Enjoy the rest of the hand washing day.

\* Iden, an Occupational Health and Safety expert, can be reached at: [ehi@ohsm.com.ng](mailto:ehi@ohsm.com.ng)





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