

# Safer Maritime Sector Amidst Changing Global Standards







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#### **CEO'S DESK**





**Dr. Dayo Mobereola** DG/CEO NIMASA

# Embracing Technology for a Safer Maritime Sector in Nigeria



s we navigate the ever-evolving landscape of the global maritime industry, one thing remains clear: the future of maritime safety and sustainability lies in our ability to embrace technology, foster cooperation, and build strategic partnerships. This edition of the

**NIMASA Voyage Magazine** is dedicated to exploring how Nigeria, as a key player in the Gulf of Guinea and the broader Atlantic region, can leverage innovation and collaboration to create a safer, more efficient, and prosperous maritime sector.

The maritime industry is the lifeblood of global trade, and Nigeria, with its vast coastline and strategic location, plays a pivotal role in ensuring the smooth flow of goods and services across the Atlantic.

However, the challenges we face, demand a proactive and technology-driven approach. These challenges are not unique to Nigeria; they are shared by our neighbors and partners across the Atlantic. It is only through collective action and shared expertise that we can overcome them.

At NIMASA, we have made significant strides in this

#### WORDS ON MARBLE

As we look to the future, I urge all stakeholders in the Nigerian maritime sector—government agencies, private sector players, and international partners to embrace technology and prioritize cooperation. Let us invest in cutting-edge solutions, build capacity through training and education, and strengthen our partnerships with regional and global organizations. – DR. DAYO MOBEREOLA, NIMASA DG regard. The deployment of the Deep Blue Project, which integrates state-of-the-art surveillance and response systems, is a testament to our commitment to leveraging technology for maritime security.

However, technology alone is not enough. Its effectiveness depends on how well we integrate it into our operations and how willing we are to share knowledge and resources with others. This is where cooperation and partnership come into play.

The Atlantic Ocean is a shared resource, and its challenges are interconnected. The effects of climate change, such as rising sea levels and ocean acidification, threaten the livelihoods of coastal communities across the Atlantic. To address these challenges, Nigeria must continue to play a leading role in fostering Atlantic cooperation.

As we look to the future, I urge all stakeholders in the Nigerian maritime sector—government agencies, private sector players, and international partners—to embrace technology and prioritize cooperation. Let us invest in cutting-edge solutions, build capacity through training and education, and strengthen our partnerships with regional and global organizations.

We at NIMASA remain committed to driving this transformation. We will continue to champion policies and initiatives that promote maritime safety, environmental sustainability, and economic growth. But we cannot do it alone. The success of our efforts depends on the active participation and support of all stakeholders. Together, we can harness the power of technology and cooperation to create a safer, more prosperous maritime future for Nigeria and the Atlantic region.

I recommend that you take your time and read this edition of the Voyage Magazine. Enjoy the read.

Mob Dayo

#### FROM THE EDITOR-IN-CHIEF



**Osagie Edward** 

# Strengthening Nigeria's Maritime Safety in a Changing World



he maritime industry is the lifeblood of global trade, and as international regulations evolve to address emerging challenges, Nigeria must stay ahead by ensuring that our maritime sector remains safe, competitive, and sustainable. Since the creation of the Ministry of Marine and Blue Economy, it is clear that the regime

of maritime governance in Nigeria has changed.

The lead story in this edition of the NIMASA Voyage magazine, highlights how Nigeria is navigating the shifting tides of global maritime safety standards. As the International Maritime Organization (IMO) and other regulatory bodies introduce new frameworks to address cybersecurity threats, climate change, and vessel safety, Nigeria has made notable progress. The Deep Blue Project, a landmark initiative by the Nigerian Maritime Administration and Safety Agency (NIMASA), continues to enhance security in our waters, reducing piracy incidents and ensuring safer passage for ships. Additionally, the agency's commitment to Port State Control and Safety Management System compliance has strengthened our standing in global maritime safety rankings.

However, maintaining a safe and efficient maritime sector goes beyond security. It requires addressing fundamental industry concerns, including environmental sustainability, investment risks, and the regulatory framework governing Nigeria's maritime assets. We shall serve you details of the journey so far in this edition of the magazine.

One of the key stories in this edition explores Nigeria's approach to deep seabed mining. With the country's vast maritime domain and the potential for economic diversification, deep-sea mining

#### **OUR VISION**

To be the leading maritime administration in Africa, advancing Nigeria's global maritime goals. presents both opportunities and environmental concerns. While technological advancements make resource extraction possible, sustainability must be at the core of any mining initiative.

Another critical aspect of maritime reform is the Nigerian ship registry. A strong, competitive, and well-regulated registry can boost investor confidence and attract more ship owners to register under the Nigerian flag. The ongoing reform aims to modernize our registry system, enhance transparency, and align with international best practices. By addressing concerns over flag state control, vessel classification, and administrative efficiency, Nigeria is positioning itself as a preferred registry in the region. Our regular contributor, Barrister Anthony Preghafi delivered a must read article in this edition.

On the environmental front, we highlight the NIMASA Marine Pollution Laboratory's work in strengthening Nigeria's capacity to monitor and respond to marine pollution incidents. The laboratory plays a pivotal role in detecting oil spills, assessing water quality, and ensuring that ships comply with pollution control regulations. As global standards tighten under the IMO's environmental regulations, having a robust marine pollution monitoring system is essential to protecting Nigeria's marine ecosystem and coastal communities.

As the industry evolves, Nigeria must remain adaptive, innovative, and forward-thinking. Strengthening maritime safety, promoting sustainable economic activities, and implementing progressive policies will not only improve our global standing but also secure a prosperous future for Nigeria's blue economy.

Enjoy this edition of the Voyage Magazine!



#### **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.



# Safer Maritime Sector Amidst Changing Global Standards

The global maritime sector remains crucial to the continuous existence of humankind, as it caters for over 80 per cent of global commerce. On this premise, the theme of the 2024 World Maritime Day focused on "Navigating the Future, with an emphasis on safety, underscoring the need for member states of the International Maritime Organisation to prioritise safety while also recognizing that security compliments safety. The overall aim is to ensure protection of the marine environment towards a sustainable maritime future in Nigeria. **Kumuyi, Oluwafemi** examines these themes in this excerpt.



he global shipping industry is the backbone of international trade, with the overwhelming majority of goods transported by sea. As the world becomes more interconnected, the demand for efficient, cost-effective, and timely shipping continues to grow. However, with this increased

activity comes a pressing responsibility to ensure the safety

of vessels, crew members, and the marine environment. Consequently, the future of global shipping will be shaped not only by advancements in technology and sustainability but also by a relentless commitment to safety in an increasingly complex and unpredictable environment.

The shipping industry has undergone significant transformations over the last few decades; improvements



in ship design, fuel efficiency, and automation have significantly increased the industry's productivity. Meanwhile, the rising demand for shipping services has resulted in larger vessels, more complex logistics networks, and greater interconnectivity between ports worldwide.

These advancements come with new safety requirements because, as vessels become bigger and more advanced, the potential consequences of accidents and incidents cannot be overlooked. This is in addition to other challenges facing the sector ranging from climate change to evolving regulations, thereby bringing to the fore the need to embrace safety as a core requirement in shipping.

It is imperative to state that safety in the shipping industry is not just a regulatory requirement, it is a fundamental part of the industry's continued success. The risks inherent in maritime transport, such as collisions, groundings, fire outbreaks, and even piracy, can have devastating consequences for lives, cargo, and the environment. According to the International Maritime Organization (IMO), safety protocols and standards have drastically reduced the frequency of major accidents over the past few decades, but there is still more to be done.

Safety is essential not only to protect the people directly involved in shipping operations but also to mitigate the broader impact on global trade and the marine environment. Maritime accidents can disrupt international supply chains, lead to costly repairs and insurance claims, and, in te worst-case scenarios, result in environmental disasters such as oil spills or the loss of hazardous cargo.

The IMO's SOLAS (International Convention for the Safety of Life at Sea) and MARPOL (International Convention for the Prevention of Pollution from Ships) are two cornerstone treaties that have been instrumental in driving improvements in maritime safety and environmental protection. These treaties require shipowners to comply with a wide range of safety measures, including lifeboat drills, fire safety systems, and oil spill response plans.

Additionally, the International Labour Organization (ILO) sets guidelines for labor conditions, ensuring that crew members work in safe and healthy environments. These regulations are regularly updated to reflect new risks and technological advancements.

Interestingly, the International Maritime Training Association (IMTA) and the IMO have worked tirelessly to establish global standards for crew training and certification. This includes the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), which ensures that crew members are equipped with the necessary skills to handle diverse scenarios at sea.

The welfare of the crew is also crucial, as long shifts, isolation, and stress can contribute to fatigue, impairing decision-making and response times. To address these issues, shipping companies are increasingly adopting measures such as improved working hours, mental health support, and better onboard living conditions, all aimed at adhering strictly to safety standards.

Meanwhile, as the global shipping industry faces pressure to reduce its carbon footprint, environmental safety is increasingly intertwined with operational safety. The introduction of stricter emission standards, such as those outlined under the IMO's 2030 and 2050 decarbonization targets, will influence the design and operation of vessels.

The need for sustainable practices extends beyond reducing CO2 emissions. Accidents involving hazardous cargo, oil spills, and ballast water management can have devastating effects on marine ecosystems. In response, the industry is focusing on cleaner fuels, ballast water treatment systems, and waste management "Piracy and armed robbery at sea pose significant threats to the safety of vessels operating in the Gulf of Guinea. Through the Deep Blue Project, NIMASA has continued to work collaboratively with the Nigerian Navy, the Nigerian Police, and other regional maritime security organizations to enhance maritime security. Assets such as drones, maritime surveillance aircraft, and specialized patrol vessels have been deployed to safeguard the nation's maritime domain."

to minimize environmental harm. The rise of green shipping technologies, including LNG-powered vessels, wind-assisted propulsion, and biofuels, also contributes to making maritime transport safer for the planet.

In Nigeria, the shipping industry is integral to the country's economy, facilitating the transportation of crude oil, agricultural products, manufactured goods, and consumer imports. Nigerian ports, notably Lagos, Port Harcourt, and Calabar, serve as key entry points for goods coming into the West African region.

The Nigerian Maritime Administration and Safety Agency (NIMASA), as the regulatory body of shipping in Nigeria, plays a crucial role in ensuring safer navigation for shipping in Nigeria's waters and the broader Gulf of Guinea. NIMASA has implemented several strategies, initiatives, and programs to enhance maritime safety, protect the environment, and promote security in these waters.

To this end, NIMASA operates the Vessel Traffic Management and Information System (VTMIS), designed to monitor and manage vessel traffic in Nigerian waters. This system provides real-time data about vessel movements and contributes to several key areas; preventing maritime accidents by ensuring ships follow designated routes; avoiding collisions, particularly in congested or high-traffic areas; improving communication between vessels and the shore; and enhancing maritime search and rescue operations. The VTMIS system functions similarly to air traffic control but is specifically tailored to maritime operations, helping to reduce the risks of accidents, collisions, and piracy.

Furthermore, the Agency is responsible for coordinating Search and Rescue (SAR) operations within Nigeria's maritime jurisdiction, working in conjunction with national and international bodies to respond to distress calls and provide assistance to vessels in need. This coordination is essential for ensuring the safety of lives at sea.

It is noteworthy to state that the Agency ensures Nigeria's compliance with global maritime safety standards by adhering to various International Maritime Organization (IMO) Conventions. These conventions include: Safety of Life at Sea (SOLAS), which regulates the construction, equipping, and operation of ships to ensure safety; Standards of Training, Certification, and Watchkeeping (STCW), aimed at ensuring that seafarers meet the required qualifications to safely operate vessels; International Safety Management (ISM) Code, which focuses on safety management systems for ship operators to mitigate risks and improve safety culture. By enforcing compliance with these conventions, NIMASA works to improve the overall safety standards for both Nigerian and foreign-flagged vessels operating in Nigerian waters.

Similarly, the Nigerian Maritime Administration and Safety Agency (NIMASA) conducts regular ship safety inspections to ensure that vessels are in good operational condition and adhere to safety regulations. The Agency also issues safety certificates and ensures that ships meet the required standards before they are allowed to operate. This includes inspecting the ships' hulls, equipment, machinery, safety devices, and navigational systems.

Importantly, security is a critical component of safety and navigation in Nigerian waters and cannot be separated from safety. Piracy and armed robbery at sea pose significant threats to the safety of vessels operating in the Gulf of Guinea. Through the Deep Blue Project, NIMASA has continued to work collaboratively with the Nigerian Navy, the Nigerian Police, and other regional maritime security organizations to enhance maritime security. Assets such as drones, maritime surveillance aircraft, and specialized patrol vessels have been deployed to safeguard the nation's maritime domain.

Developing the capacity of safety officers is another measure that NIMASA has implemented to enhance safety through campaigns and educational programs. Specifically, these measures include maritime safety training for personnel at sea, mandatory safety drills, emergency response procedures, and first aid; public awareness campaigns about the dangers of non-compliance with maritime safety rules, such as the importance of life jackets and proper vessel maintenance; and partnerships with universities and institutions to train the next generation of maritime professionals.

To achieve safer and more navigable waters, the Agency works closely with the Nigerian Ports Authority (NPA) to improve port facilities and navigational aids such as lighthouses, buoys, and markers. These improvements contribute to the safe navigation of vessels in and around Nigerian ports, especially in the face of changing weather conditions and traffic congestion.

A look into the future of the global shipping industry suggests it will face an increasingly complex safety landscape. The rise of digitalization and Al-driven systems holds immense potential to prevent accidents before they happen, predict maintenance needs, and provide real-time safety alerts. Additionally, blockchain technology could enhance safety by streamlining communication and documentation, thereby reducing the potential for human error or fraudulent activity in shipping transactions.

However, the future will also require a balanced approach that addresses the potential risks posed by new technologies, evolving environmental challenges, and the changing geopolitical climate. It will take strong political will, innovative thinking, and global collaboration to ensure that safety remains at the forefront of the maritime industry's agenda.

The future of global shipping is bright, but the industry's sustained success depends on its unwavering commitment to safety on the water, in the air, and under the sea. By prioritizing safety at every level, from crew training to environmental protection, the shipping industry can navigate the challenges of tomorrow with confidence and resilience.

NIMASA, under the leadership of Dr. Dayo Mobereola as Director General, has made substantial efforts towards achieving safer navigation for shipping by focusing on improving maritime security, safety regulations, environmental protection, and international collaboration.

While challenges remain, NIMASA's continued investment in technology, training, and collaborations across the board is crucial for enhancing safety and efficiency in Nigeria's maritime industry, positioning the country to reap the benefits of its immense maritime resources.



INFOGRAPHICS

# How does IMO's ship safety treaty make a diference?

The International Convention for the Safety of Life at Sea (SOLAS) contains 1 chapters covering the following topics:

# **CHAPTER I**

Certification, Casualty Invstigation, Port State Contol.

## **CHAPTER II**

- 1. Ship design and construction
- 2. Fire potection, detection &
- extinction

### CHAPTER III Life-saving

CHAPTER IV Distress and safety communication



**CHAPTER V** Safety of Navigation

### **CHAPTER VI Carriage of cargoes (**Loading and securing cargoes, including containers)



**CHAPTER VII Carriage of dangerous goods (**International Maritime Dangerous Goods Code)

## CHAPTER VIII Safety of nuclear-fuelled ships

**CHAPTER IX Safety management** (International Safety Management (ISM) Code)

### CHAPTER X Safety of high-speed craft

ER X craft

CHAPTER XI Special measures for:

Safety (including IMO number scheme)
 Maritime Secuity for Ships and ports

CHAPTER XII Additional Safety measures for bulk carriers

> CHAPTER XIII IMO Member State Audit Scheme

CHAPTER XIV Ships in polar waters



#### CHAPTER XV Safety of ships carrying offshore workers



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Mobereola (middle) with other foreign delegates during the 79th United Nations General Assembly (UNGA) Atlantic Cooperation Summit in New York.

# Maritime at UNGA: NIMASA DG Engages US Secretary of States, Others at Partnership for Atlantic Cooperation



he Director General of the Nigerian Maritime Administration and Safety Agency, NIMASA Dr Dayo Mobereola has assured the international community of the commitment of the Federal Government of Nigeria to a peaceful, stable and prosperous Atlantic region which should

be explored in a sustainable manner for the benefits of all the countries in the region.

The NIMASA DG stated this during his presentation at the partnership for Atlantic cooperation summit, a sideline session at the 2024 United Nations General Assembly in New York, and chaired by the US Secretary of State, Anthony Blinken.

According to Mobereola "Nigeria's participation in the Atlantic Cooperation has had a transformative effect on how our government is contributing to shaping acceptable global policies and agendas for a more secure, sustainable and prosperous Atlantic region. We recently organised an international workshop on Deep Sea-bed activities, where our government reaffirms commitment to develop a legal and regulatory framework for deep-sea mining, driving sustainable economic growth.

Nigeria is also working closely with critical developmental partners such as the United States, the European Union, the Economic Community of West African States (ECOWAS), and the United Nations to protect our coastline and ensure the safe passage of goods and people, promoting regional economic integration".

The NIMASA DG also engaged participants on

Nigeria's unique perspectives on Funding, governance complexity, and technological advancement amongst other issues with an assurance that Nigeria under the current administration is focused on developing a virile marine and Blue Economy industry.

On his part, the United States Secretary of States, Antony Blinken who chaired the session noted that the Atlantic Ocean is vital to every nation of the world, stating that all countries bothering the ocean have direct stake in this joint venture. "Together, we're fostering greater connections and coordination between our governments, between our civil societies, our private sectors, our scientific communities – laying the groundwork to find and to share solutions to these joint challenges. We're helping one another harness new technologies to address common threats". He stated.

Since its launch, the Atlantic Partnership has grown to forty-two members, representing more than 75 percent of the Atlantic coastline. Countries from Africa, Europe, North America, South America, and the Caribbean participated at the session to address shared challenges, promote common solutions, and advance collective principles.

Members endorsed a Declaration on Atlantic Cooperation promising engagement on the basis of international law, existing national and international legal frameworks, mutual collaboration, and respect for differences in capacity and political perspective, and acknowledging the special role and primary interest of Atlantic states in the Atlantic.



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# **SEA** THE WORLD. BUILD A CAREER IN SEAFARING.

Since inception, the **Nigerian Seafarers Development Programme** (NSDP) has provided a platform to consolidate our position of relevance in the comity of maritime nations, with a solid seafaring manpower base.

PROMOTIONAL

NSDP NIGERIAN SEAFARERS DEVELOPMENT PROGRAMME

REGULATORY OPERATIONAL

CAPACITY BUILDING

# CHATHAM HOUSE

THE ROYAL INSTITUTE INTERNATIONAL AFFA





he Nigerian Maritime Administration and Safety Agency, NIMASA, and Chatham House London have agreed that the issue of Maritime Security in the Gulf of Guinea should be raised at the United Nations Security Council (UNSC), emphasizing the progress made

by NIMASA in combating piracy and sea robbery in the region.

This decision was reached during a session between Dr. Dayo Mobereola, Director General of NIMASA, and Dr. Alex Vines, Director of the Africa Programme at Chatham House, accompanied by his team. Nigeria's Alternate Permanent Representative at the International Maritime Organization, Bwala William was in attendance.

The Agency and Chatham House have also commenced collaboration to convene a meeting of international stakeholders from both the public and private sector in Nigeria, with the aim of developing a position paper on maritime security in the Gulf of Guinea. Speaking shortly after the meeting, the NIMASA DG emphasized the importance of effective international partnership to sustain security in the Gulf of Guinea.

In his words "We had a very fruitful discussion with the team at Chatham House. The decision to engage the UN Security Council is to ensure they are well informed about the progress made so far in terms of security in the Gulf of Guinea. We also need an independent analysis of the security situation in the Gulf of Guinea and how best to transform the gains in terms of enhanced security, into tangible economic benefits such as reduction in the cost of all Nigerian Bound freight and issues bothering on payment of war risk insurance premium for Nigerian bound vessels. The coming on board of Chatham House will serve as a catalyst in developing our Blue Economy.

Chatham House helps people, societies and governments to understand and adapt to change and has been a source of independent analysis, trusted dialogue for one hundred years. As a Vessel Owner, Captain,

Shipping Agent or Member of the public are there **statutory certificates OR Mandatory Requirement** that I need before I can operate coastal voyage in Nigeria?

# Yes, your ship/vessel must have

- A valid Certificate of Registry at all times.
- In addition to this, your ship/vessel must have all statutory trading certificates as applicable to the gross tonnage of the ship/vessel.
- VESSEL LOG BOOK
- VESSEL PORT OF CALL
- VESSEL PARTICULARS: This include registry certificates, Safety Equipment

#### • CERTIFICATES:

- Radio Certificate
- Survey Certificate
- Builders Certificate
- Tonnage Certificates
- Insurance Certificates
- Load Line Certificates
- Classification Certificates
- 🔽 🛛 Safe Manning Certificates
- Passenger Ship Safety Certificate
  - Cargo Ship Safety Certificate and
    - Waiver Certificate or Receipts.



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# **About NIMASA Marine Pollution Laboratory**

#### **BY HADIZAT JIBRIN**



he Agency's Marine Pollution Laboratory (MPL) is a facility dedicated to study, monitor and mitigate the impact of pollutants in Nigerian Waters. It was established in 2013 and located within the Nigerian Maritime Resource Development Centre (NMRDC). The MPL was

commissioned by the Immediate Past Secretary General of the International Maritime Organization (IMO), His Excellency Kitack Lim on the 22nd of November 2023.

The MPL provides investigative analysis for environmental components geared towards achieving the mandate of the MEMD and the fulfilment of the Agency's core mandate of achieving cleaner oceans.

#### **ENABLING INSTRUMENT:**

Pursuant to the Merchant Shipping Act, 2007 (Marine Environment Regulations 2012) which states:

"The Agency shall set up and maintain a marine laboratory with up-to-date diagnostic and analytical equipment, for the purpose of analyzing and identifying harmful anti-fouling systems and for other purposes".

The other purposes for the establishment MPL are backed by relevant Conventions and Regulations such as:

Conventions/ Regulations		Laboratory Application and Functions	
1.	Regulation for the Prevention of pollution by oil and oily water MARPOL Annex I.	<ul> <li>Investigation, sampling, evaluation source determination and analysis of oils spilled into the Nigerian waters</li> <li>To determine the extent of oi</li> </ul>	
2.	The International Convention on Oil Pollution Preparedness, Response and Co- operation (OPRC).	<ul> <li>contamination in the marine environment and the need for continued clean-up measures.</li> <li>To establish the level of oi contamination in sediments at key</li> </ul>	
3.	International Convention on the Establishment of an International Fund for Compensation for oil pollution.	<ul> <li>sites oiled as a result of incidents</li> <li>To determine source of pollutior and extent/volume for the purpose of Pollutant fund claims (IOPC)</li> </ul>	

4.	Regulations for the Control of Pollution by Noxious Liquid Substances (NLS) in Bulk (1983), MARPOL Annex II	•	Monitoring and analyzing the spread of NLS within the marine ecosystem to identify the specific chemicals spilled, detect the presence or absence of substances, measure the concentration of substances, establish a safe perimeter and validate environmental models.
5.	Prevention of Pollution by Sewage from Ships (2003), MARPOL Annex IV.	•	To sample, evaluate and analyze sewage sludge from ships such as Black water and grey water sewage waste and their impact when released into the marine environment
6. 7.	Pollution by Garbage from Ships, MARPOL Annex V. The "Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other matter 1972", the London Dumping Convention.	•	To investigate, characterize, evaluate and analyze waste materials dumped in Nigerian Waters and its effects on the marine ecosystem such as dredged material, industrial waste, sewage sludge and radioactive waste. To sample, evaluate and analyze Toxic chemicals within the Toxic Release Inventory (TRI) released into Nigerian waters e.g. by industries.
8.	Prevention of Air pollution from Ships (2005) MARPOL Annex VI	•	To sample, evaluate and analyze fuel oils from ships and bunkers in other to ascertain, they do not exceed the 0.5% Sulphur content limit in marine fuels to reduce Sulphur oxide emission in the air.
9.	The International Convention on the control of Harmful Anti-fouling systems on the ships (AFS)	*	To investigate and analyze the concentration of organotin and other associated chemical compounds as it affects marine life and biodiversity.
10.	Ballast Water Management Convention (BWM): The International Convention for the control and Management of Ships Ballast water and sediments.	•	Analysis of water and sediment samples for D-1 and D-2 compliance in line with Ballast Water Management Convention; To monitor the effects on ballast water management in Nigerian waters which includes; observation, measurement, sampling, evaluation and analysis of the effectiveness and adverse effects caused by transfer of harmful aquatic organisms and pathogens in ships' ballast water into the marine environment

11. The Nairobi International Convention on the Removal of Wrecks. To investigate and monitor (pre and post) the impacts of ship wrecks in the marine ecosystem through sampling, evaluation and analysis.

#### MARINE POLLUTION

The world's marine pollution comes in many forms – from toxic chemicals, sewage and fertilisers to plastics, discarded fishing nets and even the noise from shipping and drilling. Over 80% of it originates from land-based activities whether due to accidental spills, deliberate dumping, untreated effluent, atmospheric fall-out, or the run-off from drains and rivers.

Marine pollution is defined by the 1982 UN Convention on the Law of the Sea as: "the introduction by man, directly or indirectly, of substances or energy into the marine environment ... which results or is likely to result in such deleterious effects as harm to living resources and marine life." (UNCLOS, 1982).

It can change the physical, chemical, and biological state of the ocean and coastal areas, posing a threat to marine wildlife and ecosystems, and the industries and livelihoods dependent on them, such as shipping activities fisheries and tourism. Toxic chemicals also become concentrated in the food chain and can impact human health.

The Agency's MPL aids by to researching, monitoring and mitigating the impact of these pollutants on the Nigerian marine ecosystem.

#### STRUCTURE OF THE MPL

The structure of the lab is categorized broadly into two units:

- Microbiology Laboratory This microbiology lab plays a significant role in the study of marine organisms, their behaviors, interactions within the marine environment and their effects of on the water quality, marine biodiversity and human life.
- Chemistry Laboratory The chemistry lab plays a crucial role in understanding the physical features and chemical composition of the ocean as well as identifying different water qualities and the impact of chemical pollution in the marine ecosystem.

#### **OBJECTIVES OF THE MPL**

- Analyze water and sediment samples to detect pollutants in Nigerian waters.
- Investigate the effects of pollution on Marine life.
- Develop strategies for pollution prevention and mitigation.
- Enforce compliance with international and national regulations.
- Conduct research and development for pollution prevention.
- Provide data for policy making and regulatory purposes.
- Provide trainings and capacity building for stakeholders.

#### **RESEARCH FOCUS AREAS**

- Oil spills and hydrocarbon pollution.
- Plastic pollution and microplastics.
- Chemical pollutants (e.g; pesticides, heavy metals and organotin in antifouling systems).
- Noise pollution and its impact on marine life.
- Climate change and ocean acidification.

• Waste management and dumping at sea.

#### **TYPICAL ACTIVITIES**

- Sample Collection (water, sediment, biota)
- Chemical and biological analysis (e.g., toxicology, microbiology)
- Data analysis and modelling
- Collaboration with other Government Agencies, Academia and Stakeholders.

#### EQUIPTMENT AND TECHNIQUES

- Water and sediment sampling.
- Analytical techniques such as:
  - Gas Chromatograph-Flame Ionization Detector-Electron Capture Detector (GC-FID-ECD) for whole oil fingerprinting and determination of the total petroleum hydrocarbons (TPH);
  - Atomic Absorption Spectrophotometer for determination of concentration heavy metals in water, sediments, fish, phytoplankton and zoo plankton.
  - Ultra Violet Spectrophotometer: for water quality analysis, phytoplankton studies, sea food safety, pollutant detection (e.g. oil spills, polycyclic aromatic hydrocabons (PAHs) and Pesticides, Algal bloom monitoring, Ocean acidification research, sediment analysis, marine life toxicity testing and research and development
- Horiba Water Quality Multiparameter and Aquaprobe Water Quality Multiparameter for water quality monitoring and analysis.
- Organisms Microscopy.
- Ballast water management test kit for analyzing ballast water in ships.

Collaboration and Partnerships

- International Maritime Organization (IMO).
- Nigerian Institute for Oceanography and Marine Research (NIOMR).

Benefits of the MPL

Some of the benefits of the MPL include;

- Assists in achieving compliance to our regulations both domesticated conventions and with those that are underway towards domestication in line with best global practice.
- Useful in the process of oil fingerprinting towards identifying the polluter which may lead to implementing the polluter pay principles in line with OPRC convention.
- Assists in generating base-line data for marine water quality assessment. It will identify and prevent pollution of the marine environment through establishing the sources, pathways and impacts of these pollutants through broad based characterization of pollutants in marine environment.
- Determination of heavy mental concentration within the marine environment.
- Determination of the presence or absence organotin compounds in antifouling paints used by ships.
- The laboratory also serves as the reference test center for stakeholders or operators within the marine domain.
  - HADIZAT JIBRIN, GEOCHEMIST, MEM DEPARTMENT



R-L: ED Ops, Engr Fatai Taiye Adeyemi; DG NIMASA, Dr Dayo Moberola; Chief Staff Officer, Naval Training Command, Rear Admiral Sunday Atakpa and Director MEM, Heaky Dimowo

# Exploring Deep Seabed for Nigeria's Economic Benefits



he deep seabed lies beyond national jurisdiction, and the mineral resources located there are considered the common heritage of humanity. It covers more than 54 percent of the world's oceans and presents a future source of mineral resources to support an

increasing global population. Additionally, it addresses challenges related to accessing land-based deposits and provides the rare metals necessary to drive the future renewable economy.

Furthermore, the deep seabed plays a crucial role in mitigating climate change, which has a devastating impact on the sustainability of oceans and their resources. It is believed that the seabed contains a significant portion of the CO2 produced by human activities, thereby helping to absorb the excess heat generated by the greenhouse effect.

As part of efforts to harness the Blue Economy sector for sustainable growth and development in Nigeria, the Federal Ministry of Marine and Blue Economy in collaboration with the Nigerian Maritime Administration and Safety Agency NIMASA organized a global workshop to deliberate on how best to harness the resources in the Atlantic ocean for Nigeria's economic benefits.

The Minister of Marine and Blue Economy,

Adegboyega Oyetola, CON, while declaring the workshop open, noted that the Ministry, in collaboration with the Nigerian Maritime Administration and Safety Agency (NIMASA), is fully committed to promoting partnerships with industry players, driving innovation, and championing sustainability.

According to him, "Government-private sector partnerships are vital to unlocking the maritime sector's full potential," emphasizing that effectively harnessing the vast potential of the nation's marine resources is a crucial step in diversifying Nigeria's economy.

He stated that the transition from a fossil fuel-based economy to a mineral-based one presents opportunities for Nigeria to leverage its marine resources, particularly wave and tidal energy, to generate clean energy. He noted that this shift could significantly contribute to the nation's energy needs.

"Nigeria's establishment of a full-fledged Ministry of Marine and Blue Economy in 2023 demonstrates our commitment to diversifying our economy and capitalizing on the global surge in deep-sea exploration. As a major oil-producing country with an extensive coastline and inland waterways, we cannot afford to lag in this new frontier," said Oyetola.

The Minister, whose speech was delivered by the Permanent Secretary, Ministry of Marine and Blue

Economy, Mr. Oloruntola Olufemi, explained that the workshop aimed to raise awareness among key stakeholders in the sector about the significance of deep seabed exploration and exploitation.

He also stated that Nigeria's hosting of the international workshop was to build in-country expertise by equipping policy makers and industry professionals with the knowledge and skills necessary to manage deep-sea resources sustainably.

"The workshop offered hands-on training for Nigerian researchers and stakeholders, allowing them to engage directly with international experts and advanced technologies. Nigeria has vast ocean resources that are still largely unexplored and we have taken into consideration the recent extension of Nigeria's continental shelf. The workshop served as a platform to launch the machinery to tap into these resources sustainably, balancing economic growth with environmental protection.

On his part, NIMASA's Director General, Dr. Dayo Mobereola, said the Agency in collaboration with the International Seabed Authority (ISA) and relevant MDAs, will ensure Nigeria's compliance with global standards.

Speaking on the Nigerian Minerals and Mining Act 2007, Dr. Mobereola noted that the need to amend the Act to reflect relevant provisions of the ISA's model of legislation on exploration and exploitation could not be overemphasized.

He acknowledged the commitment of the Ministry of Marine and Blue Economy and NIMASA to ensuring the full implementation of relevant legislative frameworks for the sustainable use of the marine environment and safety standards.

"We remain committed to ensuring that relevant legislative frameworks on the sustainable use of the Marine Environment and Safety standards are fully implemented," he said.

In attendance at the Workshop were representatives of the Nigerian Shippers Council (NSC), Nigerian Inland Waterways Authority (NIWA), National Border Commission (NBC), International Seabed Authority, Ministry of Mines and Steel Development, among others.

The Director General of the National Boundaries Commission, Surveyor Adamu Adaji delivered an overview on the Nigerian extended continental shelf claim while Professor Babajide Alo presented a paper on the importance of the BBNJ and its potentials impacts on Deep-Seabed Mining.



# **Activities of**

MEM

Marine Environment Management

- Enforcement of compliance with provisions of the Marine Environment Protection Regulations by Shipowners and other maritime operators.
- Regulation and Supervision of Removal of Wrecks and Ship Scrapping Activities.
- Monitoring to ensure adequacy of Port Reception Facilities.
- Investigation and Response to Oil Spill incidents.

 Implementation of Maritime Action Plan on Marine Litter and Plastics.

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# **NIMASA's Role in Achieving** SDG 5 In Nigerian Maritime

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MOVEMENT

AWAY

MY A

Gender equality

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PROGRESS

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• Promoting gender equality and empowering women and girls

#### BY NUSIRAT OGUNNEYE



he Nigerian Maritime Administration and Safety Agency (NIMASA) plays a crucial role in shaping the country's maritime sector, contributing to its sustainable development and growth. In line with global efforts, the International Maritime Organization (IMO) is committed

to supporting its Member States, including Nigeria, in achieving the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs). Central to this agenda is Goal 5:

"Achieve gender equality and empower all women and girls," which emphasizes the need for equitable access to opportunities and resources for women, essential for fostering inclusive development.

Cultural norms in Nigerian society often prioritize motherhood and marriage for women, reinforcing stereotypes that women must make personal sacrifices to meet these societal expectations. This  $\alpha$ perception, which suggests that women must choose between a successful career and a stable family life, discourages many from pursuing careers in male-dominated industries like maritime. However, with increasing global and local advocacy, particularly in support of the UN's goal to educate and empower the girl child, there is growing momentum to challenge these limiting beliefs and promote gender equality. This shift enables women to excel in their careers without compromising their roles in family and society.

In the traditionally male-dominated maritime sector, NIMASA has made significant strides toward aligning with SDG 5, working to create an environment where women are given equal opportunities to succeed. Through targeted initiatives, partnerships, and programs, NIMASA is actively fostering a more inclusive maritime industry, empowering women to pursue leadership roles

and thrive in all aspects of the sector.

#### THE IMPORTANCE **OF SDG 5 IN THE** MARITIME SECTOR

According to the BIMCO/ ICS 2021 Seafarer Workforce Report, women make up just 1.2% of the global workforce. seafarer However, this marks a positive shift towards Ø gender balance, with the report noting that 24,059 women now serve . as seafarers—a 45.8% increase compared to the figures from the 2015 report. SDG 5 seeks to eliminate gender disparities and ensure women's full participation in all aspects of society. In the maritime industry, which has historically been male-

# WOMEN EARN 23% LESS THAN MEN, AND DO 3 TIMES MORE UNPAID DOMESTIC & CARE WORK.

IT'S ESTIMATED TO TAKE: **300 YEARS** TO END CHILD MARRIAGE **286 YEARS** TO CLOSE LEGAL PROTECTION GAPS **140 YEARS** FOR EQUAL REPRESENTATION OF WOMEN IN LEADERSHIP **47 YEARS** FOR EQUAL REPRESENTATION IN NATIONAL PARLIAMENTS.



centric, women have faced various barriers including limited access to education, training, and leadership positions. Addressing these challenges is not only crucial for gender equality but also for the overall sustainability and competitiveness of the industry. An inclusive workforce brings diverse perspectives, enhances innovation, and strengthens decision-making processes, all of which are essential in today's dynamic maritime world.

#### NIMASA'S COMMITMENT TO GENDER EQUALITY

The Nigerian Maritime Administration and Safety Agency (NIMASA) has received praise for its commitment to gender equality, reflected in the growing number of women employed by the Agency and those sponsored for capacity development both locally and internationally. Recognizing the importance of creating a more inclusive maritime sector, NIMASA has implemented various policies and programs focused on empowering women and advancing gender equality. These initiatives include:

# 1. PROMOTION OF WOMEN IN MARITIME LEADERSHIP

NIMASA has been a strong advocate for increasing the participation of women in leadership roles within the maritime sector. The agency actively supports the creation of networks for women in maritime by sponsoring their involvement in international meetings and conferences. This includes empowering organizations such as the Nigerian chapter of Women in Maritime Africa (WIMA), as well as global platforms like the Women's International Shipping and Trading Association (WISTA) and Women in Logistics and Trading (WILAT), which promote women's inclusion and leadership in maritime affairs. By backing these initiatives, NIMASA is helping to break traditional barriers and encouraging more women to aspire to and achieve leadership positions within the industry. It emphasizes the need for full participation of women and equal access to leadership opportunities at every level of decision-making.

# 2. CAPACITY BUILDING AND TRAINING PROGRAMS

A significant barrier to achieving gender equality in the maritime sector is the limited access to quality training and education for women. To bridge this gap, NIMASA has implemented various initiatives, including scholarships, sponsorships for international training programs, and partnerships with institutions to provide specialized courses. These efforts aim to equip women with the technical skills and knowledge needed to compete equally with their male counterparts.

For instance, NIMASA's collaboration with the Nigerian Seafarers Development Programme (NSDP) has resulted in increased female enrollment, enabling women to pursue careers as seafarers, maritime engineers, and other essential roles. Additionally, the Maritime Academy of Nigeria (MAN) in Oron, Akwa Ibom State, has partnered with NIMASA to boost the number of Nigerian seafarers, with special attention given to women through a dedicated quota to encourage female participation in maritime disciplines. These programs not only empower women but also help close the industry's talent gap, creating a more diverse and skilled workforce for the future.

#### 3. POLICY AND REGULATORY REFORMS

NIMASA has made gender inclusivity a key aspect of its regulatory framework. By promoting equal employment opportunities within the agency and advocating for gender-sensitive policies across the maritime industry, NIMASA is setting a precedent for the private sector SDG 5

"It is crucial to establish more mentorship programs that connect aspiring women maritime professionals with experienced female leaders in the industry. By providing guidance and support, these mentorship programs can accelerate the professional development of women and increase their representation in leadership positions."

to follow. The agency's policies ensure that women have access to the same opportunities for promotion, leadership roles, and participation in decision-making as their male counterparts.

#### 4. ADDRESSING GENDER-BASED DISCRIMINATION AND VIOLENCE

NIMASA has taken significant steps to combat workplace discrimination and gender-based violence within the maritime industry. Through dedicated awareness campaigns and the establishment of clear reporting channels, the agency is committed to creating a safe and supportive environment for women in maritime roles. Central to these efforts is NIMASA's strict zero-tolerance policy on gender-based violence, which aims to cultivate a culture of respect and dignity across the sector.

NIMASA's efforts in addressing sexual harassment in the maritime sectors by collaborating with Lagos Metropolitan Area Transport Authority (LAMATA) using the SHE CAN Tool enhance safety measures for seafarers, port workers, and other maritime professionals.

# 5. ENGAGING GIRLS AND YOUNG WOMEN

The empowerment of women in maritime begins with inspiring the next generation. NIMASA has implemented outreach programs that introduce girls and young women to the potential careers available in the maritime sector. Through school-based initiatives and partnerships with non-governmental organizations (NGOs), NIMASA encourages young women to pursue studies and careers in science, technology, engineering, and mathematics (STEM) fields, which are crucial for maritime professions.

#### THE IMPACT OF NIMASA'S EFFORTS

NIMASA's commitment to SDG 5 has begun to yield tangible results. There is an increasing number of women joining the maritime workforce in Nigeria, from seafarers and engineers to administrative and leadership roles. This shift is not only helping to bridge the gender gap but is also strengthening the maritime industry by leveraging diverse talents and perspectives.

Moreover, NIMASA's advocacy and support for women in maritime has placed Nigeria on the map as a leading African nation in gender equality within the maritime sector. By empowering women and girls through education, leadership opportunities, and a safe work environment, NIMASA is helping to create a more inclusive and sustainable maritime industry that contributes to national development.

#### CHALLENGES AND THE WAY FORWARD

Despite significant progress, challenges remain in achieving full gender parity within the Nigerian maritime sector. Cultural norms, gender stereotypes, and limited access to financial resources continue to hinder the participation of women in the industry. NIMASA must continue its advocacy efforts while ensuring that gender equality remains a priority for maritime stakeholders across both the public and private sectors.

Additionally, it is crucial to establish more mentorship programs that connect aspiring women maritime professionals with experienced female leaders in the industry. By providing guidance and support, these mentorship programs can accelerate the professional development of women and increase their representation in leadership positions.

#### CONCLUSION

NIMASA's role in achieving SDG 5 in the Nigerian maritime industry is a critical step towards promoting gender equality and empowering women and girls. Through its initiatives in leadership promotion, capacity building, policy reforms, and addressing gender-based discrimination, NIMASA is helping to transform the industry into a more inclusive and sustainable sector. As NIMASA continues to champion gender equality, the future of Nigerian maritime will undoubtedly become more innovative, competitive, and diverse, ultimately contributing to the achievement of the United Nations Sustainable Development Goals.





# ACHIEVE GENDER EQUALITY AND EMPOWER ALL WOMEN AND GIRLS

# THE WORLD IS Not on track to achieve Gender Equality by 2030

OUT OF GOAL 5 INDICATORS:

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AT THE CURRENT RATE, IT WILL TAKE



# LEGISLATED GENDER QUOTAS Are **Effective** to achieve Equality in Politics

WOMEN'S REPRESENTATION IN PARLIAMENT (2022)



30.9% COUNTRIES APPLYING QUOTAS 21.2% COUNTRIES WITHOUT QUOTAS NEARLY HALF OF MARRIED WOMEN Lack decision-making power over their sexual and reproductive health and rights

## 1 IN 5 YOUNG WOMEN

BEFORE THEIR 18TH BIRTHDAY





Executive Director, Maritime Labour and Cabotage Services, Nigerian Maritime Administration and Safety Agency, NIMASA, Jibril Abba (3rd left); Executive Director, Large Enterprises, Bank of Industry, Ifeoma Uz'Okpala (2nd left); Director, Cabotage Services, NIMASA, Kabiru Murnai (left); Director, Legal Services, NIMASA, Aishatu Jidda (right) and others during a visit by the Management of the Bank of Industry to the NIMASA headquarters on Victoria Island, Lagos

# NIMASA, BoI Exploring Collaboration to Grow Capacity in Nigeria's Maritime Sector



s part of efforts to enhance capacity in the Nigerian maritime sector, the Management of the Nigerian Maritime Administration and Safety Agency (NIMASA) and the Bank of Industry (BOI) have initiated discussions on potential strategies for capacity sector

building in the sector.

The Director General of NIMASA, Dr. Dayo Mobereola, represented by the Executive Director of Maritime Labour and Cabotage Services, Mr. Jibril Abba, made this disclosure during a visit by the Management of the Bank of Industry, led by Executive Director of Large Enterprises, Mrs. Ifeoma Uz'Okpala. He stated, "In addition to safety, security, and maritime labor, the Agency's mandate encompasses capacity development aimed at growing the sector." He also reaffirmed the Agency's commitment to collaboration as a vital tool for achieving its mandate. "The aim is to actualize the vision of the Federal Government to reposition the maritime sector, especially with the creation of the Ministry of Marine and Blue Economy", he said.

On her part, the Executive Director of Large Enterprises at BOI, Mrs. Uz'Okpala, affirmed the Bank's readiness to support NIMASA. She also emphasized the importance of collaboration in implementing a robust capacity-building initiative that will contribute to economic growth in Nigeria.

Bank of Industry Limited is Nigeria's oldest and largest Development Finance Institution (DFI) currently in operation. It is owned by the Ministry of Finance Incorporated (MOFI) Nigeria (94.80%), the Central Bank of Nigeria (CBN) (5.19%) and private shareholders (0.01%)



#### HEAD OFFICE Maritime House, 35 Adetokunbo Ademola Street, Victoria Island, Lagos. P.M.B 12861, G.P.O, Marina, Lagos, Nigeria. () (n) (S) info@nimasa.gov.ng www.nimasa.gov.ng

# GROWING THE ECONOMY WITH OUR WATERS

We steer our set objectives and goals to facilitate trade and generate revenue for Nigeria's economic development.

- Cabotage Services
- Indigenous Shipping Development
- International and Coastal Shipping Trade

**#WeAreNIMASA** 

REGULATORY OPERATIONAL PROMOTIONAL CAPACITY BUILDING

#### SPEECH

# WORLD MARITIME DAY 2024: Goodwill Message from DG/CEO of NIMASA Theme: Navigating the Future: Safety First.



afety is crucial in the maritime industry. The theme of the 2024 World Maritime Day, "Navigating the Future: Safety First," is one of the many ways the International Maritime Organization (IMO) is drawing attention to the need to keep pace with the ongoing transformation in

shipping and innovative solutions that would drive a safer and more sustainable future for the industry. This year's theme resonates deeply with NIMASA's core mission and vision for Nigeria's maritime sector.

There are many challenges in the maritime industry. These challenges also provide opportunities for tremendous success in the industry. Rapid technological advancements, environmental concerns, sustainability, and evolving global trade are some issues affecting the industry. While we confront these challenges, we must accord safety an important priority. In this regard, we must (i) invest in cutting-edge safety technologies, (ii) enhance training and capacity building for our maritime workforce, (iii) strengthen our regulatory frameworks to meet international standards, and (iv) foster collaboration between the public and private sectors. It is in no doubt that NIMASA is leading the way in creating a safer, more efficient, and sustainable maritime future for Nigeria and beyond.



As we commemorate this day, I want to take a moment to express my heartfelt gratitude to each one of you. Your efforts are not just critical, but integral in navigating and shaping the Nigerian maritime industry's future. I extend my thanks to the IMO, Seafarers, maritime industry stakeholders, global maritime community, Ministries, Departments and Agencies (MDA), our developmental partners, and policymakers who continue to work tirelessly to promote safety value in the industry.

We need to strengthen collaboration and cooperation to address the increasingly complex regime due to emerging technologies. Your involvement is crucial in this process. Furthermore, let us renew our dedication to safety, innovation, and responsible stewardship of our marine environment. This commitment is not just a goal, but a promise that we will uphold. Together, we can navigate towards a brighter, safer future for our maritime industry. I urge us all to reflect on how far we have come and renew our commitment to making the maritime sector efficient for operations and Safer, Secure and more Sustainable for future generations.

Thank you.





R-L: Technical Adviser to Nigeria's Alternate Permanent Representative (APR) to the International Maritime Organization (IMO), Barr. Hassan Abubakar; Executive Director of Marine and Operations at the Nigerian Ports Authority (NPA), Olaleken Badmus; Secretary General of the IMO, Arsenio Dominguez; Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola; Nigeria's APR-IMO, William Bwala; Director of Marine Environment Management at NIMASA, Heaky Dimowo; and Deputy APR-IMO, Olufemi Adetimirin, during a meeting at the IMO headquarters in London.



R-L: Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola; Executive Director of Marine and Operations, Nigerian Ports Authority (NPA), Olaleken Badmus; and others at a plenary session during the Marine Environment Protection Committee (MEPC) meeting at the IMO headquarters in London.



# WORLD MARITIME DAY: Nigeria Embraces Technology as IMO Declares Safety First in Navigating the Future



igeria joined the rest of the world to commemorate the 2024 World Maritime Day with the theme "Navigating the Future: Safety First".

The Minister for Marine and Blue Economy, His Excellency Adegboyega Oyetola, CON, assured that the

Federal Government will increase investments in new technologies and alternative fuels to ensure safe shipping operations in the country.

Oyetola, whose speech was by the Ministry's Permanent Secretary, Mr. Oloruntola Olufemi, spoke during the celebration of World Maritime Day (WMD) 2024 in Lagos, which had the theme "Navigating the Future: Safety First".

In his words, "For safety and operational efficiency, it is imperative that we invest in upgrading our facilities and building capacity to ensure Nigeria remains competitive in the global arena of seaborne trade.

"The year 2024 marks a significant milestone: the 50th anniversary of the adoption of the 1974 SOLAS Convention, a crucial treaty by the International Maritime Organization (IMO) that regulates maritime safety. Since its founding in 1948, the IMO has prioritized safety as a central aspect of its mission. "Nigeria has consistently worked to align its regulatory framework with IMO standards and other international maritime regulations, reinforcing our commitment to upholding the highest standards of maritime safety."

He noted that in alignment with the Renewed Hope Agenda of President Bola Ahmed Tinubu's administration, the Federal Ministry of Marine and Blue Economy is taking proactive measures to enhance the maritime sector by embracing emerging technologies and fostering innovation to drive growth. "Key among the initiatives of the Ministry are digitalization and automation of port operations to enhance safety, security, and efficiency as well as performance optimization to reduce costs and increase reliability, and the adoption of innovative practices to propel our industry towards sustainable development," he remarked.

Also speaking, the Chairman of the Senate Committee on Marine Transport, Senator Wasiu Eshinlokun, and the Chairman of the House of Representatives Committee on Maritime Administration, Safety and Education, Hon. Khadijah Bukar Ibrahim, affirmed the legislators' commitment to developing the requisite laws to support the maritime industry.

Meanwhile, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola, called for renewed dedication to safety and assured that the Agency is committed to maintaining a sustainable maritime future for Nigeria.

"Let us renew our dedication for safety, innovation and stewardship in the maritime sector. Together, we can navigate a safer future for our maritime industry," Mobereola stated.

On his part, the President of Association of Marine Engineers and Surveyors (AMES), Engr. Israel Obadan, commended the maritime industry, particularly NIMASA and the Nigerian Navy, for fostering a new sense of calm on the nation's maritime domain.

The MD/CEO of Sea Transport Services Nigeria, Mr. Aminu Umar, encouraged the Marine and Blue Economy Ministry and the industry to continue supporting youth in exploring career opportunities and vocations in the maritime sector.

Engr. Emmanuel Ilori, a member of AMES, reinforced the importance of prioritizing safety. He added that



they are eager to collaborate with the Agency, while also ensuring that all ships that ply Nigerian waters are safe, thereby enhancing the safety of lives and property. This aligns with the goals of the Blue Economy for a sustainable ocean.

World Maritime Day was first celebrated in 1978 to mark the 20th anniversary of the entry into force of the IMO Convention. Since then, celebrations have taken place worldwide to highlight the importance of shipping safety, maritime security, and the marine environment, while emphasizing specific aspects of the IMO's work.

The event also included the presentation of awards, cash prizes and scholarships to several secondary and tertiary institution students who wrote articles on the Blue Economy, sponsored by NIMASA.

While presenting the awards, a former Minister of Interior and Chairman of Integrated Oil, Capt. Emmanuel Iheanacho, stated, "I congratulate the winners of the competition. Let this be a lesson to our students that hard work and diligence pay."

World Maritime Day was first held in 1978 to mark the 20th anniversary of the entry into force of the IMO Convention. Since then, celebrations have taken place worldwide to highlight the importance of shipping safety, maritime security and the marine environment, while emphasizing specific aspects of International Maritime Organization's mission.

### The Logo



#### THE RATIONALE



This logo aims to capture the essence of what NIMASA does: steering the maritime industry to a better future.



The green wheel represents the country's maritime sector and the colour infers the fruitful direction it is headed.



The compass in the middle stands for focused, directional growth while the anchor denotes stability.



The various shades of blue represent the sea and sky; twin elements we experience abundantly in our operations.

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#### 2024 WORLD MARITIME DAY



L-R: ED ML&CS, NIMASA, Jibril Abba; Permanent Secretary FM M&BE, Olufemi Oloruntola; Director Maritime Safety and Security, FM M&BE, Babatunde Bombata; DG NIMASA, Dr Dayo Moberola; Alternate Permanent Representative of Nigeria to the IMO, William Bwala...



DG NIMASA, Dr Dayo Moberola (right) in a discussion with the Managing Director, National Inland Waterways, Bola Oyebamiji



Director General NIMASA in a handshake with the Rector, Maritime Academy of Nigeria, Oron, Commodore Duja Effedua (left) while the ED Ops NIMASA, Engr Fatai Taiye Adeyemi looks on



L-R: Executive Director (ED) Maritime Labour and Cabotage Services, Mr. Jibril Abba; ED Finance and Administration, Chudi Offodile, and Director, Legal Services, NIMASA, Aishatu Jidda

R-L: Head SERVICOM NIMASA, Rekiya Lamai; Director Maritime Safety and Security, FM M&BE, Babatunde Bombata; Former Director Special Duties NIMASA, Hajiya Lami Tumaka and Head, Abuja Zonal Office, Moji Jimoh





DG NIMASA presenting an award to a recipient of the NIMASA essay competition while President, Nigerian Chamber of Shipping, Aminu Umar (left); Permanent Secretary FM M&BE, Olufemi Oloruntola (2nd left) and others look on



L-R: Permanent Secretary FM M&BE, Olufemi Oloruntola; DG NIMASA, Dr Dayo Moberola and President Nigerian Chamber of Shipping, Aminu Umar



DG NIMASA and Professor Babajide Alo



SA-DG Technical, Nneka Obianyor (left) and SA-DG Administration and Operations, Olatunji Ahmed



R-L: Deputy Director (Rtd.), Federal Department of Fisheries & Aquaculture, Bola Aduke Kupolati; MD/CEO NLNG Shipping and Marine Services Ltd., Abubakar Ahmed and Head, MSSSD, Patrick Eigbe

#### TOWN HALL MEETING

The Director General NIMASA, Dr Dayo Moberola recently engaged with middle cadre officers in a Town Hall Meeting. The session which was interactive in nature was a no holds bared session as the officers had a robust interaction with him. Here are some photos from the Town Hall Meeting.















#### GLOBAL WORKSHOP ON DEEP SEABED ACTIVITIES

MARINE & BLUE ECONOMY

ON CTIVITI



FEDERAL MINISTRY

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iv. H.E. Dr. Maureen P. Tamuno (left); DG NIMASA, Dr Dayo Moberola (2nd Right); SA-DG (Administration and Operations), Olatunji Ahmed (right) and others

- i. DG NIMASA, Dr Dayo Moberola (6th right); former Nigerian Ambassador to Jamaica, Belize ans the Dominican Republic/Nigerian Permanent Representative to the International Seabed Authority (ISA), H.E. Dr. Maureen P. Tamuno (5th right); Managing Director, NIWA, Bola Oyebamiji (4th right); Director Maritime Safety and Security, FMMBE, Babatunde Bombata (3rd left); Staff Officer, Naval Training Command, Rear Admiral Sunday Atakpa (left); ED Operations, NIMASA, Engr Fatai Taiye Adeyemi (2nd left); Foremost Chemist and Environmental Expert, Professor Babajide Alo (3rd left); Former Hydrographer, Nigerian Navy, Rear Admiral Chukwuemeka .E. Okafor Rtd. (4th left) and others during the Global Workshop on Deep Seabed Activities in Abuja
- MD NIWA, Bola Oyebamiji (left) in a handshake with Foremost Chemist and Environmental Expert, Professor Babajide Alo
- iii. DG NIMASA, Dr Dayo Moberola (right) having a discussion with ED Operations NIMASA, Engr Fatai Taiye Adeyemi (left) and Director Marine Environment Management, NIMASA, Heaky Dimowo

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# **Policing The Nations' Ports: A Pathway** to Sustainable Economic Prosperity

#### **BY ASP ISAAC HUNDEYIN**



he establishment of the Nigeria Police Force is captured under section 214 sub-section (1) of the 1999 constitution of the Federal Republic of Nigeria as amended which makes the Police the Statutory Law Enforcement Agency for the Federal Republic of Nigeria.

Sub-section 2(C) of the 1999 constitution highlights that the National Assembly may make provisions for branches of the Nigeria Police Force forming part of the armed forces of the Federation or for the protection of harbors, waterways, railways, and airfields. The primary duties of the Nigeria Police Force, as enshrined in the Police Act and Regulations 2020, include the prevention and detection of crime, maintenance of public safety and order, protection of lives and property of all persons in Nigeria, enforcement of all laws and regulations without any prejudice to the enabling Acts of other Security Agencies, discharge such duties within and outside Nigeria as may be required of it under this Act or any other law, collaborate with other agencies to take any necessary action and provide the required assistance or support to persons in distress, facilitate the free passage and movement on highways, roads and streets open to the public and adopt community partnership in the discharge of its responsibilities in consonance with IGP Kayode Egbetokun's vision which is "To have a professionally competent, service driven, rule-of-lawcompliant and people-friendly Police Force that will support the agenda of the government for economic recovery and growth as well as the socio-integration and political development of Nigeria; a Police Force that is well positioned to respond appropriately and adequately to the dynamics of crime and criminality in our contemporary society".

About 90% of world trade and by extension Nigeria's trade is moved by sea which makes Ports facilities an integral part of the nation's economy and revenue generation for the Federal Government of Nigeria which by default will exert extraordinary pressure on the facilities of the Western Ports which are some of the busiest in the country. There is a need for water-tight security at the Ports to ensure full operational efficiency for the Nigerian Ports Authority to deliver on its mandate hence the establishment of the Ports Authority police Command about 35 years ago.

#### ROLES

The Ports Authority Police Command was established in 1989 under the Command and control of a Commissioner of Police with nine divisions headed by Divisional Police



Officers, an Area Command headed by an Assistant Commissioner Police, and the Ports' Criminal Investigation and Intelligence Department headed by a Deputy Commissioner of Police. The Police at the Ports are to ensure that Federal Government policy on ease of doing business is upheld while enforcing all laws of the federation which has led to the extermination of Ports congestion surcharge thereby increasing turnaround time of vessels at the nation's Seaports. Ensuring water-tight security at the nation's ports is a herculean task owing to the technicalities involved which herald its importance to the nation's economy and the movement of world trade. The Ports Authority Police (Western) Command covers the Lagos Port Complex (Apapa Port), Tincan Island Port, Lekki Deep-Sea Port, Kirikiri Lighter Terminal (Phase 1&2), Ikorodu Lighter Terminal, Bonded Terminals, Oil Tanker Terminals/ Jetties operated by the NPA and private operators, Oil Logistics and Offshore support Terminals as its Areas of Responsibility with the Command Headquarters domiciled at the Lagos Port complex. The Port Police also work in synergy with the port security officers, and port traffic officers who are statutory NPA staff in all the port complexes to ensure the laws of the federation and NPA bylaws are strictly obeyed while ensuring orderliness within the Ports.

For the last 35 years at the Ports, the Police Command has been charged with the maximum protection of the ports' equipment and infrastructure creating the need for special attention to be paid to these facilities. Policing the nation's ports with a capacity to process thousands of twenty-foot equivalent units (TUEs) daily combined with the port's intermodal nature that helps in moving large volume of cargo to inland Dry Ports and hinterlands is a task that must be taken seriously. While delivering on its mandate, the port police:

- Ensures orderliness of truck drivers responding to call-ups into the ports via the Eto system.
- Ensures the protection of port operational infrastructure.
- Ensures the free flow of traffic in and out of the port's premises.
- Closely monitor and protects all terminal superstructure together with their cargo handling and operations related equipment. (Export Processing Terminals inclusive).
- Ensures a safe and secured Port environment devoid of unauthorized persons.
- Control traffic within the port premises and ensuring minimum safety standards for trucks are in place to ensure the reduction of lone accidents while dealing with cases of multiple motor accidents involving haulage trucks and other heavy-duty vehicles within the ports' complexes which had in the past led to the loss of lives.
- Ensures the safety of vessels and Seafarers onboard while at berth.
- Ensures the safety of dockworkers and terminal operators during loading or discharge of cargo.
- Ensures the safety of cargo undergoing clearance at the various terminals.
- Ensures the protection of bonded ware houses/ off-dock terminals from unauthorized persons.
- Receives complaints from port users and the general public on all forms of infractions and treating them accordingly.

The Ports Authority Police (Western) Command has overtime treated complaints as regards container blockage, illegal taxing of truck drivers, and stripping of containers by unauthorized individuals which has been stamped out by the Command. The Ports Police Marine Department patrols the port perimeters to ensure proper channel security to avert any form of attacks on vessels from the Lagos pilotage district to the ports' waterfront while protecting all navigational landmarks that aid the successful berthing of vessels on call. The Canine (K9) department of the command also contributes to the protection of port facilities by strategically deploying trained police service dogs for the protection of port facilities and port users. These dogs are also deployed during container examination which is in line with global best practices. The NPF's Explosive Ordnance Disposal- Chemical, Biological, Radiological, and Nuclear Unit (EOD-CBRN) is present at all port complexes to counter any evolving threats associated with explosive materials while proactively sweeping all port complexes to avert any incident and ensure the maximum safety of port users. In compliance with the International Ship and Port Facility Security code (ISPS), all vessels are advised to have ship security plan while all emergency situations are to be reported to the Harbor master, via port operation/port control for immediate response. While it is expedient for all terminal operators to strictly adhere to the ISPS code, it is also important for the harbor master to maintain a cordial relationship with the Ports' Police Marine Department for improved synergy.

#### COLLABORATION

In bolstering its existing relationship with the Nigerian Ports Authority, The Ports Authority Police (Western) Command under the stewardship of CP Ibrahim Balarabe Maikaba psc+, is open to building a stronger and cordial relationship between the harbour master and the Command's Marine Department for

"The Nigeria Police, as part of its core mandate, will continue to provide maximum security for port facilities and superstructure, which includes but is not limited to terminal buildings and equipment, berths, quays, piers, the fairway buoy, and other navigational assets that aid the safe berthing of vessels." improved information sharing and guicker response time in cases of reported incidences. The Nigerian Shippers' Council being the Port economic regulator can also liaise with the Ports' Criminal Investigation Department to investigate complaints of shippers as regards cases of cargo losses and damage when all alternative dispute resolution mechanism applied proves abortive and such complaints are criminal in nature. Furthermore, the Ports Police Command has over the years lived up to its expectation in ensuring that the highest standards of safety and security are strictly adhered to while guaranteeing the safety of seafarers and cargo in conjunction with the National Inland Waterways Authority (NIWA) and the Nigerian Maritime Administration and Safety Agency (NIMASA) which is Nigeria's apex maritime regulatory agency.

#### WAYS OF ASSISTING THE PORT POLICE IN DELIVERING ON ITS MANDATE

- Reporting promptly any form of incursion into the ports' perimeters or attack on vessels through the waterways.
- Reporting all infractions to the nearest Port Police Division or the Command Headquarters for immediate action.
- Intelligence sharing by sister agencies, unions, Port users and the general public.
- Adherence to safety procedure and obedience to extant laws.

In conclusion, it is expedient to be cognizant of the reality that the port is a critical national asset, a source of revenue generation for the federal government, and a large employer of direct and indirect labour. It therefore cannot afford to be under policed. The Nigeria Police, as part of its core mandate, will continue to provide maximum security for port facilities and superstructure, which includes but is not limited to terminal buildings and equipment, berths, guays, piers, the fairway buoy, and other navigational assets that aid the safe berthing of vessels. A well-secured port will exterminate all economic headwinds, create an enabling environment for trade facilitation, attract more local and international investors for development and increased labour employment, become a major transshipment hub in the West African sub-region, attract bigger vessels to berth in our waters and an improved throughput for critical industry players which will translate to an increase in maritime traffic, an improved GDP and a stabilized economy for the nation.

• ASP Isaac Hundeyin, Police Public Relations Officer, Ports Authority Police (Western) Command



DMINISTRAT

- 2. That the Agency is empowered by Regulation 7(1) to direct the above referenced entities or persons to prepare the Waste Management Plan and the cost of the said preparation shall be borne by the operator/Person.
- 3. That failure to comply with the above direction shall attract the following actions:
  - a. The Agency shall exercise its discretion to prepare the Plan on behalf of the Operator who shall bear the cost of such preparation in line with the provisions of Regulation 7(1) of the MS (SGMWRF) Regulations 2012.
  - b. The Agency may institute criminal proceedings for failure to comply with the regulations in line with Regulations 24 and 25 of the MS (SGMWRF) Regulations 2012
- 4. That failure to comply with any of the requirements of the Regulations will lead to violation of the Law and Regulations which will attract Penalties in terms of fines, Prosecution or both as appropriate.

#### Please be guided accordingly.

For further information, please contact: The Director, Marine Environment Management Department 3rd Floor, Administrative Block, Nigerian Maritime Resource Development Centre (NMRDC) Kirikiri, Lagos. Email: info@nimasa.gov.ng marineenvironment@nimasa.gov.ng Website: www.nimasa.gov.ng Telephone: +2349154294190

### SIGNED: MANAGEMENT



MLS Maritime Labour Services

- Pursue the development of Shipping and regulate matters relating to Merchant Shipping and Seafarers.
- Regulate the Implementation of Seafarers and Dockworkers employment, and Safety and Health Standards in relation to the provision of Maritime Labour in Nigerian Maritime Zone, International Maritime Labour Market and ILO Conventions.
- Register and maintain a register of every Maritime Labour Employer.
- Ensure that Maritime Labour Employers and Maritime Labour comply with existing regulations and standards relating to crewing, wages, safety, welfare and training at Ports and on board vessels.
- Make regulations prescribing the conditions of Services of Nigerian Maritime Labour.
- Ensure that Employers of Maritime Labour implement the agreed Conditions of Services for the Maritime Labour Industry.
- Provide direction on Qualification, Certification, Employment and Welfare of Maritime Labour.
  - ... Among others
- www.nimasa.gov.ng

SH R



#### SENATOR WASIU SUNNY ESHINLOKIN-SANNI Senate Committee Chairman Of Marine Transport

Well, I think the theme is appropriate and safety should be first in all our endeavors because it protects the lives of the crew, protects the vessel and also the marine environment.

All those steps, regulations and laws that will ensure safety on the sea is what we are trying to do today and I must thank the IMO for making sure that every day, they bring this to our consciousness.



#### OLORUNTOLA OLUFEMI Permanent Secretary, Federal Ministry Of Marine And Blue Economy

Safety first, safety is very key and important most especially for the operations that have to do with the maritime sector, you know very well that SOLAS which is the international convention for Safety of Life at Sea put safety first. It is IMO's way of re-enacting in each and every operator of the industry that safety is a must and cannot be compromised at sea, we are most pleased to be part of this commemoration.

As you are aware, the president creating a new ministry for this sector meant that that sector is important to the economy of Nigeria, and to the wellbeing and livelihood of Nigerians under the able leadership of His Excellency, Adegboyega Oyetola CON, the ministry is taking strategic steps to lay the foundations that will ensure the seamless and the productive running of that sector to contribute immensely to the Nigerian economy.

We are laying the policy backgrounds currently and they will soon be completed soon both for the fishery and ports side of the ministry's mandate, and we have also established as you are aware, harmony within the major players of the sector now and they are working together to move the industry forward.

Safety is one of the foundations for which the operation of the sector depends on and it cannot be joked with. We are pleased to note that this year's commemoration is focusing on safety and it is so apt.



#### DR. DAYO MOBEREOLA Director-General, NIMASA

Well, the catchphrase is very appropriate for the fact that any economic environment that does not provide safety can never progress. Safety in terms of the staff, the employees, the operators and even the vessels are the economic environment so that is the more reason why we have to be sure that in anything we do safety has to come first.

It is important that for this reason alone the first agenda on the table is we have to ensure that all our concepts, all our plans must be surrounded and geared towards safety, and most importantly as we are going forward, you realize that the safety of human beings is the key to progress in life and beyond that when you are in the maritime domain.

When you compare it to other developed countries who are also international maritime organizations, they are very much concerned about safety, so if we want to compete on their level, then safety is the key, which is why IMO chose that theme and that is why we at NIMASA, the ministry of Marine and Blue Economy and all of us together believe that once there is safety, there is going to be expansion and economic increment, exploration and exportation in the maritime sector. That is what we want to give to the investors, we want them to feel comfortable, to know that where their money is, it is safe and we as the regulators, we want to say "yes, this our Nigerian maritime domain is safe for you to explore, harvest, make any form of intervention that you want in that area" and that is how the country will grow to a level where we will take over the oil and sector industry.



#### ENGR. IBRAHIM ABBA UMAR Executive Director Engineering & Technical Services, NPA

Well, it is important to look after the safety of those people who are in this industry because in everything that we do, safety comes first. You cannot compromise on safety.

Always, we are saying "safety, safety, safety" so it is indeed a very good opportunity for the industry to know what safety is, and for this today, at the World Maritime Day that we are doing to make this its topic, I think it is very relevant.



#### TONY EPELLE Consultant To Nimasa On World Maritime Day 2024 Essay Competition

We have brought together students from maritime institutions and maritime departments all over Nigeria to take part in an essay competition on the theme of the IMO World Maritime Day and today we are celebrating the best ten of these students and as you can see they are cadets among them, as you can see, they are young bright stars that we have brought out into the open on behalf on NIMASA.



#### EMMANUEL MAIGUWA CEO Bricks Mursten Mattoni

CEO Bricks Mursten Mattoni and the president of the alumni of Maritime Academy of Nigeria, Oron.

Well, thank you very much for this opportunity. We are here to celebrate yet another World Maritime Day, "Navigating the future, safety first".

Certainly, one of the key word in the maritime industry is SAFETY; safety of lives, first priority and then the safety of the environment which ties down to the issue of safety of life as well. We believe in the industry that we cannot practice our activities without taking care of safety issues, be it at sea, deep sea or be it within the coastal area including the hinterland.

It is an issue that significantly impacts the success of the maritime industry and I believe that the world maritime industry in its wisdom has chosen a better theme for us to consider this year and in celebrating the World Maritime Day, I am sure that we will be discussing issues bothering safety within our coastal environment and the international space.



#### COMRADE ADEWALE ADEYANJU President General, Maritime Workers Union of Nigeria, MWUN

We have to congratulate ourselves, congratulate all the employees of labour in maritime sector. Using this period to thank the Director of the Maritime Labour Services and the DG, Dr Dayo Mobereola for giving us an enabling environment to operate. It is a ritual that we celebrate everywhere. My concern is about the safety of our workers, our members on various vessels either Dockworkers or Seafarers everywhere.

There are safety precautions first before you become anything in this world. If you don't take care of your domestic workers properly by giving safety, how do you expect them to drive? They are not going to drive anything, their safety is very important in the home and very important in the working place.

When seafarers have accidents on board the vessels, you have to bear the cost for their treatment. And when they disengage from service, it is important that their gratuity and their pensions are paid. However, they find it very difficult to get their rights from those employers of labour. Not only Seafarers, but also Dockworkers and Operators who are managing them. When a person dies, it will take the union to use an ultimatum to say "yes, these rights of these people must be given".

There is what we call "Group Life Insurance", are they adequately insured? Because a worker that is not well insured, if there is an accident aboard the vessel, how do you pay them? So those are the questions we are talking about "Safety First". Safety is the order of the day and you must make sure that you insure all the workers, both on board and ashore and even at the terminals where the rights of those workers will be adequately protected.



#### AMINU UMAR CEO Sea Transport

Safety is very vital and critical in the shipping business so it is a very apt theme.

The world as you can see shipping or maritime sector has over the past four years been experiencing a lot of destructions and these destructions all boil down to security which is under safety and we believe that when we talk about the future of maritime, safety should be number one or the paramount thing; safety for seafarers.

Safety for the cargo and safety for the environment so it is a very good topic and the resource persons here are going to discuss about it, with me also participating in the technical discussion so we will come out with something that is very good so we thank NIMASA and the ministry for making sure that we get this event.



#### VIVIAN CHIMEZIE AZUBIKE Director General, Nigerian Chamber Of Shipping

For me, navigating the future simply means that they has been a lot of issues concerning safety which I am sure is one of the reasons why IMO has considered it quite apt to discuss Navigating The Future, Safety First.

I will take safety from the angle of decarbonisation, you know, we're talking about the environment and we are looking at the net zero mark in 2030 and ultimately in 2050. Also, we will be looking at issues that concern various unrest around the red sea, we see that there were issues whereby the seafarers were experiencing a lot of safety and security issues.

I am sure that those are one of the things that are actually very topical when we discuss safety first and the future so we are looking at the future of sea farers in the maritime industry, we are looking at the safety of the world when it comes to decarbonisation and zero carbon emission and also the use of alternative fuels for navigation.



#### COMMODORE DUJA EFFEDUA Rector Of The Maritime Academy Of Nigeria (MAN)

I don't know where to start from now but it's so wide, safety first. Are you talking in terms of weather? Are you talking in terms of navigation? Are you talking in terms of human behavior? You know because most accident that happen they don't just occur except those freak accident that can happen most of these accident are caused by human errors or assumptions.

In the navy they teach us that anytime you assume that there is a problem, take actions to prevent that problem from manifesting. You have heard of the accident in the U.S. lately where the vessel ramped the bridge you remember, that accident was avoidable, it was caused by human error and everybody is studying exactly what happened but most of these things are caused by assumptions. At the Academy safety first, yes but we are also navigating the future of Nigerian seafarers by producing cadets so we make sure that we recalibrate and be in terms with modern situation. That's just the summary.

It's not something we can talk about here completely. Talking about weather sometimes, some captains ignore weather forecast and the way they can do it but when they forge ahead and enter those challenges, they start shouting, calling for help SOS everywhere but if they have taken appropriate actions I don't think they will find themselves in that situation. If your vessel is faulty, don't manage, because once you manage the problem can manifest where you won't get help easily just like the incident at Baltimore so that is that.



#### DR. ODUNAYO ANI President Of The Women's International Shipping And Trading Association (WISTA)

Well thank you very much. Happy world maritime day everyone.

The theme this year is very apt, navigating the future what do we mean navigating the future I will speak as Mr. president we are concerned about the safety of our seafarers cause we have female captains, female pilot, female engineers who go on board every day and their safety is very paramount to us.

Some of them have had to face several challenges including but not limited to sexual harassment by the opposite sex and the same battles with men. Some of them has had to use the same toilet and the same bathroom with men.

We want to say as we are lending our voice to the team by IMO this year navigating the future that in navigating the future the safety of the female seafarer should take the front burner they should give them their separate toilet, they should give them their space so that they can flourish and when it comes to giving them time off so that they can go and balance family with the profession, their employers should please be fair to them.

Thank you very much.



#### CAPTAIN TAJUDEEN ALAO President Nigerian Association Of Master Mariners

Well, let me first of all rejoice with the whole world for the celebration of World Maritime Day, I want to rejoice with Nigeria especially for championing the course in Nigeria.

Safety is all encompassing. Safety of life at sea, safety of life and property at sea, safety of the environment, everything is all encompassing about keeping our environment sustainable.

So the IMO has dedicated this special day for the whole world to embrace this, because of the importance of what we do. If we destroy it now, what do we preserve for the future coming?

I really rejoice with the organizers, with Nigeria and with the world at large, most especially everybody within the maritime environment. We have to play safe. It's better to be alive than dead.



#### BOLA OYEBAMIJI Managing Director, Nigerian Inland Waterways Authority

Let me say good afternoon again. This is a special day for the maritime family and the theme is very important and is very good navigating into tomorrow and the safety aspect of it which is very important.

Safety on our waterways both international and the inland waterways is very important and that's exactly the thing that can encourage easier transportation on the waterway. So, today is a good day for us.

Today is a day to reflect on what we have achieved, see what we have not, analyse the challenges and see how to navigate them. One thing, I was just telling a colleague that is important for us is that we need to fight and fight to win, we don't need to come here to talk.

We need to follow up with the communique and we need to use our political influence to drive it, so that the maritime industry in Nigeria will be the best.



### IMO Council Steps Up Action on Transparency and Access to Information

he IMO Council has decided to live-stream its plenary meetings and make its documents accessible to the public, in a bid to boost transparency in the Organization.Meeting in London from 8 to 12 July for its 132nd session, the Council took a series of decisions to modernize its approach and operations.

These include:

- Live-streaming plenary sessions of Council
- Releasing Council documents and summaries of decisions to the public
- Permanently establishing hybrid capabilities to enable for virtual and in-person participation in meetings
- Enhancing multilingualism through a Strategic Framework for Multilingualism

The Council noted the ongoing progress on upgrading and improving the IMO's Global Integrated Shipping Information System (GISIS). GISIS is a comprehensive online hub for the collection, processing and sharing of shipping-related data.

"My efforts continue on the modernization and transparency of IMO," Secretary-General Mr. Arsenio Dominguez stated in his opening remarks.

"I will continue to seek efficiencies, from restructuring, to the best use of our financial assets, recruitment and the building facilities, to name a few, while I invest in those who make all these possible - the professional staff of the Secretariat."

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. The Council is made up of 40 Member States, elected by the Assembly for two-year terms.

The session was chaired by Mr. Victor Jimenez Fernandez of Spain, supported by Mrs. Amane Fethallah of Morocco as Vice-Chair.

# 2024 World Maritime Day Anchors Focus on Maritime Safety



G lobal maritime community marks 50 years of international ship safety treaty. World Maritime Day is observed on the last Thursday of September each year to highlight the importance of maritime safety, security and protection of the marine environment.World Maritime Day on 26 September will highlight the importance of safety at sea in an era of significant transformations and new risks.

Fifty years since the adoption of the International Convention for the Safety of Life at Sea (SOLAS) - the world's most important treaty for the safety of merchant ships – the maritime community is at a crossroads, facing rapid advances in technology, global security challenges and the shift to green energy.

This year's theme for World Maritime Day, "Navigating the future: Safety first!" recognizes that safety remains paramount in such a changing environment, whether it pertains to seafarers handling new green fuels, safeguarding passengers in the latest cruise ships, regulating AI-managed autonomous ships or ensuring cybersecurity in a digital world.

Secretary-General of the International Maritime Organization (IMO), Arsenio Dominguez said: "2024 marks 50 years since the SOLAS treaty was adopted. We can be proud of the crucial role this convention has played in setting international safety standards for ship construction, equipment, and operation, preventing maritime disasters and protecting lives. But we cannot be complacent. World Maritime Day calls for collective effort to ensure we keep pace with the ongoing transformation in shipping."

## IMO Reshapes its Strategy for technical support to Member States

MO's Technical Cooperation Committee has made headway towards finalizing a streamlined, comprehensive strategy for the organization's technical support for Member States.

Meeting in London from 24 to 28 June, the Committee finalized a revised draft of the IMO Capacity-Development Strategy, aimed at enhancing the maritime capabilities of IMO's Member States, particularly Least Developed Countries and Small Island Developing States.

Addressing Member States at the closing of the meeting, Secretary-General Mr. Arsenio Dominguez said: "You have made good progress in shaping the comprehensive Capacity-Development Strategy. The initial discussions in the working group mark a step forward for our Organization."

The revised draft strategy combines the existing Capacity-Building Decade 2021-2030 Strategy, with strategies for long-term financing of IMO's Integrated Technical Cooperation Programme (ITCP) and resource mobilization for other Technical Cooperation (TC) activities.

The Committee discussed aspects such as overarching vision and mission, specific objectives, thematic priorities, resource mobilization and monitoring and evaluation. It highlighted the value of e-learning and "blended learning" in delivering the strategy, and the role of IMO's regional presence offices.

The Committee established a correspondence group to further develop and refine the Strategy, with a view to finalizing the work at the next session of the Committee (TC 75).

### Make Your Voice Heard: IMO-WISTA Women in Maritime Survey Opens





overnments and industry urged to participate in global study to promote gender diversity in maritime.

The IMO-WISTA Women in Maritime Survey runs from 2 September to 31 December, 2024. The second Women in Maritime Survey has been launched to gather important baseline data about women's participation in the maritime and ocean fields.

IMO Secretary-General, Mr. Arsenio Dominguez issued a worldwide call to governments, companies, organizations and academic institutions to take part, saying: "Join me in championing diversity and fostering a barrier free workplace for all by completing the survey, which will allow for a more targeted use of resources and ensure that we are well placed to navigate the challenges that the future brings." Conducted every three years by the International Maritime Organization (IMO) and the Women's International Shipping & Trading Association (WISTA International), the survey takes a global snapshot of how many women work in these sectors and in what roles.

The aim is to analyze trends and support the creation of programmes and policies to boost women's participation in maritime. The previous study, published in 2021, highlighted a male-dominated sector, with women making up less than a third of the overall maritime workforce, and less than 2% of seafarers. WISTA International President, Ms. Elpi Petraki added: "This survey is more than just a data collection effort. It is a strategic move towards the evolution of our industry. The insights gathered can be used to develop forward thinking policies that will elevate inclusion and diversity."



#### **BY ANTHONY PREYE PREGHAFI**



ransportation generally facilitates economic prosperity and quality of life. It enables people to engage in productive pursuits and experience social interactions that maximise efficient spatial specialization and distribution. An efficient and resilient transportation

system and its seamless operation underpin the overall efficiency and resilience of the entire economy . Shipping is a subset of transportation, specifically focused on moving goods and passengers or providing services by water.

According to the United Nations Conference on Trade and Development (UNCTAD) Handbook Statistics 2023, over 90 per cent of the goods produced are transported by vessels. The world's merchandise export value was \$24.9 trillion in 2022. The global shipping industry transported over 11 billion tons of goods in 2022, using over 90,000 ships in the global fleet. This is an equivalent load of over 8,000 trucks or 6,000 jumbo jets. Therefore, maritime transportation remains the most efficient, cost-effective and environmentally friendly means of carrying large quantities of goods over long distances.

To globally trade seamlessly, ships are required by law to be affiliated to a country through registration. Ship registration is the process of according nationality to a ship and recording the ship's ownership and other requisite details in the registry. The United Nations Convention on Law of Sea in Article 91 provide that "every State shall fix the conditions for the grant of its nationality to ships, for the registration of ships in its territory, and for the right to fly its flag. Ships have the nationality of the State whose flag they are entitled to fly. There must exist a genuine link between the State and the ship". The concept of genuine link is very significant and controversial in the international jurisprudence of ship registration. From the line of decided cases by the International Tribunal for the Law of the (ITLOS) in M/V "Saiga (Saint Vincent and the Grenadines V. Guinea, 1999); M/V "Virginia G" (Panama V. Guinea-Bissau, 2014); The "Tomimaru" (Japan V. Russia, 2015); and M/T "San Padre Pio" (Switzerland V. Nigeria, 2019), the court has held that registration alone does not establish genuine link. There must be a substantial connection of the vessel to the flag state. The flag State must effectively exercise its jurisdiction and control in administrative, technical and social matters over the ship.

Ship registration is an important element of modern business strategy and policy of most countries which are poised to harness the potentials of their blue economy to grow the gross domestic product (GDP). Suffice it to say that there are economic, political and social advantages of having a large tonnage in your country's ship Register. This is one of the strategic economic policies of the government of President Bola Ahmed Tinubu; to sustainably harness the potential of the Nigerian Blue economy. Needless to say, the creation of a dedicated Ministry, christened Federal Ministry of Marine and Blue Economy, is a clear testament to the government's seriousness in diversifying the Nigerian mono-economy.

One of the arrowheads of the government policy thrust in the sea transport sector of the maritime industry is the Nigerian Ship Registry, which hitherto was described as being inefficient, bureaucratic, unattractive, low tonnage, lack of professionalism and automation, unfriendly to its clientele, and contributes insignificantly to the economic development of Nigeria. Therefore, there is a compelling need to carry out a robust reformation of the Nigerian Ship Registry in line with global best practices.

Nevertheless. from reports reputable international agencies showed that the Nigerian Ship Registry has not fared badly. The size of the world's merchant fleet is 105.500 vessels of at least 100 gross tons of which 56,500 ships were over 1,000 gross tons with a total carrying capacity of 2, 3 billion dwt as of 31st December 2023 (UNCTAD Handbook of Statistics 2023). The United Nations Conference for Trade and Development (UNCTAD) Review of Maritime Transport, 2023, on Ownership of World Fleet, by carrying capacity. National and foreign flag fleet, the combined deadweight (dwt) and percentage of world dwt. revealed that. Nigerian nationals own 210 vessels registered in the Nigerian Ship Registry and 75 vessels in foreign ship registries across the globe with a



combined dwt of 7, 947,869 which represents 0.4% of the world's total dwt, Nigeria is number 33 of the 35 top ship owners. It is important to note that only propelled seagoing vessels of 1,000 GT and above as of 1st January 2023 were considered in the assessments.

Furthermore, on the category of ship-owning countries and flag registration by percentage of world share. The national of Greece are the highest ship owners with 11.80% of the world share of ships by country. China and Japan 11.04% and 10.73% respectively. Nigeria is the highest in Africa with 0.56% of vessels in the world are owned by Nigerians.

Also, the Ship Industry Flag State Performance Table 2023/ 2024 published by the International Chamber of Shipping showed that Liberia is the leading flag state performing country in Africa, followed by Nigeria and Kenya on the same level. The parameters for the evaluation were port state control by Paris and Tokyo MOUs, USCG Target list and USCG Qualship 21, others are ratification of SOLAS 74 and 88 Protocol, MARPOL (Annex1-VI), Load line Convention (LL66/88 Protocol), STCW 78, ILO MLC 2006, CLC/Fund 92, delegation to Recognized Organizations (RO Code), low average age of ships, STCW whitelist, completed full ILO Report, IMO meeting attendance and IMO Audit Scheme.

Notwithstanding the above positive developments, Nigeria as a flag state could do better by leveraging on its population, technology, abundant mineral deposits offshore, rich fishing sites, fairly robust financial system, and human resources to build capacity and tonnage of the ship registry.

The closed Ship Registry system evinced in section 18 of the Merchant Shipping Act 2007 restricted the ownership of a Nigerian flag vessel to the following qualified persons only -Nigerian citizens; body corporate and partnership subjected to Nigerian laws and having principal place of business in Nigeria, and such other persons as the Minister may by regulation prescribe.

The above provision ostensibly limits the entrance of foreign-owned and crewed vessels from registering in the Nigerian ship registry. "There is nothing inherently usual in an international ship registry system in which the owner of a ship may be located in a country other than the state whose flag the ship flies. However, a balance has to be struck between the commercial advantages of selecting a particular flag and the need to discourage the use of flags that do not meet their international obligations". The above quotation aptly describes the open ship registry concept.

The proliferation of open registry regimes globally is intended to provide ship-owners with alternative ship registration to the traditionally closed national flags. The underpinning flagging behavior of ship owners is predominantly informed by economic reasons. Ship owners being businessmen are attracted to climes that provide their clientele with quick, efficient, professional and customized services tailored to meet their peculiar needs. They want registries that charge tonnage fees, no tax on the income of seafarers, with little or no crew restrictions and the flag state laws are generally flexible. It may



To stem the growing tide of national vessels flagging out to enjoy the inherent benefits associated with open registries, the norm globally is the establishment of a second reaister which would be offshore or domestic. There are a plethora of examples of the creation of second open registries, such as the Norwegian International Register (domestic), Danish International Register (domestic), German International Register (domestic), Italian Second Register (domestic), Isle of Man (UK offshore), Marshall Island (USA offshore), Canary (Spain offshore), Islands Madeira (Portugal offshore) to mention a few.

In addition to other ongoing reforms in the Nigerian Ship Registry, there is the need to establish a second international register which will be open to foreign ship-owning companies whose vessels engage in international voyages. Such foreign-owned vessels may not enter Nigeria for any documentation, because surveys, inspections and certification will be carried out by Recognized Organizations on behalf of the country. The second registry will not affect the Cabotage law because the foreign-owned vessels

THE NATIONAL OF GREECE ARE THE HIGHEST SHIP OWNERS WITH **11,80%** OF THE WORLD SHARE OF SHIPS BY COUNTRY.

CHINA AND JAPAN 11.04% AND 10.73% AND 10.73% RESPECTIVELY. NIGERIA IS THE HIGHEST IN AFRICA WITH 0.56% OF VESSELS IN THE WORLD ARE OWNED BY NIGERIANS. are restricted from trading in our Cabotage regime in line with the law. This is how to grow the tonnage of the Nigerian flag and optimize the ensued concomitant shipping cluster for Nigeria's economic development.

The good news is that the current management of NIMASA is taking pragmatic steps to reform the Nigerian Ship Registry to bring it up to international standards that will meaningfully contribute to the development of the Nigerian blue economy.

The bane of the full implementation of the corrective actions for the IMSAS Audit of Nigeria is the legislative framework for the full and complete domestication and implementation of mandatory IMO instruments. It may interest you to note that the Agency is assiduously working in concert with the Federal Ministry of Marine and Blue Economy, the Federal

Ministry of Justice and other relevant Ministries and stakeholders to review, update and develop requisite implementation regulations in tandem with international best practices. As you are aware, Nigeria has been on this journey since 2016, posterity will surely remember President Ahmed Bola Tinubu, the Honourable Minister of Marine and Blue Economy, Chief Adegboyega Oyetola and the Director General of NIMASA, Dr. Dayo Mobereola and his Executive Management if Nigeria accomplishes this feat.



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# Potential of Deep Seabed Mining (DSM) in Transforming Nigeria's Blue Economy

#### **BY HARUNA SYNTYCHE BABA**



eep Seabed Mining (DSM) is the extraction of minerals resources from the ocean floor by techniques of underwater mining. Minerals and other natural seabed resources contributes to economic growth and sustainable development, if wisely exploited. Between 2020 and

2030, DSM will supply 5–10% of the world's mineral needs, with a projected global annual revenue increasing from absolutely nothing to an estimated \$10.7B.

There are already a number of exploratory DSM activities ongoing in both territorial and international waters, with many developed states and Pacific Island Nations (PICs) actively involved. The International Seabed Authority (ISA) in its council meetings has expressed its intention to continue the work on the exploitation regulations with a view to adopting them during the 30th session in 2025. The next phase is to move from ocean floor exploration to actual large-scale mineral extraction, including the recovery of minerals like lithium, cobalt, tellurium, copper, manganese, and sulphur. This creates an urgency in Africa's policy space to accommodate local beneficiation, value addition, and resource-based industrialization.

Nigeria through the newly formed Federal Ministry

of Marine and Blue Economy headed by the Honorable Minister Adegboyega Oyetola CON will benefit enormously by getting strategically involved in DSM by actively keying into the African Union's Agenda 2063. It provides a strategic framework for the socioeconomic transformation of the continent over the next 50 years, with a focus on the blue economy, and specific Integrated Maritime Strategy to realize the benefits of DSM for Nigeria like;

- **Economic Growth:** Revenue generation from DSM can provide substantial income through royalties, taxes, and fees, significantly contributing to Nigeria's GDP. Additionally, it will diversify the economy by tapping into marine resources. Nigeria can diversify its economy beyond oil and gas, reducing vulnerability to price fluctuations in these sectors.
- Job Creation: DSM operations will create direct employment in mining, research, logistics, and support services, boosting local employment rates. It will also increase economic activity that will lead to job creation in related sectors, such as transportation and construction.
- Attracting Investment: A viable DSM sector can attract both domestic and foreign investment, leading to technological advancements and infrastructure development. It will also create opportunities for Collaborations with international mining companies that will facilitate knowledge transfer and capacity

building.

- Technological Advancement: Development of specialized technologies for DSM can drive innovation and enhance Nigeria's capabilities in marine engineering and related fields. This will lead to more research initiatives focused on marine science and environmental protection.
- Infrastructure Development: Mining operations often require better port infrastructure, which can enhance overall logistics and transportation networks. Improved infrastructure can have longterm benefits for local communities, facilitating access to markets and services.
- Sustainable Resource Management: With appropriate regulations and technologies, Nigeria can develop sustainable DSM practices that minimize environmental impacts. Extracted minerals can be used in various industries, contributing to a circular economy and reducing waste.
   Enhancing Global Standing:
- Enhancing Global Standing: Engaging in DSM can enhance Nigeria's influence in international discussions on marine resource management. By adopting responsible mining practices, Nigeria can position itself as a leader in sustainable marine resource management.
- **Community Development:** Involving coastal communities in DSM initiatives can enhance their economic security and participation in decision-making processes. Revenue from DSM can be reinvested in local infrastructure, education, and healthcare, improving living standards.
- **Environmental Awareness and Research:** DSM can stimulate research on marine biodiversity and ecosystems, promoting conservation efforts. Funds generated from DSM can be allocated to marine conservation and restoration initiatives.

By strategically leveraging these potential benefits, Nigeria can harness its blue economy while ensuring that environmental sustainability and social equity are prioritized. However, the Nigerian Maritime Administration and Safety Agency (NIMASA) plays a crucial role in enhancing the potentials from Deep Seabed Mining (DSM). Some of these key roles includes:

 Regulatory Framework Development: Creating and enforcing regulations that govern DSM activities, ensuring compliance with national and international laws, issuing licenses for exploration and mining, ensuring that only qualified entities operate in designated areas.

**EEZ can benefit from** 

the projected \$10.7B

revenue from DSM by

fulfilling these roles.

This would boost the Blue

Economy through job

creation, attracting

**Environmental Protection:** Conducting environmental impact assessments (EIAs) to evaluate potential risks associated with DSM, ensuring that operations minimize ecological harm. Regularly monitoring mining activities to ensure adherence to environmental standards and mitigation measures.

- Capacity Building and Expertise Development: Implementing training and capacity-building initiatives to develop local expertise in DSM technologies and practices. Collaborating with universities and research institutions to enhance knowledge and skills relevant to DSM.
- Stakeholder Engagement: Engaging with coastal communities to address their concerns and incorporate their knowledge into DSM practices. Promoting

awareness of DSM benefits and risks to garner public support and understanding. • F a cilitatin g Investment and

Partnerships: Creating a conducive environment for investment by ensuring regulatory clarity and stability. Encouraging collaborations between government, private sector, and research entities to leverage

resources and expertise.

- International Collaboration: Ensuring that Nigeria adheres to international agreements related to deep seabed mining, such as those under the United Nations Convention on the Law of the Sea (UNCLOS). Engaging in international discussions and forums on DSM to share knowledge and best practices.
- **Safety and Security:** Establishing safety protocols to protect workers and the marine environment during DSM operations. Implementing measures to prevent illegal mining activities and protect maritime resources.

In conclusion, Nigeria from its vast coastline and extend EEZ can benefit from the projected \$10.7B revenue from DSM by fulfilling these roles. This would boost the Blue Economy through job creation, attracting investments, research, and contribute effectively to the improvement of living standard in Nigeria. It will also improve Nigeria's global maritime rating.

• Haruna Syntyche Baba is a member of the International Seabed Authority Capacity Development Alumni Network (iCAN) **GLOBAL VOICES** 



The success of any voyage is not defined by the captain alone, but is defined along with the crew members. We are facing global challenges, we are a global industry, we need global collaborations.

CAPTAIN LONDY NGCOBO MANAGING DIRECTOR, WOMARITIME EXPERTS / AFRICA'S FIRST FEMALE DREDGE MASTER.



Our role here at IMO is to navigate those risks and maintain shipping as a safe, secure and environmentally friendly industry, which the majority of world's population relies on.

#### MR. ARSENIO DOMINGUEZ SECRETARY GENERAL, INTERNATIONAL MARITIME ORGANISATION (IMO).

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The ocean teaches us patience and resilience. Every wave is a challenge waiting to be conquered.

CAPTAIN RICHARD PHILLIPS MARITIME SECURITY ADVOCATE



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By restoring ecosystems, we can slow the triple planetary crisis: the crisis of climate change, the crisis of nature and biodiversity loss, including desertification, and the crisis of pollution and waste.

#### INGER ANDERSON

EXECUTIVE DIRECTOR, UNITED NATIONS ENVIRONMENT PROGRAMME (UNEP).


- i. L-R: Deputy Director, Maritime Labour Services, Sani Zaria; Head, Internal Audit, Dr Odunayo Ani; Head, Financial Services NIMASA, Funmi Ogunsanwo; Director Cabotage Services NIMASA, Kabir Murnai; Executive Director, Large Enterprises, Bank of Industry,BOI, Ifeoma Uz'Okpala; Executive Director, Maritime Labour and Cabotage Services, Jibril Abba; DH Extractive Industries Division, BOI, Olayinka Mubarak; DH Bussinesa Development, BOI, Obaro Osah; Director Legal Services NIMASA, Aisha Jidda and Director, Shipping Development, NIMASA, Engr Chris Amakulo
- ii. ED, MLCS, Jibril Abba (right) and ED, Large Enterprises, Bank of Industry, BOI, Ifeoma Uz'Okpala
- iii. Director, Shipping Development, NIMASA, Engr Chris Amakulo(left) and Deputy Director, Shipping Development, Sani Zaria.

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# As Nigeria Prepares for Another IMO Election

BY OSAGIE EDWARD, fnipr

igeria is set to contest for a seat in the International Maritime Organization (IMO) Council under Category C, a strategic move with significant potential for both the country and the wider African region. The Category C seat represents an opportunity for nations with maritime interests

to influence global maritime policies. For Nigeria, securing this position is not merely about gaining a voice on the international stage; it is a vital step toward fostering sustainable economic growth, promoting regional cooperation, and advancing discussions on safety, security, and environmental standards within the maritime domain.

The announcement of Nigeria's intention by the Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola CON, during the World Maritime Day parallel event in Spain, has garnered significant attention both home and abroad.

As a strong contender for Category C, Nigeria's over 853 kilometers of coastline along the Gulf of Guinea positions it to influence regional and global trade flows. Its ports handle over 70% of goods destined for West Africa, and its Exclusive Economic Zone (EEZ) is rich in marine resources and shipping routes. Despite challenges like piracy and environmental threats, Nigeria has taken decisive steps to enhance maritime security through initiatives such as SHADE Gulf of Guinea and the Deep Blue Project, which deploy technology and trained personnel to enhance maritime security and combat piracy in the Gulf of Guinea. These efforts have led to a reduction in incidents, demonstrating Nigeria's commitment to securing its waters and ensuring the safety of maritime trade across West Africa. Notably, IMO Secretary-General Arsenio Dominguez has acknowledged Nigeria's role in stabilizing the Gulf. During a meeting with the DG NIMASA recently, he commended Nigeria for providing leadership in the region. He said and I quote "While the recent insecurity in the Red Sea meant more pressure for the region, the world had feared the worse. He said and I quote" When it comes to security I want to appreciate Nigeria for enhancing security in the Gulf of Guinea. At the beginning of the year when the situation in the Red Sea led to an increase in traffic in the gulf of Guinea. But we are happy that the situation has remained the same. We at the IMO will continue to appreciate Nigeria". Dominguez stated.

It is on record that for 36 months and counting, Nigerian waters, which used to be the hub of piracy, have not witnessed any incidents. Membership in Category C will no doubt allow Nigeria to bring crucial insights to the IMO's discussions on maritime security, which could drive stronger policies to ensure security for vessels and their crew members.

Like other developing nations, Nigeria is vulnerable to the impacts of climate change, particularly along its coastlines, which face rising sea levels, erosion, and pollution. By being elected into the IMO Council, Nigeria can contribute significantly to the development and adoption of sustainable practices in the shipping industry, ensuring that international standards align with the needs of coastal and island nations. Nigeria's experience in managing marine litters via tools such engaging marine litters marshals and developing marine litters action plan amongst other initiatives toward cleaner shipping practices would enable it to advocate for policies that minimize the environmental footprint of the maritime sector.

By participating in IMO discussions, Nigeria hopes to contribute to policy frameworks that will support blue economies in developing countries, advocating for fair trade practices, investment in infrastructure, and capacity building in maritime industries.

Nigeria's election into the IMO Council would ensure that the maritime nations of West and Central Africa region MOWCA and by extension, Africa has a stronger presence and that African perspectives on security, environmental protection, and economic development are integrated into global strategies.

With over a year until the elections in the last quarter of next year, Oyetola's announcement in Spain marks a significant step in enhancing Africa's maritime presence. Dr. Dayo Mobereola, Director General of NIMASA, emphasized the agency's focus on technical preparations to meet international standards while enabling stakeholders to excel in their areas.

"We at NIMASA have engaged with the IMO technical team to address gaps identified in the last audit. We're also enhancing communication with member states via the IMO GSIS platform. While we focus on technical aspects, our supervising Ministry will provide the political support needed for Nigeria's return to the IMO Council," he stated.

Unsuccessful attempts in the past decade to return to the Council may lead skeptics to question the Minister's decision. It is essential for Nigerians to view the situation as a cup of water half-full rather than half-empty. With global recognition of our efforts thus far, new alliances built over the years, and Nigeria's renewed commitment to the ideals of the IMO, coupled with President Bola Ahmed Tinubu GCFR's establishment of a full-fledged Ministry for the Marine and Blue Economy, perhaps this is the best time to contest the elections with renewed vigor.

African nations like Kenya, Morocco, and Egypt already hold seats in Category C, which means Nigeria must present a compelling and differentiated case to gain the support of IMO members.

All stakeholders should rally around the Ministry of Marine and Blue Economy and all its Agencies by bringing to the table their expertise and input to achieve success for Nigeria. With a unified approach, diligent preparation, and strategic focus, I am confident in Nigeria's potential to secure a seat on the IMO come 2025.



ISPS International Ship and Port Facility Security

### responsible for:

- Declaration of Security
- Pre-Arrival Security Related Information
- Registration of Guard Force Company under the auspices of the International Ship and Port Facility Security Code
- Registration of recognized security organization under the auspices of the International Ship and Port Facility Security Code
- Requirements for renewal of registration of Guard Force Companies
- Requirements for renewal of registration as a recognized security organization with NIMASA
- Port Security Advisory
- ...among others.



From 3rd right: Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola CON; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Moberola; Vice Chancellor, University of Lagos, Professor Folasade Ogunsola; Chief of Staff to Honourable Minister, Dr Charles Akinola, and others during a visit by the Honourable Minister to the Institute of Maritime Studies at the University of Lagos



Honourabe Minister of Marine and Blue Economy, Adegboyega Oyetola, CON (middle), Dr Dayo Moberola (2nd right); Vice Chancellor UNILAG, Prof Folasade Tolulope Ogunsola (2nd left); Executive Director, Nigerian Ports Authority, Vivian Richard Edet (left); Deputy Vice Chancellor, UNILAG, Professor Ayodele Atsenuwa





Honourabe Minister of Marine and Blue Economy, Adegboyega Oyetola, CON (middle), Dr Dayo Moberola (4th left); Vice Chancellor UNILAG, Prof Folasade Tolulope Ogunsola (5th left); Executive Director, Nigerian Ports Authority, Vivian Richard Edet (5th right); Deputy Vice Chancellor, UNILAG, Professor Ayodele Atsenuwa (3rd left) and others

> Ongoing Consctuction of NIMASA Institute of Maritime Studies at the University of Lagos, UNILAG



L-R: Professor of Logistics and Transport, Lagos State University, Prof Samuel Odewunmi; Dr. Taiwo Salaam; President, Chartered Institute of Transport Administration, CIoTA, Prince (Dr) Segun Ochuko Obayende; Director General NIMASA, Dr Dayo Moberola; Executive Director Operations, NIMASA, Engr Fatai Taiye Adeyemi; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba; SA-DG Technical, Nneka Obianyor and others during a visit my the management of CIoTA to the NIMASA Towers in Lagos



DG NIMASA, Dr Dayo Moberola (5th right); President of CIoTA, Prince (Dr) Segun Ochuko Obayende (5th left); ED OPs, NIMASA, Engr Fatai Taiye Adeyemi (right); ED ML&CS NIMASA, Jibril Abba (4th right); SA-DG Technical, Nneka Obianyor and others



L-R: Dr Taiwo Salaam; Prince (Dr) Segun Ochuko Obayende; Dr Dayo Moberola and Deputy Director, NIMASA, Dr. Mrs. Chizoba Anyika



Executive Director, Finance and Administration, Chudi Offodile (right) and Director, Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata

#### HEALTH <

# Heat and Health



heatwave is a period where local excess heat accumulates over a sequence of unusually hot days and nights. Heatwaves and prolonged excess heat conditions are increasing in frequency, duration, intensity and magnitude due to climate change. Even low and moderate intensity heat waves can impact the health and well-

being of vulnerable populations.

The frequency and intensity of extreme heat and heat waves will continue to rise in the 21st century because of climate change. Extended periods of high day and nighttime temperature conditions create cumulative stress on the human body, increasing the risk of illness and death from heat exposure. Heatwaves can acutely impact large populations for short periods of time, often trigger public health emergencies, and result in excess mortality and cascading socioeconomic impacts (for example, lost work capacity and labour productivity). They can also cause loss of health service delivery capacity, when power shortages accompany heatwaves and disrupt health facilities, transport and water infrastructure.

#### Who is affected?

Many populations in tropical and subtropical climates are chronically exposed to high temperatures. In mid to high latitudes, population exposure excess heat is seasonal.

Outdoor and manual workers, athletes and civil protection employees are exposed to excess heat because of their work and susceptible to exertional heat stress.

Urban and rural poor are often disproportionately exposed to overheating due to low quality housing and lack of access to cooling. Due to building materials, informal settlements are often hotter than other urban areas in some cities. Gender can play an important role in determining heat exposure, for example where women are primarily responsible for cooking indoors during hot weather.

#### PREVENTION

#### Stay out of the heat

• Avoid going outside and doing strenuous activity during the hottest time of day.

- Stay in the shade. Remember that perceived temperatures in the sun can be 10–15 °C higher.
- Spend 2–3 hours during the day in a cool place.
- Be aware of the risk of drowning. Never swim alone.
- Stay informed about official heat warnings.

#### Keep your home cool

- Use the night air to cool down your home by opening windows after dark when the outdoor temperature is lower than the indoor temperature.
- During the day when outdoor temperatures are higher than indoors, close windows and cover them with blinds or shutters to block direct sunlight. Turn off as many electrical devices as possible.
- If using air conditioning, set the thermostat to 27 °C / 81 °F and turn on an electric fan – this will make the room feel 4 °C cooler. It can also save up to 70% on your electricity bill for cooling.
- Remember that it may be cooler outdoors in the shade.

#### Keep your body cool and hydrated

- Use light and loose-fitting clothing and bed linens.
- Take cool showers or baths.
- Wet your skin using a damp cloth, spray, or wet light clothing.
- Drink water regularly (1 cup of water per hour and at least 2–3 litres per day).
- Regularly check in with vulnerable people in your circle especially people over 65 years old and those with heart, lung or kidney conditions, a disability, and living alone.

#### Protect infants and children

- Avoid direct exposure to the sun during peak hours, seeking shade or staying indoors instead. Shade can reduce how hot you feel by more than 10 °C.
- Never cover an infant stroller / pram with dry fabric this makes it hotter inside the carriage.Instead, use a wet, thin cloth and re-wet as necessary to lower the temperature. Combine with a portable fan for even greater cooling.



# NIMASA

# HOT LINES FOR Regional Maritime Rescue Coordination Centre (RMRCC)

#### Other Lines

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SAT NO (BGAN)

00870772240598

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492052551

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