

THE VOYAGE

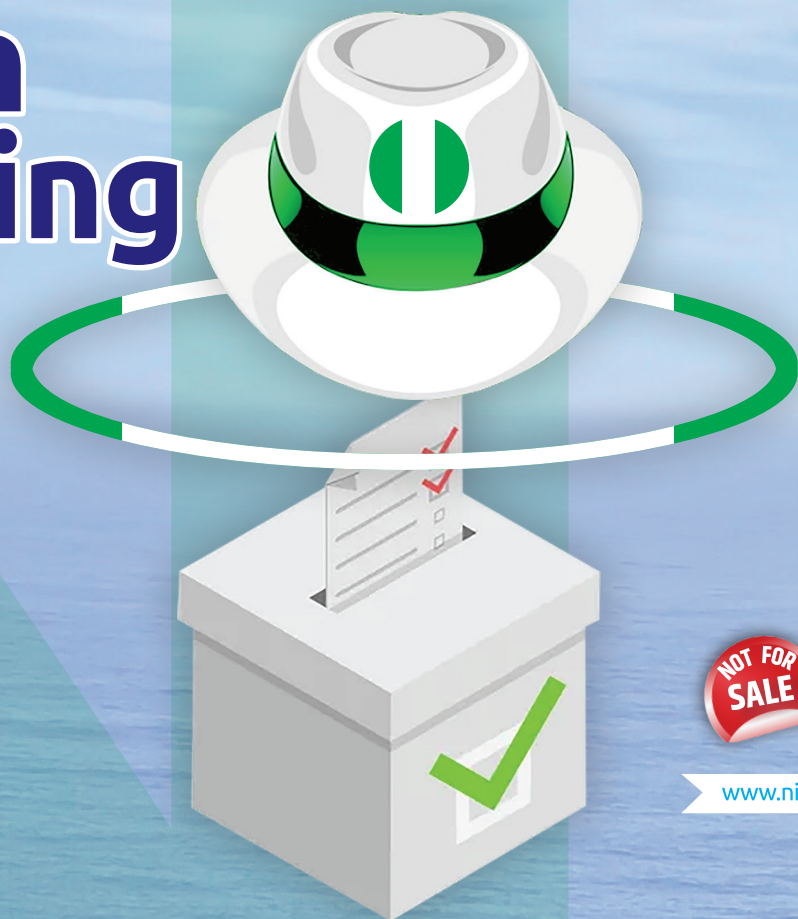


VOL.14 OCTOBER – DECEMBER 2024

IMO ELECTIONS: Hat in the Ring



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GOALS



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CREATING A SAFER MARITIME DOMAIN



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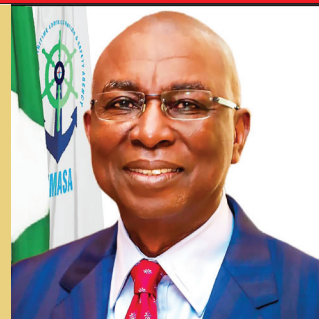
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Dr. Dayo Mobereola
DG/CEO NIMASA

Nigeria's Bid for the IMO Council – A Testament to Maritime Progress

N

igeria has officially announced her intention to contest elections into the Council of the International Maritime Organization (IMO), marking a significant milestone in our nation's maritime journey. This bold step is a testament to the remarkable progress we have made as a maritime nation and our unwavering commitment to contributing to global maritime governance.

The IMO, as the United Nations' specialized agency responsible for regulating global shipping, plays a critical role in ensuring the safety, security, and environmental sustainability of international maritime trade. Membership in the IMO Council is not just a position of prestige; it is a platform for shaping policies that impact the entire maritime industry.

The bid comes at a time when Nigeria has made significant strides in the maritime sector, positioning itself as a formidable player in Africa and beyond. Under President Bola Ahmed Tinubu's administration, the country has intensified efforts to align with global best practices, culminating in the recent signing of the IMO instrument of accession and subsequent deposition of same with the IMO by the Honorable Minister of Marine and Blue Economy, Adegboyega POyetola CON. This historic move signals Nigeria's unwavering commitment to international maritime regulations and cooperation.

Over the years, Nigeria has made significant strides in strengthening its maritime sector. Under the leadership of President Bola Ahmed Tinubu, GCFR, our nation has demonstrated a renewed commitment to maritime excellence

with an improved maritime governance regime with the creation of the Marine and Blue Economy Ministry. One of the most notable recent achievements is the signing of the IMO Instruments of Accession by President Tinubu. This historic act underscores Nigeria's dedication to adopting and implementing international maritime conventions, which are essential for enhancing safety, security, and environmental protection in our waters.

Nigeria's maritime sector has undergone a remarkable transformation in recent years, with notable progress in security, regulation, and infrastructure development. One of the most significant achievements has been the substantial reduction in piracy and maritime crimes, largely due to the success of the Deep Blue Project—a comprehensive security initiative led by the Nigerian Maritime Administration and Safety Agency (NIMASA) in collaboration with the Nigerian Navy and other security agencies. This initiative has restored confidence in Nigeria's waters, leading to the delisting of the country from the International Maritime Bureau's piracy red list.

At NIMASA, we have worked tirelessly to position Nigeria as a regional maritime powerhouse. A seat at the IMO Council would enable Nigeria to contribute meaningfully to policy discussions on issues such as safety regulations, environmental standards, and capacity building for developing nations.

Nigeria's bid for the IMO Council is rooted in our proven track record of leadership and innovation in the maritime sector. As the largest economy in Africa and a key player in the Gulf of Guinea, Nigeria is uniquely positioned to represent the interests of developing nations and contribute to the global maritime agenda. Our strategic location, vast coastline, and growing maritime infrastructure make us a critical hub for international trade and a vital partner in ensuring the security and sustainability of the world's oceans.

Nigeria's maritime advancements demonstrate a clear readiness to take on a leadership role within the IMO. The country's commitment to international maritime laws, coupled with strategic investments in security and infrastructure, makes it a worthy candidate for the Council. As the elections approach, Nigeria seeks the support of IMO member states to further its vision of a safer, more inclusive, and sustainable maritime industry.

I am sure you will find this edition of the Magazine, a good read.

Mob Dayo

WORDS ON MARBLE

At NIMASA, we have worked tirelessly to position Nigeria as a regional maritime powerhouse. A seat at the IMO Council would enable Nigeria to contribute meaningfully to policy discussions on issues such as safety regulations, environmental standards, and capacity building for developing nations.

– DR. DAYO MOBEREOLA, NIMASA DG



Osagie Edward

A New Course for Nigeria at the International Maritime Stage

In an era marked by dynamic global challenges and shifting maritime priorities, Nigeria is positioning itself to play a pivotal role on the international stage. This edition of Voyage Magazine proudly spotlights Nigeria's quest for the upcoming IMO elections—a move that embodies our nation's ambition to influence global maritime policies and standards. As Nigeria steps forward into this critical arena, our maritime community is invigorated by a shared vision of progress, safety, and sustainable growth.

Complementing our bid for greater influence at the IMO are significant domestic advancements that underscore our commitment to a thriving maritime sector. One notable highlight is the recent signing of instruments of accession by President Tinubu. This landmark act reaffirms Nigeria's dedication to international maritime law and sets the stage for deeper integration into the global maritime framework. By aligning our national policies with international standards, Nigeria is laying the groundwork for a more secure and competitive maritime environment. We shall serve you details of how the Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola CON deposited these instrument at the IMO headquarters in London.

Equally important to our progress is the ongoing development of maritime infrastructure across the country. A member of the Voyage team did a detailed analysis of the journey so far and in his view, the next steps to take to ensure the vision of President Bola Ahmed Tinubu GCFR for the industry, is attained. You will be served details of how our commitment to infrastructure development in Nigeria is a signals to a robust future where Nigeria is fully integrated into the global supply chain.

Additionally, this edition features a report on the Dr MOBEREOLA campaign to remove war risk insurance premium on Nigerian-bound vessels. The current insurance surcharge, imposed due to past

security risks in the Gulf of Guinea, significantly increases shipping costs and affects Nigeria's trade competitiveness. However, with piracy incidents declining and security infrastructure improving, there is a strong case for the removal of this premium. The campaign advocates for international recognition of Nigeria's progress, urging underwriters to reassess risk classifications and provide fairer pricing structures for Nigerian shipping operators.

In recognition of its unwavering dedication to service excellence, NIMASA has been honored with the prestigious Servicom Award for 2024 by the Presidency. This accolade is a testament to the relentless efforts of the Agency's Management under the leadership of Dr Dayo Mobereola to streamline maritime administration, enhance customer service, and drive transparency across our maritime operations. The award is both a celebration of past achievements and a catalyst for future innovations, reinforcing the agency's resolve to lead by example in the international maritime community.

Beyond maritime affairs, this edition also brings you a unique perspective on Nigerian sports in 2024. While the world of sports might seem distant from the maritime sector, the narratives of discipline, teamwork, and national pride are common threads that weave the fabric of our society. A young Nigerian footballer, Ademola Lookman emerged as African footballer of the year 2024. We also have for you the not so impressive outing of the Nigerian Olympic team.

As the year 2024 comes to an end and we set sail into a future filled with potential and promise, we invite our readers to join us in celebrating milestones Nigeria made this year as some stakeholders view also feature in this edition. Our regulars such as global voices, Voyage health, and others make this Voyage, another experience worth it.

Welcome on board and Bon Voyage.

Osagie

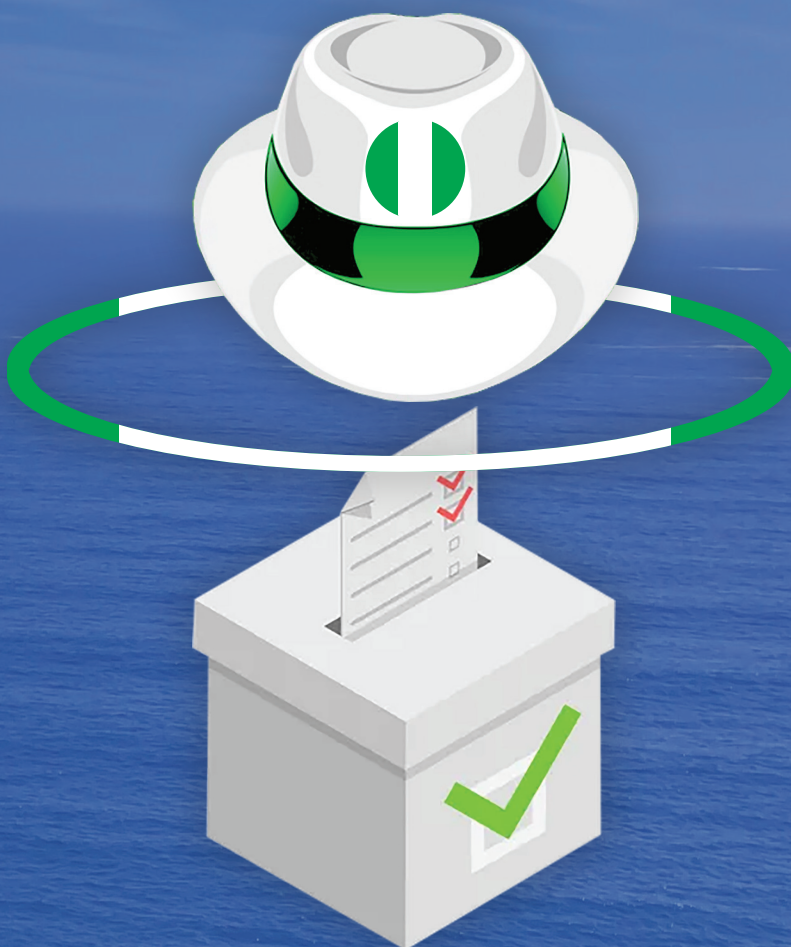
OUR VISION

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

OUR MISSION

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

IMO ELECTIONS: Hat in the Ring



BY KEFAS KUBUZA WILLIAM

In a significant move to bolster Nigeria's standing in global maritime affairs, the Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola, speaking at the IMO World Maritime Day parallel event in Barcelona Spain, announced that Nigeria will seek election into the International Maritime Organization (IMO) Category C Council in 2025. This bold declaration underscores Nigeria's commitment to playing a more prominent role in shaping international maritime policies and advancing its strategic interests in the global shipping industry.

The IMO, a specialized agency of the United Nations, is responsible for regulating shipping and ensuring the safety, security, and environmental sustainability of international maritime activities. The IMO Council, the executive organ of the organization, is divided into three categories: A, B, and C. Category C comprises countries with special interests in maritime transport or navigation, and election to this council

is highly competitive, reflecting a nation's influence and contributions to the maritime sector.

Nigeria's decision to contest for a seat in the IMO Category C Council is a testament to the country's growing influence in the global maritime industry. As Africa's largest economy and a key player in the Gulf of Guinea, Nigeria has long been a hub for maritime activities, including shipping, fishing, and offshore oil exploration.

However, the country has often been underrepresented in international maritime decision-making bodies, limiting its ability to advocate for its interests and those of the African continent. Minister Oyetola's announcement signals a strategic shift in Nigeria's approach to maritime governance. By seeking a seat on the IMO Council, Nigeria aims to contribute to the development of global maritime policies, particularly those affecting developing nations.

The country also hopes to leverage its position to address critical issues such as piracy, maritime security, and environmental sustainability in the Gulf of Guinea, which remains one of the world's most challenging maritime regions.

Nigeria's bid for the IMO Category C Council is part of a broader effort to revitalize its maritime sector under the leadership of the Ministry of Marine and Blue Economy. Since assuming office, Minister Oyetola has prioritized initiatives aimed at enhancing port efficiency, promoting sustainable shipping practices, and combating maritime insecurity. These efforts align with the IMO's strategic goals, making Nigeria a strong contender for a council seat. The Nigerian government has also invested in modernizing its maritime infrastructure, including the development of deep-sea ports and the implementation of digital systems to streamline port operations. These investments not only improve Nigeria's competitiveness as a maritime nation but also demonstrate its capacity to contribute meaningfully to the IMO's objectives. In terms of human capital development, Nigeria has invested in developing the Nigeria Maritime Academy in Oron where Seafarer training has seen great improvement. The fact that maritime administrations from the West and Central Africa region and beyond now consider the Nigerian Deep Blue Project as a model is worthy of mention.

Nigeria will need the support of other member states, particularly those in Africa and the developing world. Minister Oyetola has already begun diplomatic outreach, emphasizing Nigeria's commitment to advancing the interests of African nations and promoting collaboration on maritime issues. Nigeria's leadership in regional initiatives, such as the Yaoundé Code of Conduct to combat piracy in the Gulf of Guinea, further strengthens its case for election. The global maritime community has also taken note of Nigeria's efforts to address challenges in its waters. The country's collaboration with international partners, including the IMO, has led to significant progress in reducing piracy and improving maritime security. By seeking a seat on the IMO Council, Nigeria aims to build on these achievements and contribute to global efforts to create a safer and more sustainable maritime environment. Nigeria should be able to leverage on the fact that Nigerians actually lead regional organizations such as the Abuja MoU, MOWCA and WIMOWCA amongst others.



Nigeria's Maritime Profile
Nigeria is a significant player in the global maritime industry, boasting the largest economy in Africa and a coastline of approximately 853 kilometers along the Gulf of Guinea. The country's ports, particularly the Lagos Port Complex and Onne Port, are critical hubs for trade in West Africa. Nigeria's maritime sector is vital to its economy, contributing significantly to its GDP through shipping, fishing, and offshore oil and gas activities. Additionally, Nigeria is a member of the IMO and has ratified several key international maritime conventions, demonstrating its commitment to global maritime standards.

STRENGTHS SUPPORTING NIGERIA'S CANDIDACY

- 1. Strategic Geographic Location:** Nigeria's position in the Gulf of Guinea, a major shipping route for global trade, enhances its relevance in international maritime affairs. The Gulf of Guinea is a critical area for oil exports and trade, making Nigeria a key stakeholder in maritime security and environmental protection.
- 2. Commitment to Maritime Security:** Nigeria has taken proactive steps to combat piracy and maritime crime in the Gulf of Guinea, collaborating with regional and international partners. The establishment of the Deep Blue Project, a maritime security initiative, underscores Nigeria's dedication to ensuring safe and secure shipping routes.
- 3. Regional Influence:** As a leading member of the Economic Community of West African States (ECOWAS) and the African Union (AU), Nigeria has significant influence in shaping maritime policies in Africa. Its leadership in regional maritime organizations strengthens its case for representation in the IMO Council.
- 4. Compliance with IMO Standards:** Nigeria has made efforts to align its maritime regulations with international standards, including the implementation of the International Ship and Port Facility Security (ISPS) Code and the ratification of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

Nigeria has thrown its hat in the ring, signaling its readiness to take on greater responsibilities in the international maritime community. The journey to 2025 promises to be a defining moment for Nigeria's maritime ambitions and its quest for a seat at the table of global maritime decision-makers. The world is watching and in international politics, the role of lobbying is considered key.

5. Human Capacity Development:

Nigeria has invested in training and capacity-building for its maritime workforce through institutions like the Maritime Academy of Nigeria. This commitment to human resource development aligns with the IMO's goals of promoting expertise in the maritime sector.

- 6. Improved Maritime Governance.** The establishment of The Ministry of Marine and Blue Economy by President Bola Ahmed Tinubu GCFR, has strengthened the legislative and policy framework governing the sector; it has also strengthened the regulatory capacities of its agencies while developing skills to ensure security and safety of Nigeria's coastal waters and inland waterway. This improved maritime Governance in Nigeria should work in the country's favour.

As Nigeria prepares for the 2025 IMO elections, the country faces a critical opportunity to assert its leadership in the maritime sector. A successful bid for the IMO Category C Council would not only enhance Nigeria's international standing but also provide a platform to advocate for policies that benefit developing nations and address the unique challenges of the African maritime domain. Minister Oyetola's announcement has set the stage for an ambitious campaign, one that reflects Nigeria's determination to play a more active role in shaping the future of global maritime governance. With its strategic location, growing maritime capabilities, and commitment to regional and international cooperation, Nigeria is well-positioned to make a meaningful impact on the IMO Council.

Nigeria has thrown its hat in the ring, signaling its readiness to take on greater responsibilities in the international maritime community. The journey to 2025 promises to be a defining moment for Nigeria's maritime ambitions and its quest for a seat at the table of global maritime decision-makers. The world is watching and in international politics, the role of lobbying is considered key.



President Bola Tinubu GCFR, Signs Six IMO Instruments of Accession

President Bola Ahmed Tinubu GCFR has signed the instruments of accession for six Conventions of the International Maritime Organization (IMO). This move is expected to enhance Nigeria's maritime governance and align its practices with international standards, promoting maritime safety, security, and environmental protection.

The six instruments signed by President Tinubu are the Instrument of Accession of the Protocol of 2005 to the 1988 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms on the Continental Shelf, the Instrument of Accession of the International Convention of Standards of Training, Certification, and Watch-keeping for Fishing Vessel Personnel 1995; and the Instrument of Accession of the Protocol Relating to Intervention on the High Seas in cases of Pollution by Substances other than Oil, 1973 as Amended (Intervention Protocol).

Others are the Instrument of Accession to the Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims (LLMC) 1976; the Instrument of Accession to the Protocol to the 1974 Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, 2002; and the Instrument of Accession to the Hong Kong International

Convention for the Safe and Environmentally Sound Recycling of Ships, 2009.

While formally presenting the instruments to the Honorable Minister of Marine and Blue Economy, Dr. Dayo Mobereola, the Director-General of NIMASA, expressed his gratitude to the Minister for facilitating the signing of the IMO conventions by the President after several years of being pending in the Ministry.

In his words, "These six instruments have been lying within the Ministry for the last 6 to 8 years, and thanks to the efforts of the Honorable Minister, they have now been assented to by the President. This is a landmark achievement for Nigeria, as the IMO will soon update our records to recognize these instruments.

On his part, the Honorable Minister reassured stakeholders of the President's commitment to developing the Nigerian maritime industry in line with global best practices.

By signing these instruments of accession, the President has reaffirmed this administration's determination to take its rightful position among the comity of maritime nations. This development will undoubtedly further reassure member states and stakeholders of Nigeria's resolve and determination to be a leading member of the decision-making body of the IMO.

2024: Countries in Category C of the IMO



Bahamas



Belgium



Chile



Cyprus



Denmark



Egypt



Indonesia



Jamaica



Kenya



Liberia



Malaysia



Malta



Mexico



Morocco



Peru



Philippines



Singapore



South Africa



Thailand



Turkey

BY SHIELIBE ABE

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he International Maritime Organization (IMO) is a specialized agency of the United Nations responsible for regulating global shipping and ensuring the safety, security, and environmental sustainability of international maritime activities. The IMO Council, its executive organ, is divided into three categories: A, B, and C. Category C consists of member states that have a special interest in maritime transport or navigation and whose election to the Council ensures representation of all major geographic areas of the world.

As of 2024, the following countries hold seats in Category C of the IMO Council:

Overview of Category C Category C is designed to ensure broad geographic representation and inclusivity in the IMO Council. Countries in this category are elected based on their contributions to the maritime industry, their commitment to international maritime regulations, and their ability to represent the interests of their regions. The term for Category C members is two years, and elections are held during the IMO Assembly, which meets every two years.

THE FOLLOWING COUNTRIES ARE MEMBERS OF CATEGORY C OF THE IMO COUNCIL AS AT 2024: Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Liberia, Malaysia, Malta,

Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand and Turkey.

KEY CONTRIBUTIONS OF CATEGORY C COUNTRIES.

1. **Bahamas:** As a leading flag state, the Bahamas plays a crucial role in the global shipping industry. Its strategic location in the Atlantic Ocean and its large ship registry make it a significant player in maritime affairs.
2. **Belgium**:** Belgium is a key European maritime nation with a strong focus on port operations and maritime logistics. The Port of Antwerp is one of the largest and busiest ports in Europe.
3. **Chile:** Chile's extensive coastline and its commitment to maritime safety and environmental protection in the Pacific Ocean contribute to its importance in the IMO.
4. **Cyprus:** Cyprus has one of the largest merchant fleets globally and is known for its robust maritime regulatory framework.
5. **Denmark:** Denmark is a pioneer in green shipping and sustainable maritime practices. The country is home to Maersk, one of the world's largest shipping companies.
6. **Egypt:** Egypt's control of the Suez Canal, a critical global shipping route, underscores its strategic importance in international maritime trade.
7. **Indonesia:** As the largest archipelagic state in the world, Indonesia plays a vital role in maritime security and environmental protection in Southeast Asia.

8. **Jamaica:** Jamaica is home to the IMO's Regional Coordination Centre for the Caribbean, highlighting its commitment to regional maritime cooperation.
9. **Kenya:** Kenya's Port of Mombasa is a key gateway for trade in East Africa, and the country is actively involved in regional maritime security initiatives.
10. **Liberia:** Liberia has one of the largest ship registries in the world and is known for its adherence to international maritime standards.
11. **Malaysia:** Malaysia is a major maritime nation in Southeast Asia, with significant contributions to shipping and port operations.
12. **Malta:** Malta's large ship registry and its strategic location in the Mediterranean make it a key player in the maritime industry.
13. **Mexico:** Mexico's extensive coastline and its role in trade in the Americas contribute to its importance in the IMO.
14. **Morocco:** Morocco's strategic location at the entrance to the Mediterranean and its active participation in regional maritime initiatives enhance its role in the IMO.
15. **Peru:** Peru's maritime interests in the Pacific Ocean and its commitment to sustainable fishing practices are key aspects of its contributions to the IMO.
16. **Philippines:** The Philippines is a major supplier of seafarers globally and plays a significant role in maritime labor and training.
17. **Singapore:** Singapore is one of the world's busiest ports and a global hub for maritime services, including ship repair and marine insurance.
18. **South Africa:** South Africa's strategic location along key shipping routes and its role in maritime safety and security in the Southern Hemisphere are critical to its IMO membership.
19. **Thailand:** Thailand is a significant player in the global shipping industry, with a strong focus on shipbuilding and maritime logistics.
20. **Turkey:** Turkey's strategic location bridging Europe and Asia and its active role in maritime trade and shipbuilding contribute to its importance in the IMO.

The countries in Category C of the IMO Council as of 2024 represent a diverse and influential group of maritime nations. Their contributions to global shipping, maritime safety, and environmental sustainability are vital to the IMO's mission. By ensuring broad geographic representation, Category C countries play a crucial role in shaping the future of international maritime governance. It is our hope that in 2025 December, Nigeria will be on this list as we have what it takes be there.



MARITIME CAPACITY DEVELOPMENT: Cabotage Vessel Financing Fund Intact

• *NIMASA committed to disbursement – Mobereola*

F

unds accrued under the Cabotage Vessel Financing Fund (CVFF) are intact and currently held with the Central Bank of Nigeria under the Single Treasury Account (TSA). The Cabotage Vessel Financing Fund, securely held in the NIMASA account at the Central Bank of Nigeria (CBN), remains intact.

The Management of NIMASA will ensure that the CVFF is utilised in line with its statutory purpose. NIMASA Director General Dr. Mobereola has assured stakeholders of the safety of funds under the CVFF.

His words "Let us be clear that the CVFF account at the Central Bank of Nigeria is safe, intact, and secure. We at NIMASA will continue to manage it with the utmost responsibility, and there are no irregularities or illegal activities surrounding the funds. I urge the public to disregard this false narrative and to continue trusting the Agency's ability to uphold the integrity of Nigeria's maritime sector".

The CVFF is a fund established under section 42 of the Coastal and Inland Shipping (Cabotage) Act 2003 to promote the development of indigenous ship acquisition capacity and to provide credit facilities to local maritime operators.

NIMASA is committed to transparency, accountability, and the advancement of Nigeria's maritime sector.

Oyetola Deposits Three (3) Accession Instruments at the IMO

● *We must continue to strengthen legal instruments to grow maritime – Oyetola*

The Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola CON, has deposited three Instruments of Accession to IMO Conventions that were signed by President Bola Tinubu, GCFR. This event took place at the headquarters of the International Maritime Organization (IMO), which acts as the repository for these conventions.

Shortly after the presentation ceremonies, Oyetola informed the IMO Secretary General, Arsenio Dominguez, of the President's commitment to ensuring Nigeria aligns with international maritime standards regarding maritime safety, security, and sustainable marine practices. He also called on the IMO to extend technical support to Nigeria.

In his words: "These instruments, duly acceded by His Excellency, the President of the Federal Republic of Nigeria, signify Nigeria's continued commitment to aligning with international maritime standards, ensuring maritime safety and security, and promoting sustainable marine practices."

"We hereby request tailored technical cooperation under the Integrated Technical Cooperation Programme (ITCP) to enhance Nigeria's compliance with IMO conventions and improve our maritime governance and implementation of the instruments we submitted today," he stated.

On his part, the IMO Secretary General, Arsenio Dominguez, acknowledged with appreciation the formal deposition of the Instruments of Accession, stating that it underscores Nigeria's steadfast commitment to aligning with global maritime standards.

"I congratulate Nigeria for its exceptional efforts in acceding to these six critical IMO instruments. I encourage continued momentum by securing presidential assent to additional key conventions. We at the IMO remains fully committed to supporting Nigeria through technical cooperation and capacity-building initiatives to ensure the successful

implementation of these instruments". He stated.

The instruments Oyetola handed over to IMO Secretary General Arsenio Dominguez include the instrument of accession to the 2005 Protocol to the Convention for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf (SUA Protocol 2005), the instrument of accession to the International Convention on Standards of Training, Certification, and Watchkeeping for Fishing Vessel Personnel (STCW-F), and the instrument of accession to the Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances Other Than Oil (Intervention Protocol 1973).

Three other Instruments of Accession signed by Mr President recently are undergoing further steps to complete the processes for their deposit.



Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola, CON (left) depositing three of the Instruments of Accession to International Maritime Organization (IMO) Conventions signed by President Bola Tinubu, GCFR with the IMO Secretary General, Arsenio Dominguez at the headquarters of the IMO in London

Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola (left), and Secretary General of the International Maritime Organization (IMO), Arsenio Dominguez, during a meeting at the IMO headquarters in London.



Maritime Security: IMO Secretary General Commends Nigeria, Meets NIMASA DG

The Secretary-General of the International Maritime Organization, IMO, Arsenio Dominguez, has commended Nigeria for leading the charge to maintain the safety and security of commercial shipping in the Gulf of Guinea, particularly during recent times when the situation in the Red Sea has led to heavier shipping traffic in the region.

Arsenio Dominguez, who stated this during a meeting with the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola, at the IMO headquarters in London, also commended the NIMASA DG for engaging the technical team at the IMO on how Nigeria can make progress as a maritime administration in line with internationally acceptable standards.

In his words “I want to appreciate the effort of Nigeria on the progress made so far as regards security in the Gulf of Guinea region. There were concerns due to the situation in the Red Sea and resultant pressure around the gulf of Guinea but we are pleased that the situation has remained the same. We at IMO have been working with Nigeria through NIMASA and we desire that the partnership continues.” I am also happy that you, DG, are meeting with IMO technical staff on how to close all identified gaps before the next audit cycle. This is a step in the right direction and we are ready to give any technical support”. He stated.

The IMO Secretary-General also announced that the Organization is working on enhancing the Global Integrated Shipping Information System (GISIS) to provide better services to member states in terms

of information management.

On his part, the NIMASA DG, Dr. Dayo Mobereola, declared that his administration will pay attention to details on how Nigeria can become a voice to be reckoned with in global maritime diplomacy, adding that Nigeria is committed to sustaining the momentum of recent achievements in safety and security within the maritime domain.

According to Mobereola, “My tenure will leverage existing relationships both locally and internationally to sustain the momentum in safety and security within the Nigerian maritime domain. The creation of the Marine and Blue Economy Ministry in Nigeria by Mr. President emphasizes the policy direction of this administration. Our goal is to ensure that Nigeria plays an active leading role not just in the region or the IMO, but in the global maritime space.”

Speaking further, he noted that his meeting with IMO technical staff was aimed at ensuring that NIMASA and the IMO are aligned before the next audit cycle. “I discovered today that some critical information regarding our administration and the technical team at the IMO is obsolete, and we are reviewing it to update it immediately. We do not see the IMO audit as an examination but rather as a guide to assist Nigeria in achieving its potential; hence, my decision to get personally involved. We need to get the basics right”. He stated.

He also announced that the Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola CON, has constituted a committee to address all areas of concern raised in the 2016 IMO audit report. This includes reviewing NIMASA's enabling laws and effectively implementing a corrective action plan.



L-R: Director, Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, FM M&BE, Babatunde Bombata; Honourable Minister, FM M&BE, Adegboyega Oyetola, CON; Secretary General, International Maritime Organisation, IMO, Arsenio Dominguez; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Mobereola and Managing Director, Nigerian Ports Authority, NPA, Dr Abubakar Dantsoho during the 2024 World Maritime Day Parallel Event, held in Barcelona, Spain.

Maritime Diplomacy: Nigeria to Seek Election into IMO Council

• *We are determined to succeed – Mobereola*

T

he Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola, CON, has expressed Nigeria's interest to seek election into Category "C" of the International Maritime Organization (IMO) Council.

The Honourable Minister, speaking at the 2024 World Maritime Day parallel event in Barcelona, Spain, noted that Nigeria has put in place the basic needs to develop the nation's maritime industry in line with recognized global best practices.

In his words, "our active participation in upholding key conventions, such as the Safety of Life at Sea (SOLAS) and the International Ship and Port Facility Security (ISPS) Code, reflects our dedication to ensuring the safety of international shipping.

There have been no incidents of piracy in the last three years, as confirmed by the International Maritime Bureau (IMB). By deploying resources to provide maritime security assets, Nigeria has solidified its role as a key guardian of maritime security in the Gulf of Guinea.

Nigeria remains a valuable source of manpower for the industry. I therefore urge our partners to explore this potential and assist where possible in the best interest of all. Our Maritime Academy has adequate resources and facilities to support this development.

"I am pleased to announce Nigeria's resolve to seek a Category "C" membership on the Council.

On his part, the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA),

Dr. Dayo Mobereola, assured that no stone will be left unturned to ensure success in the quest for IMO Category C membership at the next elections.

According to him, "We at NIMASA have met with the IMO technical team and have commenced work on all identified grey areas so that Nigeria can address the gaps identified during the last audit by the IMO. "We have also commenced the process of effective communication with other member states using the IMO GSIS platform, among others. While we at NIMASA focus on the technical aspects of the preparations, our supervising Ministry will provide the political will to guide Nigeria back to the Council at the IMO.". He stated.

Oyetola, who held engagement sessions with the IMO Secretary General Arsenio Dominguez and other diplomats, was accompanied on the working tour by the Ministry's Permanent Secretary, Mr. Olufemi Oloruntola; the Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola; the Managing Director of the Nigerian Ports Authority, Dr. Abubakar Dantsoho; the Managing Director of NIWA, Mr. Bola Oyebamiji; and the Director of Maritime Safety and Security Services, Mr. Babatunde Bombata.

This year's parallel event with the theme: Navigating the Future: Safety First, brought together international maritime leaders and experts to discuss future challenges and opportunities, with the aim of ensuring that safety is prioritized in the day-to-day operations of the global maritime sector.



As Oyetola Inaugurates Inter-Ministerial C'ttee

M

inister of Marine and Blue Economy, Adegboyega Oyetola, CON, has inaugurated an Inter-Ministerial Committee to promote the campaign for Nigeria to return to Council at the International Maritime Organization. He called for a comprehensive action in Nigeria's bid to be elected into Category C noting that the campaign must be all-inclusive, taking into consideration diplomatic and operational strategies in soliciting votes to yield good dividends.

He explained that, having lost out three times between 2011 and 2019 after its successful stints in 1975, 2001, and 2005, Nigeria is due to return to the Council to cement its relevance as a strategic Maritime domain and a strong voice in West Africa.

"The need for Nigeria's return to Council is imperative given our strategic location and significance as a hub

L-R: Minister of Marine and Blue Economy, Adegboyega Oyetola, CON; Director-General, NIMASA, Dr. Dayo Mobereola; and Managing Director, NPA, Dr. Abubakar Dantsoho during the inauguration in Abuja.

of Maritime activities and as a voice for the sub-region on the IMO Council, where crucial decisions regarding international maritime shipping and trade are made," Mobereola said.

He added that membership in the Council comes with such benefits as "technical assistance, manpower and institutional development, as well as political influence in the maritime sector of the global economy."

The inter-ministerial committee for Nigeria's election to the IMO Executive Council at the 34th Regular Session in 2025 comprises high-level officials led by the Permanent Secretary of the FMMBE, Mr Olufemi Oloruntola. The committee is tasked with identifying activities and actions that will promote Nigeria's standing in the IMO community by articulating and showcasing the country's maritime achievements.

Members of the committee include the Director of Maritime Security and Safety from the FMMBE and the Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), who will serve as alternate chairpersons.

Other members are; the Directors of Legal Services and Maritime Services from the FMMBE, the Director of International Organisations Division at the Ministry of Foreign Affairs, the Managing Director of the Nigerian Ports Authority (NPA), the Executive Secretary of the Nigerian Shippers Council (NSC), the Managing Director of the Nigerian Inland Waterways Authority, and the Rector of the Maritime Academy of Nigeria (MAN), Oron.

Others include the former Director-General of NIMASA, Dr. Ade Dosunmu (stakeholder); the representative of the Office of the Honourable Minister of the FMMBE, Dr. Charles Akinola; and the Assistant Director, Maritime Pollution Control at the FMMBE, Mr. Paschal Ogah, who will serve as Secretary to the Committee.



Minister of Marine and Blue Economy, Adegboyega Oyetola, CON (left), with the Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola, during the inauguration of an Inter-Ministerial Committee formed to advance Nigeria's bid for election to Category C of the International Maritime Organisation (IMO) Council in Abuja



ENSURE AVAILABILITY AND SUSTAINABLE MANAGEMENT OF WATER AND SANITATION FOR ALL



SAFE DRINKING WATER, SANITATION AND HYGIENE

STILL OUT OF REACH

FOR BILLIONS

IN 2022



2.2 BILLION PEOPLE

LACKED SAFELY
MANAGED
DRINKING WATER



3.5 BILLION PEOPLE

LACKED SAFELY
MANAGED
SANITATION



2.2 BILLION PEOPLE

LACKED BASIC
HAND WASHING
FACILITIES

TO MEET 2030 TARGETS,

PACE OF PROGRESS WILL HAVE TO ACCELERATE

6X

DRINKING WATER

5X

FOR SANITATION

3X

HYGIENE

2.4 BILLION PEOPLE

LIVE IN

WATER-STRESSED
COUNTRIES

[2020]

81% OF SPECIES

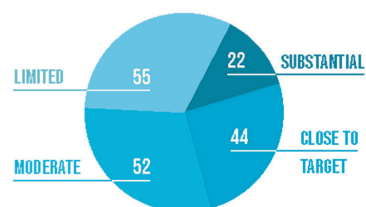
DEPENDENT ON INLAND
WETLANDS HAVE

DECLINED SINCE 1970



INTEGRATED
WATER-RESOURCES-MANAGEMENT
IMPLEMENTATION
NEEDS ACCELERATION

NUMBER OF COUNTRIES PER PROGRESS LEVEL





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

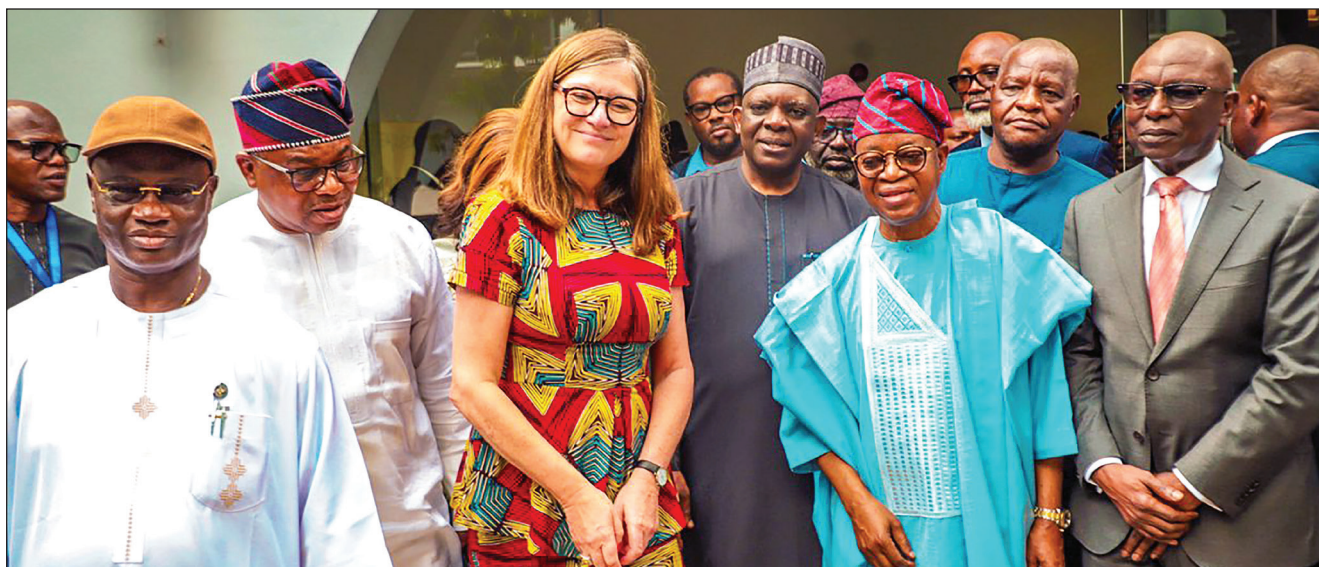
- A valid Certificate of Registry at all times.
- In addition to this, your ship/vessel must have all statutory trading certificates as applicable to the gross tonnage of the ship/vessel.
- VESSEL LOG BOOK
- VESSEL PORT OF CALL
- VESSEL PARTICULARS:
This include registry certificates, Safety Equipment
- 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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National Policy on Marine and Blue Economy to Chart Direction for Development – Oyetola



R-L: Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Moberola; Minister of Marine and Blue Economy, Adegboyega Oyetola, CON; Executive Secretary, Nigerian Shippers' Council, NSC, Akutah Pius Ukeyima, MON; Consul General, Consulate of Denmark, Jette Bjerrum; Managing Director, Nigerian Inland Waterways Authority, NIWA, Bola Oyebamiji and President General, Maritime Workers Union of Nigeria, Comrade Adewale Adeyanju during a validation workshop on the development of the national policy on marine and Blue Economy in Lagos.

The Honourable Minister of Marine and Blue Economy, His Excellency, Adegboyega Oyetola, CON has declared that a National Policy on Marine and Blue Economy is essential for the development of the Nigerian maritime sector. He stated this while declaring open a stakeholders validation session aimed at developing the National Policy on Marine and Blue Economy in Nigeria.

Oyetola emphasized that the National Policy will create a sustainable pathway for economic growth in fisheries, aquaculture, renewable energy, tourism, and seabed mining, while also ensuring environmental sustainability. He further noted the need for a robust National Policy to address challenges in the sector, including environmental degradation and illegal activities such as Illegal, Unreported, and Unregulated (IUU) fishing.

In his words “A robust National Policy will ensure that we address these issues through a comprehensive framework that aligns with international best practices while safeguarding our marine resources for future generations”.

“It is worth noting that Nigeria has achieved notable progress in maritime governance, including

the ratification and domestication of international protocols and conventions. These measures have strengthened our safety and security framework, resulting in a remarkable three-year period with zero incidents of piracy in our waters. Nonetheless, the recurring boat mishaps underscore the pressing need for immediate action.

This policy seeks to implement comprehensive strategies to ensure the safety of all waterways. However, challenges such as the recent spate of boat mishaps demand urgent attention. Consequently, this policy aims to establish comprehensive measures that will enhance safety across our waterways.

As we develop this policy, the Ministry remains committed to repositioning Nigeria as a dominant player in the marine and blue economy, both regionally and globally. We are also pursuing Nigeria’s candidacy for election to Category C of the International Maritime Organization (IMO), which underscores our determination to strengthen our voice in global maritime governance”.

In his welcome address, the Permanent Secretary of the Ministry, Mr. Olufemi Oloruntola, noted that the validation workshop is a key step in shaping the National Policy on Marine and Blue Economy—a framework designed to address Nigeria’s specific



His Excellency, Adegboyega Oyetola, CON during the validation workshop on the development of the national policy on marine and Blue Economy in Lagos

needs and aspirations while embracing sustainable development principles. “It provides an opportunity for stakeholders to review, refine, and enrich the draft policy through a participatory and inclusive approach,” he said.

The draft policy, which consists of nine parts, offers an elaborate overview of our country’s marine and blue economic endowments and their current state. It affirms our mandate, vision, and mission, setting the stage for the policy’s objectives and aspirations. It further dissects these aspirations into five broad parts of legal and institutional framework; maritime transport, trade and shipping; fisheries and aquaculture; marine abiotic resources; and marine innovation and technology. It also identifies a range of cross-cutting issues and concludes with an assessment of stakeholders to support the implementation structure. Overall, it is a comprehensive document.

Also present at the event were the Chief Executive Officers of all the agencies under the Ministry, including Dr. Dayo Mobereola, Director General, Nigerian Maritime Administration and Safety Agency; Mr. Abubakar Dantsoho, Managing Director, Nigerian Ports Authority; Barrister Akutah Pius, MON, Executive Secretary, Nigerian Shippers Council; and Mr. Bola Oyebamiji, Managing Director, National Inland Waterways Authority. Other attendees included Ms. Funmi Folorunsho, President, African Shipowners Association; Engr. Greg Ogbeifun, Managing Director, Starz Marine; and the President, National Association of Stevedoring Companies, among other stakeholders.



NIMASA

NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY (NIMASA)

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

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

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

MN 11/22/SN01

MARINE NOTICE

PORT AUTHORITIES, TERMINAL OPERATORS, JETTY OPERATORS, SHIPYARDS, OFFSHORE INSTALLATIONS, FACILITY OPERATORS, MARITIME STAKEHOLDERS AND THE GENERAL PUBLIC.

WASTE MANAGEMENT PLAN

Pursuant to the statutory mandate of the Nigerian Maritime Administration and Safety Agency on the protection of the **Marine Environment** and Safety in Nigerian Waters provided for in the **Merchant Shipping Act 2007** and more specifically in the Merchant Shipping (Ship Generated Marine Waste Reception Facilities) Regulation 2012 (MS(SGMWRF), **Notice is hereby given:**

1. That it is Mandatory for all Port Authorities, Terminal, Jetty, Facility Operators, Shipyards and Offshore Installations to prepare a Waste Management Plan (WMP) which shall be approved by the Agency in line with Regulation 5(1) of the Merchant Shipping (Ship Generated Marine Waste Reception Facilities) Regulation 2012 and conform to the requirements of schedule 1 of the Regulations.
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,
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Kirikiri, Lagos.
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marineenvironment@nimasa.gov.ng
Website: www.nimasa.gov.ng
Telephone: +2349154294190**

SIGNED: MANAGEMENT



NIMASA and Sustainable Devt Goal 6 in Nigeria's Maritime Sector

BY EZEANYAGU DORATHY

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ustainable Development Goal 6 (SDG 6) is one of the 17 global goals established by the United Nations in 2015 as part of the 2030 Agenda for Sustainable Development. SDG 6 aims to ensure the availability and sustainable management of water and sanitation for all. While this goal primarily focuses on freshwater resources, its principles extend to the sustainable management of marine and coastal ecosystems, which are critical to global water systems. In Nigeria, the Nigerian Maritime Administration and Safety Agency (NIMASA) plays a pivotal role in advancing SDG 6 within the maritime sector.

NIMASA is the apex regulatory agency for Nigeria's maritime industry, responsible for implementing policies and regulations that promote maritime safety, security, and environmental sustainability. Established in 2006, NIMASA's mandate includes the regulation of shipping, maritime labor, and the protection of the marine environment. The agency's activities are aligned with international maritime conventions, including those of the International Maritime Organization (IMO), to which Nigeria is a signatory.

SDG 6 encompasses several targets, including improving water quality, reducing pollution, and protecting water-related ecosystems. While these targets are often associated with freshwater systems, they are equally relevant to the maritime sector. Oceans and coastal waters are integral components of the global water cycle, and their health directly impacts

the availability of clean water and the sustainability of marine resources.

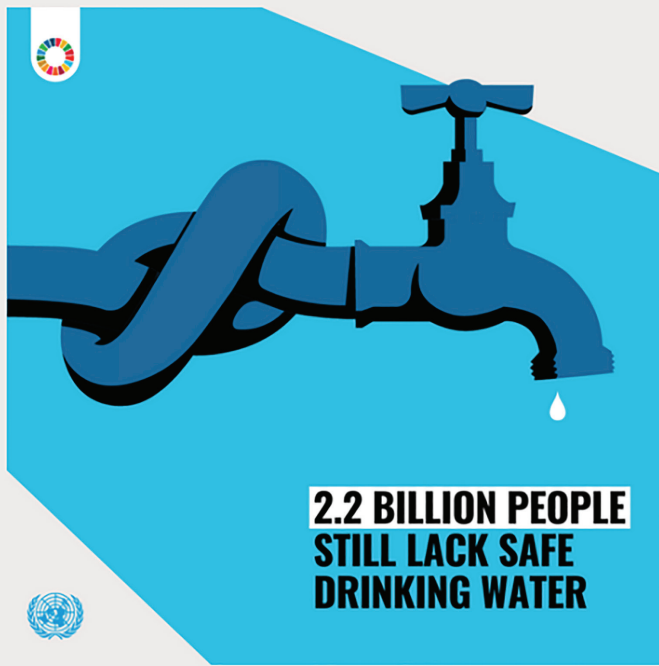
For Nigeria, a country with an extensive coastline along the Gulf of Guinea and significant maritime activities, achieving SDG 6 requires addressing challenges such as marine pollution, oil spills, and the degradation of coastal ecosystems.

NIMASA has undertaken several initiatives to align its operations with the principles of SDG 6. These efforts focus on preventing marine pollution, promoting sustainable maritime practices, and protecting marine biodiversity. Below are some of the key ways NIMASA is contributing to the achievement of SDG 6 in Nigeria's maritime sector:

Marine Pollution Prevention and Control: One of NIMASA's primary responsibilities is to prevent and control marine pollution, which is a significant threat to water quality and marine ecosystems. The Agency has implemented stringent regulations to address pollution from ships, offshore platforms, and other maritime activities. Key measures include Enforcement of International Conventions, as the Agency enforces international conventions such as the International Convention for the Prevention of Pollution from Ships (MARPOL), which sets standards for the discharge of pollutants, including oil, sewage, and garbage, into the marine environment.

Oil Spill Response: NIMASA has established a partnership with the National Oil Spill Detection and Response Agency (NOSDRA) to coordinate responses to oil spills in Nigeria's territorial waters. The agency works with oil companies and other stakeholders to mitigate the impact of oil spills on marine ecosystems and coastal communities. An example is the recent oil spill from a





NIMASA recognizes that achieving SDG 6 requires collaboration with a wide range of stakeholders, including government agencies, international organizations, the private sector, and local communities.

facility in Rivers state and prompt response from the Agency and NOSDRA ensured it was curtailed in good time.

Waste Management Regulations: NIMASA has introduced regulations requiring ships to manage their waste responsibly, including the proper disposal of sewage, garbage, and hazardous materials. These regulations help reduce the discharge of pollutants into Nigeria's waters.

Marine biodiversity is essential for maintaining the health of marine ecosystems and ensuring the sustainability of fisheries and other marine resources. NIMASA has taken steps to protect marine biodiversity through the following initiatives:

Marine Protected Areas (MPAs): NIMASA collaborates with the Nigerian government and international organizations to establish and manage MPAs, which are designated zones where human activities are restricted to protect marine ecosystems. These areas help conserve biodiversity, restore degraded habitats, and support sustainable fisheries. –

Combating Illegal, Unreported, and Unregulated (IUU) Fishing: IUU fishing is a major threat to marine biodiversity and the livelihoods of coastal communities. NIMASA works with the Nigerian Navy and other agencies to monitor and enforce fishing regulations, ensuring that fishing activities are conducted sustainably. – another area where NIMASA is working to achieve SDG 6 in Nigeria is the Coral Reef and Mangrove Conservation where the Agency has supported initiatives to protect and restore coral reefs and mangroves, which are critical habitats for marine species. These ecosystems also play a vital role in carbon sequestration and coastal protection.

Achieving SDG 6 requires the adoption of sustainable practices in the maritime sector. NIMASA promotes sustainability through the following measures: -

Green Shipping Initiatives: NIMASA encourages the

adoption of environmentally friendly technologies and practices in the shipping industry. This includes promoting the use of low-sulfur fuels, energy-efficient vessels, and alternative energy sources such as wind and solar power.

NIMASA conducts training programs and awareness campaigns to educate stakeholders about the importance of sustainable maritime practices. These initiatives target shipowners, seafarers, port operators, and coastal communities. The Agency also supports research and development efforts aimed at finding innovative solutions to maritime environmental challenges. This includes funding studies on marine pollution, climate change impacts, and sustainable fisheries management.

NIMASA recognizes that achieving SDG 6 requires collaboration with a wide range of stakeholders, including government agencies, international organizations, the private sector, and local communities. The agency works closely with organizations such as the IMO, the United Nations Development Programme (UNDP), and the Global Environment Facility (GEF) to implement projects that align with SDG 6. Additionally, NIMASA engages with coastal communities to raise awareness about the importance of protecting marine ecosystems and to involve them in conservation efforts.

NIMASA plays a critical role in advancing SDG 6 in Nigeria's maritime sector. Through its efforts to prevent marine pollution, protect marine biodiversity, and promote sustainable maritime practices, the agency is contributing to the achievement of clean water and sustainable water management. However, realizing the full potential of these efforts requires addressing existing challenges and fostering collaboration among stakeholders. By continuing to align its activities with the principles of SDG 6, NIMASA can help ensure the health and sustainability of Nigeria's marine ecosystems for future generations.

SERVICOM: NIMASA Bags Award Of Excellent Service Delivery

• *As NIMASA DG, Mobereola dedicates award to staff*



National Coordinator and Chief Executive Officer of SERVICOM, Mrs. Nnenna Akajemeli (Left) presenting a special recognition award of excellent service delivery to the Head, SERVICOM Unit of the Nigerian Maritime Administration and Safety Agency (NIMASA), Hajia Rakiya Lamai who represented the DG/CEO NIMASA. During the annual end-of-year awards/meeting of the National Council of Nodal Officers with the SERVICOM Office, held in Abuja.

The Nigerian Maritime Administration and Safety Agency (NIMASA) recently received the SERVICOM Award for excellent service delivery. This recognition highlights NIMASA's commitment to enhancing service standards, improving transparency, and ensuring efficiency in its operations.

The SERVICOM Award, typically given to government agencies that demonstrate outstanding public service, acknowledges NIMASA's strides in providing quality services to the maritime industry, including the facilitation of maritime safety, regulation, and the promotion of Nigeria's maritime sector.

Dr. Dayo Mobereola, Director General of the Agency, who was represented by the Head, SERVICOM Unit of the Agency Hajia Rakiya Lamai, expressed gratitude to the Presidency through the SERVICOM Office for recognizing the Agency's efforts. He assured that the Agency will not rest on its oars, but will instead double its efforts.

"We are spurred by this award, and we will continue to embrace best practices in the delivery of our services in the Agency. Let me also use this opportunity to appreciate our indefatigable staff who have consistently

shown consistency to the core values of the Agency, while also internalizing the vision and mission of the Agency. We will continue to work together to sustain the tempo", the DG representative said.

Meanwhile, the National Coordinator and Chief Executive Officer of SERVICOM, Mrs. Nnenna Akajemeli, commended the Agency in a letter for its unwavering interest and commitment to improving service delivery.

"We are indeed encouraged by your inspiring strive to ensure that Nigerians receive quality and timely service from the Nigerian State. We shall continue to count on your support and cooperation as a key stakeholder in the provision of satisfactory services to all citizens in the realization of the essence of governance", Akajemeli said.

The award was presented at the annual end-of-year awards/meeting of the National Council of Nodal Officers with the SERVICOM Office, held in Abuja.

The Nigerian Maritime Administration and Safety Agency, NIMASA is the regulatory authority for Nigeria's maritime industry, established by the NIMASA Act of 2007. Its key responsibilities include ensuring maritime safety, protecting the marine environment from pollution, enforcing compliance with maritime laws, promoting local shipping, and supporting the training of maritime professionals, amongst other responsibilities.



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NSDP
 NIGERIAN SEAFARERS DEVELOPMENT PROGRAMME

REGULATORY | OPERATIONAL | PROMOTIONAL | CAPACITY BUILDING



L-R: Karen Davis, CEO of OCIMF, Dr Dayo Moberola, DG NIMASA; Tim Wilkins, Deputy Managing Director, Intertanko; David Loosley, Secretary-General, Bimco and Jakob Larsen, Maritime Security Adviser, BIMCO during a meeting at the IMO Secretariat in London

Mobereola Engages Global Players on War Risk Insurance Premium

BY OSAGIE EDWARD

War risk insurance premiums are additional charges imposed on maritime cargoes that pass through regions considered high-risk due to war, piracy, or other hostilities. For Nigerian maritime-bound cargoes, these premiums have been a growing concern, especially given the security issues in the Gulf of Guinea, where piracy and armed attacks on vessels have occurred frequently.

The Gulf of Guinea, where Nigeria's major ports are located, is one of the world's piracy hotspots. Though efforts have been made to reduce piracy, the premium paid on vessels calling at Nigerian Ports is still high and technically classified as those paid in war regions.

The removal of the war risk insurance premium for vessels bound for Nigeria will be a significant development in maritime trade and economic growth for the country. This insurance premium, typically applied to vessels entering zones considered high-risk due to piracy, conflict, or political instability, has been an additional cost burden for Nigerian-bound vessels. With Nigeria's maritime sector striving for growth, removing this premium marks a potential milestone in boosting trade and encouraging more vessels to call at Nigerian ports.

For years, Nigerian waters, particularly in the Gulf of Guinea, have been considered high-risk due to piracy and maritime insecurity. The high premiums deterred some shipping companies from operating in Nigerian waters, and for those that did, the costs were often

passed down to importers and exporters. This ultimately affected the entire supply chain, increasing the cost of goods and making Nigerian products less competitive on a global scale.

Recent improvements in security through partnerships with private maritime security providers, investments in technology, and enhanced patrols by the Nigerian Navy have contributed to a significant reduction in piracy and maritime crime. The International Maritime Bureau, in its recent reports, highlighted a steep decline in piracy incidents in the region, contributing to the rationale for removing the war risk premium.

Nigeria has made some efforts to mitigate these premiums by improving maritime security through initiatives such as the Deep Blue Project, aimed at reducing piracy and safeguarding vessels in Nigerian waters. For over twenty four months and still counting, Nigerian waters have been free of piracy attacks. In fact, Nigerian waters is the only one not to have witnessed any incident since 2023. Nigeria collaborates with international bodies, including the International Maritime Organization (IMO), to combat piracy. Strengthening this cooperation has also led to a reduction in risk classification. The IMO Secretary General Arsenio Dominguez has commended Nigeria in many fora for the sustained war against piracy in the Gulf of Guinea. The Nigerian Maritime Administration and Safety Agency, NIMASA, working closely with the Nigerian Navy, and other Navies in the region under the Yaoundé agreement Architecture have made measurable progress in enhancing security in the region.

Premised on this fact, the Director General of NIMASA

Dr Dayo Mobereola engaged international stakeholders in the maritime sector, seeking their support for an end to the regime that technically increases the cost of shipping in the country. During the meeting which took place in the corporate headquarters of the IMO in London, the chief executive officers of the BIMCO, an independent international shipping association, with a membership composed of ship owners, managers, brokers agents and many other stakeholders with vested interests in the shipping industry, The International Chamber of Shipping (ICS), INTERCARGO and INTERTANKO were all in attendance. Mobereola told them in clear terms that the Nigerian Government expect the removal of Nigerian bound cargoes from such high insurance premium, having invested in securing the maritime domain and the resultant peace has lasted over three years. In his words "The benefits of all investment by Nigeria in infrastructures such as the blue project of NIMASA and more military hardware for the Nigerian Navy security apparatus are has led to significant results as we are piracy free for a sustained period now running into years. However, technically, we have not benefitted as a nation as the war risk insurance premium still applies to Nigeria. I think we should take a second look and review this situation "he said.

Stinne Taiger Ivø, the new Deputy Secretary General at BIMCO agrees with the NIMASA DG that though progress has been made, ship-owners are in the right place to take the lead in the campaign."I think you will find the shipowners totally agree that the insurance premium be reduced as much as possible it's only in our interest as well but the way the joint board work is that you don't automatically pay an increased premium if you enter a list of area it's just an obligation for the shipowner to report to their insurance that the area is now free of piracy and that sustained over time will see insurance bodies taking it into account."

ZHOU XIANYONG of the INTERCARGO assured the NIMASA DG of their support in the quest to delist Nigeria from the list of countries where the War Risk insurance premium regime operates.

Reducing these premiums is essential for improving Nigeria's competitiveness in global trade, and further investment in maritime security and diplomacy will be key to achieving this.

This removal is expected to encourage more trade, lower shipping costs, and possibly attract foreign investment. Furthermore, with fewer financial barriers, Nigeria's goal of becoming a leading blue economy player could gain momentum, contributing to sustainable economic growth.

The government and private sector will now need to ensure that these security improvements are maintained to retain the premium-free status and continue to build confidence in Nigerian waters.



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

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Maritime Stakeholders Voice Support for Nigeria Coast Guard Bill in Nigeria

S

takeholders and experts in the nation's maritime sector have expressed support for the Coast Guard Bill before the National Assembly, with many describing the proposed legislation as a boost to the federal government's efforts in securing the maritime space.

Speaking at a public hearing convened by the Senate Committee on Marine Transport to discuss the proposed bill for the establishment of the Nigeria Coast Guard, they presented varying views on the bill, with the majority supporting the creation of the National Coast Guard.

The majority of presentations voiced strong support for the establishment of the Coast Guard, with notable endorsements from prominent figures including Dr. Olisa Agbakoba, SAN; Dr. Ade Dosunmu, MON, former Director General of NIMASA; Mrs. Jean Anishere, SAN, representing the Nigeria Bar Association; and Rear Admiral Ekwerre U. Ekwerre (Rtd), former Flag Officer Commanding the Training Command of the Nigerian Navy.

Dr. Olisa Agbakoba described the bill as timely but emphasized the need for professional input to address certain concerns within the draft. He expressed his willingness to assist in this process. Dr. Ade Dosunmu offered full support for the bill, suggesting that the Nigerian Navy should focus on blue-water operations and national defense against

external threats, while the Coast Guard should address maritime crimes and incidents along the nation's extensive 855-kilometer coastline using more adaptable resources. He referenced successful maritime nations such as India, Singapore, China, the United States, Japan, Egypt, Morocco, and the United Arab Emirates, all of which have well-defined roles for both the Navy and Coast Guard.

However, Dr. Dosunmu cautioned against assigning functions such as hydrography and oceanographic research to the Coast Guard, as these responsibilities are already managed by other agencies, and incorporating them could divert focus from the Coast Guard's primary mission.

Jean Anishere, SAN, articulated her support for the bill while highlighting certain ambiguities that must be resolved before it can be enacted. She pointed out specific provisions in the bill that require clarification and further refinement.

Retired Rear Admiral Ekwerre U. Ekwerre addressed concerns raised by the Nigerian Navy and advocated that the Navy should concentrate on defense, showcasing military strength, and conducting diplomatic operations within territorial waters and the Exclusive Economic Zone (EEZ). He asserted that the Coast Guard should be responsible for enforcing maritime laws in the nation's inland waters.

In summary, while the majority of stakeholders endorsed the establishment of the Nigeria Coast Guard, they also called for careful consideration of the bill's provisions to ensure clarity and effectiveness in its implementation.



MSSS

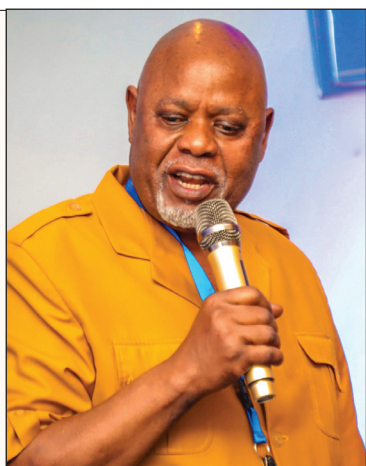
Maritime Safety & Security Service Department

- Ship Security
- Flag State Control
- Port State Control
- Navigation Systems
- Training Record Book
- Hydrographic Services
- Surveys and Inspections
- Search and Rescue Services
- Seafarers Medical Examination
- Marine Superintendent Services
- Seafarers Qualification and Training
- Ship Casualty/Incident Investigations
- Seafarers Qualification Training and Certification





Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola, CON (4th left); Permanent Secretary, Federal Ministry of Marine and Blue Economy, FM M&BE, Olufemi Oloruntola (3rd left); Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Moberola (2nd left); Managing Director, National Inland Waterways Authority, NIWA, Bola Oyebamiji (left); Executive Secretary, Nigerian Shippers' Council, NSC, Akutah Pius Ukeyima (right); Managing Director, Nigerian Ports Authority, NPA, Dr Abubakar Dantsoho (2nd right and Director Maritime Safety and Security, FM M&BE, Babatunde Bombata during the validation workshop on the development of the national policy on marine and Blue Economy in Lagos.



MD/CEO Starzs Marine and Engr Limited, Engr Gred Ogbeifun



Haj. Kalthum Ibrahim Director. Planning, Research & Statistics, FM M&BE



Executive Director, Engineering and Technology Services, Nigerian Ports Authority, NPA, Engr Ibrahim Abba Umar (left) and Executive Director, Marine and Operations, NPA, Engr Olalekan Badmus



Minister of Marine and Blue Economy, (FM M&BE) Adegboyega Oyetola, CON (4th left); Permanent Secretary, FM M&BE, Olufemi Oloruntola (3rd left); Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dayo Moberola (2nd left); Managing Director, Nigerian Inland Waterways Authority (NIWA), Bola Oyebamiji (left); Executive Secretary, Nigerian Shippers' Council (NSC), Akutah Pius Ukeyima, MON (right); Director, Fisheries and Aquaculture, FM M&BE, Wellington Omoragbon (2nd right); Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho (3rd right) and Director, Maritime Safety and Security, FM M&BE, Babatunde Bombata during a validation workshop on the development of the national policy on marine and Blue Economy in Lagos.



Honourable Minister of Marine and Blue Economy, H.E. Adegboyega Oyetola, CON (right) and Honourable Minister/ Presidential Adviser for Shipping, Bangladesh Brigadier General (Dr.) M Sakhawat Hussain in an engagement session at the IMO HQ in London



H.E. Adegboyega Oyetola, CON (left) and Dr. Dayo Moberola



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Moberola (left) and Executive Secretary, Nigerian Shippers Council, NSC, Akutah Pius Ukeyima



R-L: Director General, NIMASA, Dr Dayo Moberola; Technical Advisor to Liberian Permanent Representative to the IMO, Dr Gustav Barnard and Director, Maritime Safety and Security, FM M&BE, Babatunde Bombata



R-L: Commissioner/CEO, Liberia Maritime Authority, Neto Zarzar Lighe Sr.; Honourable Minister of Marine and Blue Economy, FM M&BE, H.E. Adegboyega Oyetola, CON; Alternate Permanent Representative of Nigeria to the IMO, William Bwala; Director General, Nigerian Maritime Administration and Safety Agency NIMASA, Dr Dayo Moberola; Technical Advisor to Liberian Permanent Representative to the IMO, Dr Gustav Barnard and Director Maritime Safety and Security, FM M&BE, Babatunde Bombata



FEDERAL MINISTRY OF MARINE AND BLUE ECONOMY

Bukar Dipcharima House, Central Business District, FCT Abuja.

Role and Functions

- 01 Create a world class Marine Transportation System in Nigeria and position it as a hub in the West and Central African Sub-region;
- 02 Fulfill all obligations expected by International Organizations to which the country is a signatory on Maritime Transportation and Labour Conventions.
- 03 To make inland waterway the Central Nervous system of maritime trades within Nigeria by increasing navigable channels and creating more river port and jetties connecting all areas around our inland water ways for cargo and passenger transport and transit.
- 04 Map, Survey and Demarcate National and International Maritime boundaries.
- 05 Provide Programmes, Projects, Initiative and Intervention for the improvement in the efficiency and effectiveness of marine and blue economy sector.
- 06 Coordinate the establishment of legal, regulatory and institutional framework for marine and blue economy management and development.
- 07 Formulate and implement Marine and Blue Economy Policies and Development Plans
- 08 Provide guidance to the Ports Reform programme to ensure its alignment to the Ministry's mandate and its successful implementation
- 09 Implement the following activities:
 - i. Transformation and diversification of the marine and ocean economy through research development and innovation.
 - ii. Leveraging private sector engagement and partnerships to enhance local participation and investment in the marine and blue economy sector
 - iii. Development of the local capacity in the blue economy
 - iv. Improvement of ocean hazards management and maritime safety administration for greater climate resilient
 - v. Enforcement of technical cooperation with stakeholders
- 10 To focus on fishery and aquaculture to become self-sufficient in fishery and fish product and a net exporter of fish and fish products to other countries.
- 11 To champion responsible seabed mining and unlocking potential revenue while safeguarding the marine environment.

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DEEP BLUE



L-R: Commander Deep Blue, Commodore A.O. Akinbami, Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba; DG NIMASA, Dr Dayo Moberola; Director, Joint Services Department (Chairman PMT), Ministry of Defence, Olaniyi B.O; Executive Director, Finance and Administration, NIMASA, Chudi Offodile and Head, Deep Blue, Gladys Owolabi, during a visit by the Olaniyi to the NIMASA headquarters in Lagos



From Second left: Commander Deep Blue, Commodore A.O. Akinbami; Representative from Ministry of Defence, Olaniyi B.O., Head, Deep Blue, Gladys Owolabi; Assistant Director, Deep Blue, Yusuf Shehu; General Manager, HLSi Ltd, Tal Spektor; and others during a visit by Olaniyi to the NIMASA C4i centre in Kirikiri, Lagos

DEEP BLUE: 2024 GRADUATION CEREMONY



L-R: Assistant Director, Deep Blue, Yusuf Shehu; Deep Blue Instructor; Commander Deep Blue, Commodore A.O. Akinbami; Head, MSSSD, Patrick Eigbe; Director, Joint Services Department (Chairman PMT), Ministry of Defence, Olaniyi B.O; Head, Deep Blue, Gladys Owolabi; General Manager, HLSi Ltd, Tal Spektor; Commodore B.A. Francis, Nigerian Navy; Deputy Director, Deep Blue, Tuti Easton, during the graduation ceremony



Instructors and the graduands

DEEP BLUE: 2024 GRADUATION CEREMONY



From 2nd left: Assistant Director, Deep Blue, Shehu Yusuf; Commander Deep Blue, Commodore A. O. Akinbami; Head, MSSSD, Patrick Eigbe; Director, Joint Services Department (Chairman PMT), Ministry of Defence, Olaniyi B.O; Head, Deep Blue, Gladys Owolabi; General Manager, HLSi Ltd, Tal Spektor; Deputy Director, Deep Blue, Tuti Easton and others during the graduation ceremony



Presentation of certificates to the graduands



Presentation of certificate



Instructors and the graduands



Instructors and the graduands



L-R: Nigeria's Alternate Permanent Representative at the International Maritime Organization (IMO), William Bwala; Secretary General of the Abuja MoU, Captain Sunday Umoren; Secretary General of the IMO, Arsenio Dominguez; Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola; and Director Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata, during the 7th Association of African Maritime Administrations (AAMA) conference in Dar es Salaam, Tanzania.



L-R: Vice Minister of Transport and Logistics Services, and President of the Transport General Authority, Saudi Arabia, H.E. Dr. Rumah Al Rumaih; From 2 left: Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola; Director Maritime Safety and Security, FM M&BE, Babatunde Bombata; DG NIMASA, Dr Dayo Moberola and Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba, during a bilateral meeting between Nigeria's Honourable Minister of Marine and Blue Economy and the President of the Transport Authority in Saudi Arabia



Adegboyega Oyetola, CON (middle); Babatunde Bombata (2nd right); Dr Dayo Moberola (right) and Dr Abubakar Dantsoho (left)



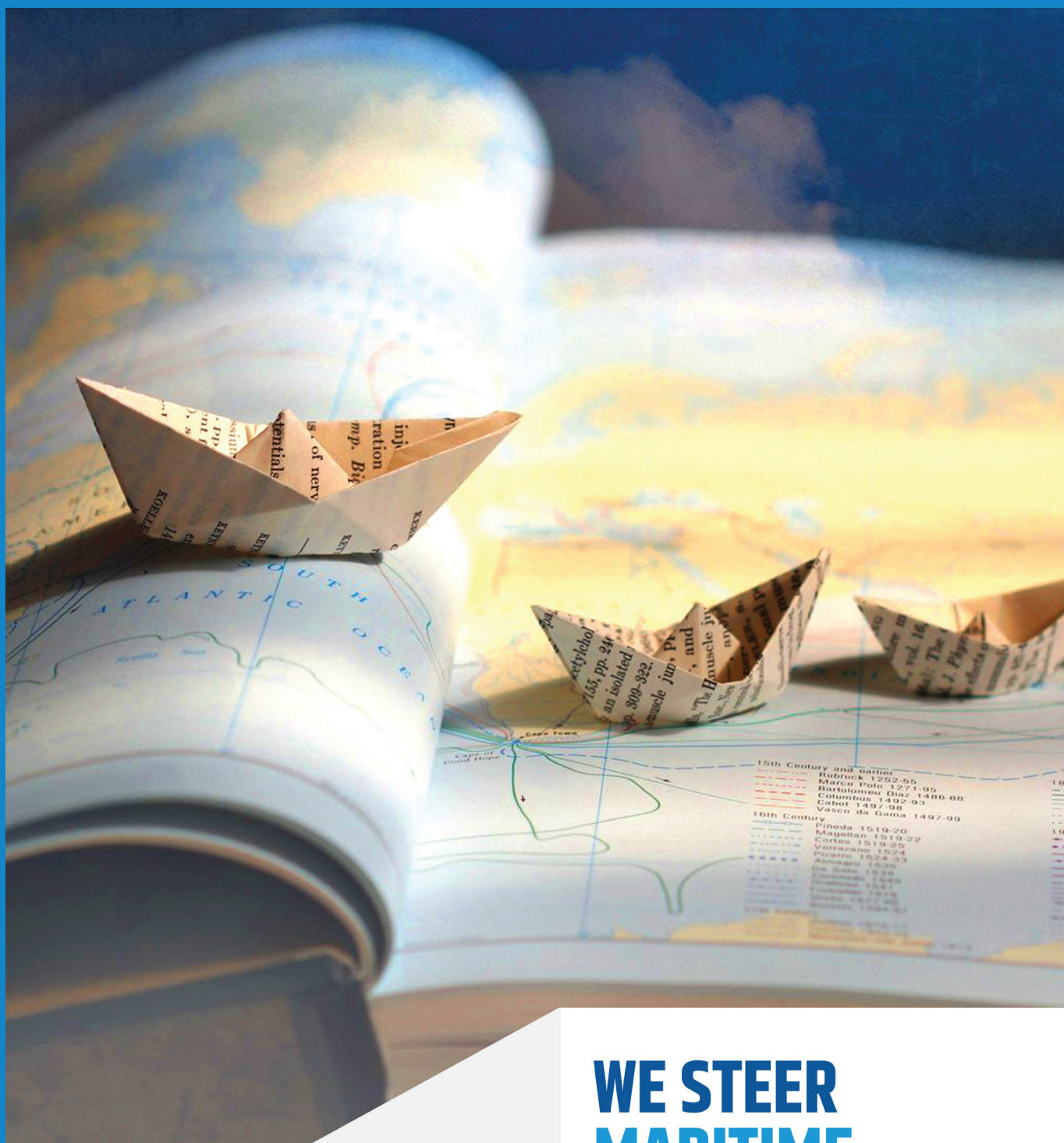
L-R: SA-DG (Administration and Operations) NIMASA, Olatunji Ahmed; Secretary General, Maritime Organisation of West and Central Africa (MOWCA) Paul Adalikwu; Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dayo Mobereola; Director Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata; Secretary General, Abuja MoU, Captain Sunday Umoren; Head, Africa Section, International Maritime Organisation (IMO) William Azu and Nigeria's Alternate Permanent Representative at the IMO, William Bwala during the 7th Association of African Maritime Administrations (AAMA) conference in Dar es Salaam, Tanzania.



L-R: Nigeria's Alternate Permanent Representative at the IMO), William Bwala; Director-General, NIMASA, Dr Dayo Mobereola; Director Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata; and SA-DG (Administration and Operations) NIMASA, Olatunji Ahmed, during the 7th AAMA conference in Dar es Salaam, Tanzania.



R-L: Adegboyega Oyetola, CON; Dr Dayo Moberola; William Bwala and a stakeholder



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 P.M.B 12861, G.P.O, Marina, Lagos, Nigeria.
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- Maritime Capacity Development
- Training And Certification Of Seafarers
- Marine Pollution Prevention And Control

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National Single Window Project

BY OBIAGELI CHUMA-UGBO

INTRODUCTION

O

n April 17, 2024, President Bola Tinubu ushered in a new era of trade and commerce in Nigeria by launching the National Single Window (NSW) initiative. This landmark project seeks to overhaul the nation's trade processes by integrating all agencies and stakeholders involved

in import and export activities onto a unified electronic platform. The NSWP aims to streamline trade processes, reduce bottlenecks and increase transparency.

The NSW is domiciled at the Federal Inland Revenue Service (FIRS). According to President Tinubu, the project is estimated to yield \$2.7 billion per year for the country. Beyond its potential to yield \$2.7 billion annually for Nigeria, the NSWP is poised to revolutionize the maritime domain and the operations of the Nigerian Maritime Administration and Safety Agency (NIMASA).

THE NATIONAL SINGLE WINDOW EXPLAINED

The NSW is a cutting-edge digital portal designed to address the inefficiencies and complexities that have long plagued Nigeria's trade and maritime sectors. By streamlining documentation, improving transparency, and reducing bottlenecks, the platform enhances the ease of doing business in Nigeria. It connects key players, including customs, port authorities, shipping companies, and regulators, under a single framework. Housed within the Federal Inland Revenue Service (FIRS), the initiative underscores the government's commitment to leveraging technology for economic transformation.

IMPLICATIONS FOR THE MARITIME DOMAIN

The maritime sector, which handles over 80% of Nigeria's international trade, stands to benefit immensely from the NSWP. Traditionally characterized by lengthy processing times, fragmented communication channels, and corruption, the sector has often hindered Nigeria's competitiveness in global trade. The NSWP promises to:

1. **Reduce Turnaround Times:** By automating processes and providing real-time data access, the NSW minimizes delays in cargo clearance, thereby boosting port efficiency.
2. **Enhance Revenue Generation:** With a centralized system, the platform eliminates leakages and ensures accurate documentation, leading to higher revenue collection from maritime activities.
3. **Promote Transparency and Accountability:** The integration of all stakeholders on one platform reduces opportunities for under-the-table dealings, ensuring compliance with international standards.
4. **Attract Foreign Investments:** A streamlined trade process strengthens investor confidence, potentially attracting global shipping lines and logistics firms to Nigeria.

IMPACT ON NIMASA

As Nigeria's maritime regulatory agency, NIMASA plays a pivotal role in ensuring safety, security, and environmental compliance. The NSWP aligns with NIMASA's objectives by:

- **Simplifying Regulatory Compliance:** Stakeholders can now access NIMASA's requirements seamlessly through the portal, reducing compliance-related disputes.



- Enhancing Data Analytics: With NSW's data aggregation capabilities, NIMASA can monitor maritime traffic, enforce regulations, and address security concerns more effectively.
- Strengthening Collaborations: The interconnected platform fosters real-time communication between NIMASA and other agencies, such as customs and immigration, for coordinated actions.

PROJECTED BENEFITS

The estimated \$2.7 billion annual revenue boost reflects the NSW's potential to unlock Nigeria's maritime and trade sectors. Reduced trade costs, increased transparency and faster processing times collectively enhance Nigeria's position in global trade rankings. For NIMASA, the NSW creates an opportunity to implement its mandate with precision, addressing challenges such as piracy, cargo theft and environmental hazards with greater efficiency.

Revolutionizing Trade and Maritime Operations: NIMASA's Role in the National Single Window Project (NSWP)

The Federal Government of Nigeria's National Single Window Project (NSWP) is rapidly transforming the nation's trade ecosystem, creating a more efficient, transparent, and competitive business environment. While the initiative touches several sectors, one of its most transformative effects is in the maritime industry, thanks to the active collaboration of the Nigerian Maritime Administration and Safety Agency (NIMASA). This partnership is key to optimizing Nigeria's maritime operations, enhancing economic growth, and solidifying Nigeria's position as a global maritime hub.

NIMASA and the NSWP: A Strategic Collaboration

As the apex regulatory body overseeing Nigeria's maritime sector, NIMASA plays a critical role in ensuring safety, efficiency, and compliance within the maritime space. Its collaboration with the NSWP focuses on integrating maritime operations into the single-window platform to streamline processes related to shipping, port activities, and international trade.

By working with the Nigeria Customs Service (NCS), the Nigerian Ports Authority (NPA), and other stakeholders, NIMASA ensures that maritime operations are fully aligned with the NSWP's objectives, offering a seamless experience for businesses and fostering confidence in Nigeria's trade environment.

How the Collaboration Enhances the Maritime Space

1. Simplified Port Clearance Processes

One of the significant challenges in Nigeria's maritime sector has been the lengthy and cumbersome clearance processes for vessels and cargo. NIMASA's collaboration with the NSWP integrates port clearance procedures into a unified digital system, eliminating redundancy and reducing delays. Through the single-window platform, shipping companies can now access:

- Vessel pre-arrival notifications,
- Payment of dues and levies, and
- Clearance documents, all in one portal.

This integration not only expedites operations but also minimizes the cost of doing business in Nigeria's ports.

2. Enhanced Maritime Safety and Security

NIMASA leverages the NSWP platform to strengthen its oversight functions in maritime safety and security. By integrating real-time data from vessels, ports, and other maritime stakeholders, NIMASA can monitor:

- Vessel movements,
- Compliance with international maritime standards, and
- Security threats such as piracy and illegal fishing.

This data-driven approach ensures that Nigeria's waters are safer, fostering trust among local and international shipping operators.

3. Promoting Transparency and Reducing Corruption

Historically, the maritime sector has faced challenges related to transparency and corruption. NIMASA's collaboration with the NSWP provides a digital, tamper-proof system for managing transactions, from



levies and taxes to compliance documentation. This reduces the opportunities for human interference, ensuring that maritime operations are conducted fairly and efficiently.

4. Improved Revenue Collection

Through the NSWP, NIMASA enhances its capacity to collect maritime-related revenues, such as Cabotage fees, freight charges, and other statutory payments. The automated system ensures accurate and timely revenue collection, reducing leakages and contributing significantly to Nigeria's economy.

5. Supporting the Blue Economy

The NSWP-NIMASA collaboration aligns with Nigeria's broader strategy to develop its blue economy—the sustainable use of ocean resources for economic growth. By reducing operational inefficiencies and fostering investment in maritime infrastructure, this partnership creates a fertile environment for industries such as shipping, fisheries, and offshore oil and gas.

Challenges in the Maritime Sector and NSWP's Solutions

While the collaboration between NIMASA and the NSWP is yielding significant benefits, it is not without challenges. Key issues include:

- **Infrastructural Deficiencies:** Limited digital infrastructure at some ports hinders the full adoption of the platform.

The estimated \$2.7 billion annual revenue boost reflects the NSW's potential to unlock Nigeria's maritime and trade sectors. Reduced trade costs, increased transparency and faster processing times collectively enhance Nigeria's position in global trade rankings. For NIMASA, the NSWP creates an opportunity to implement its mandate with precision, addressing challenges such as piracy, cargo theft and environmental hazards with greater efficiency.

- **Resistance to Change:** Stakeholders accustomed to traditional processes may be reluctant to embrace new systems.

To address these issues, NIMASA and the Federal Government are investing in capacity-building programs, upgrading port infrastructure, and conducting stakeholder engagement campaigns to ensure a smooth transition to the single-window system.

The Future of Maritime Operations in Nigeria

With NIMASA's active involvement, the National Single Window Project is poised to revolutionize Nigeria's maritime industry. The integration of maritime operations into the NSWP not only aligns with global best practices but also strengthens Nigeria's position in the African Continental Free Trade Area (AfCFTA).

The benefits of this collaboration extend beyond efficiency and transparency. By fostering a more competitive maritime sector, NIMASA and the NSWP are unlocking opportunities for job creation, foreign investment, and sustainable economic development.

In an era of globalized trade, the success of Nigeria's maritime industry hinges on innovation and collaboration. NIMASA's partnership with the NSWP exemplifies the Federal Government's commitment to building a modern, robust, and secure maritime sector—one that is ready to anchor Nigeria's economic future.

CONCLUSION

The launch of the National Single Window marks a turning point in Nigeria's economic narrative, particularly for the maritime sector. By addressing age-old inefficiencies and adopting a technology-driven approach, the initiative not only empowers agencies like NIMASA but also cements Nigeria's standing as a formidable player in international trade. As implementation gains traction, stakeholders must embrace this innovative tool to fully realize its transformative potential. The NSWP is not just a technological upgrade—it is a strategic leap towards sustainable economic growth and global trade relevance.

The collaboration between NIMASA and the National Single Window Project is a game-changer for Nigeria's maritime operations. As the platform continues to evolve, it will not only enhance the efficiency of Nigeria's ports but also catalyze the nation's economic growth. With NIMASA steering maritime reforms in tandem with the NSWP, Nigeria is charting a course toward a brighter and more prosperous maritime future.

The 4th National Tripartite Workshop on ILO and Reporting to the ILO on MLC 2006, Dockwork Convention and S.I.D Convention at Chesney Hotel Victoria Island, Lagos State.



L-R: DD MSSSD, Yusuf Ismaila Barde; International Labour Organization and Labour Attache, Mr. Essien Aniefiok; Director (PMLS), Federal Ministry of Labour and Productivity, Inuwa Yakubu; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba ; Director Maritime Labour Services, Olubusola Akande-Obasanjo; Regional Adviser, International Labour Organization, ILO, Dr. Amos Kuje; DD MLS, Yusuf Barde and others during the 4TH National Tripartite Workshop on International Labour Standard and Reporting to the International Labour Organisation (ILO) on MLC, 2006, Dockwork Convention and SID Convention in Lagos



Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba



Director, Maritime Labour Services, Olubusola Akande-Obasanjo



Regional Adviser, International Labour Organization, ILO, Dr. Amos Kuje



International Labour Organization and Labour Attache, Mr. Essien Aniefiok



Director (PMLS), Federal Ministry of Labour and Productivity, Inuwa Yakubu



President General, Merchant Navy Officers and Water Transport Senior Staff Association, Comrade John Okpono



Deputy President, Maritime Workers Union of Nigeria, MWUN, Comrade Francis Bunu



Director General, Nigerian Chamber of Shipping, NSC, Vivian Chimezie-Azubiike

2024 in Retrospect and Projections into 2025 for Nigeria's Maritime Industry

The Nigerian maritime industry stands at the crossroads of transformation, driven by global trends, regional dynamics, and national efforts to harness the sector's vast potential. As 2024 draws to a close, the industry has witnessed significant developments.

Voyage Magazine is proud to present a series of exclusive interviews with key stakeholders who are shaping the future of maritime activities in Nigeria. This segment brings together voices from across the spectrum—shipping companies, Maritime Labour Union leader, regulatory authorities, port operators, and investors. Each of these stakeholders plays a pivotal role in navigating the complexities of the industry while seizing opportunities for growth. Through these discussions, we aim to uncover diverse perspectives on the current state of the maritime industry and their aspirations for 2025.



CAPTAIN SUNDAY UMOREN
Secretary General of the Abuja MoU

A

According to the traffic light system, I would rank 2024 as amber even though it is closer to green, this indicates that we are on track and have achieved significant progress in 2024, despite the fact that the year did bring many expectations and challenges.

The maritime industry has the advantage that most operations and expectations are often rolling, so years don't just stand alone. Rolling indicates that 2024 will transition into 2025; the important thing is that we will continue as "UNCTAD" projected. As projected, we will maintain this post-COVID trade increase of roughly 20%. Issues with digital innovation will also arise. It is anticipated that the industry would employ digital innovation more in 2025. The list is lengthy and challenging, and 2025 will be

**PRINCESS VICKY AYODELE
HAASTRUP (Mama Dockworkers)
CEO, ENL Consortium Limited, operators of
terminal C and D in Apapa. Chairman, Seaport
Terminal Association of Nigeria**

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ow can I rate the maritime industry? The year 2024 has come with a lot of challenges which is not unexpected, as we all well know, the economy, every nation there's economic downturn in every nation, it's a global thing, so Nigeria's situation is not different from

other countries of the world but in a way it's also peculiar, there's the peculiarity of our economy downturn, so, you know, there are challenges and for us in the maritime sector, the challenges is that of volume of cargo that has plummeted in the year 2024 and that's as a result of forex challenges, you know, that has affected the volume of cargo that is coming to Nigeria, as we all well know, Nigeria is more or less dependent on import, but thank God, There have been a lot of export-related activities that have also increased significantly in 2024.

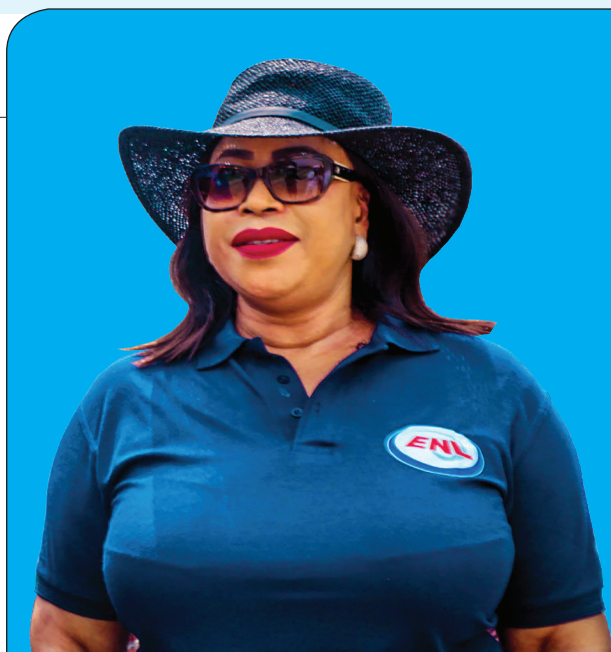
This indicates that government policies are reflected in the amount of cargo that is exported and leaving Nigeria, which is actually balancing things out. I think that by next year, that will increase equally. Therefore, the amount of cargo entering Nigeria has been impacted by the foreign exchange rate because, as you may know, importers are finding it difficult to evaluate foreign exchange and other factors, and the rate has also had an impact on the amount of cargo entering Nigeria. So, for me, it is not unexpected but I believe that it is something the government can intervene, you know, for a robust economy.

particularly challenging due to the high cost of shipping.

We are all aware that rising fuel prices have always resulted in greater shipping costs, which raises freight rates. Naturally, higher security will address problems in various regions of the world. Nigeria is in a strong position to make the most of 2025 because of the Marine and Blue Economy Ministry, even if the year will be challenging.

The Abuja MoU regime, or what it stands for, is to have a net, a safety net, with all the countries coming together and presenting that staunch net that no substandard ship can break through. For this reason, 2024 has been a wonderful year for getting additional countries to become full members. We currently have 22 members—that is, 22 member states—that are totally dedicated to the MoU Regime. Two nations stand out: the Republic of Namibia and the Arab Republic of Mauritania.

Those are the two countries left to join the Abuja MoU regime. We have exhausted every avenue, including their embassies in Nigeria, their representatives in the



As I mentioned earlier, we hope for a strong economy in 2025. But how can we have a strong economy in relation to the maritime industry? We anticipate that government policies will be consistent because any decisions made by the government do affect the operations of the port and the maritime industry overall. Therefore, it is crucial that the government maintain consistency in its policies. I also want to take this opportunity to urge the government to consult with those of us working in the industry to find out if there will be any changes to the policies because we know what it's like.

To ensure that policies don't negatively impact the sector's growth, we may be able to contribute one or two things before they are made. Additionally, I anticipate that all stakeholders will work together, from the terminal operator with the Nigerian Port Authority to NIMASA, the Shipper's Council, clearing and forwarding agents, shipping companies, and even anklers.

International Maritime Organization, and even the recently concluded AAMA conference. I met with the Mauritania representative, and we even invited the IMO representative to our brief meeting. I then said, "IMO, can you tell Mauritania that they can't even attend this AAMA conference with a clear face, clear conscience if they do not subscribe to being full members of Abuja MOU?" I can also stand by my statement that we are quite hopeful and certain of having the two remaining countries, Namibia and Mauritania, as full members by 2025.

AAMA Conference, as everyone is aware, the AAMA Conference is always held in collaboration with the International Maritime Organization and stakeholders in the maritime sector, and the 7th AAMA Conference in Tanzania was truly spectacular. The conference's topic was "Navigating the Future of African Maritime Sector as in Collaborating on technology and innovation to enhance safety, security and marine Environment for Sustainable Future."

COMRADE ADEWALE ADEYANJU

President General, Maritime Workers Union of Nigeria, MWUN. Comrade is also the Vice president of the Nigerian Labour Congress, NLC.

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here are positive aspects of 2024 as well as negative aspects related to our experiences in the maritime industry. The positive information I can share with you concerns the signing of a minimum standard agreement in the maritime sector, which was observed by the Honorable Minister of Blue Economy. Given that the issue has persisted for nearly decades, which is fantastic. Therefore, we would want to commend the NIMASA administration, the Nigeria Port Authority, and even the Cyprus Council for providing us with the chance to secure the rights of maritime workers.

Because of the current state of affairs, we want the government to correct the narrative further. If the economy remains unchanged in 2025, what will happen then? We don't want an old wine, a new bottle, to repeat itself. All of the investors are being impacted by the port's current economic state. Because of the dollar and the weak Naira, some investors are no longer prepared to do business.

Therefore, we are appealing to the government to



strengthen the Naira, which will allow investors to keep doing business. We also want to say that this 2025 is here, and the terminal operators' licenses are yet to be reviewed, and the workers' fear of losing their jobs remains because if I have a business with the Nigeria Port Authority and the authority refuses to sign my agreement, they all go to the workers behind me, so I believe that's the worry that the workers have in 2024. We don't want it to spill into 2025, so let the government proceed quickly and ensure that the terminal operators and the government sign the agreement so that there won't be many job loss.

**AMINU UMAR**

MD/CEO. Sea Transport Group and President of the Nigerian Chamber of Shipping

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2024 has been an extremely interesting year, and I think that many policy changes have occurred. These changes began in 2023, when the new administration of His Excellency the President took office, and some of them

had an impact on the level of activities, particularly on the Import and Export of products, which in turn affected shipping activities. However, 2024 brought about some very important changes, one of which is the Dangote refinery, which opened for business around January 2024 and completely changed the shipping landscape, especially for oil products, and opened up a lot of opportunities that did not previously exist in this country or in the shipping industry. As I mentioned earlier, this year has been interesting and full of opportunities, especially for oil and gas shipping activities. We have also witnessed a lot of AFCTA trade that has been in place for a while. The effect that has been occurring, whereby West African countries have begun trading between intercom countries, and we have seen opportunities in that area. Therefore, 2024 has been a year filled with prospects and a high volume of activities.

Although there are many challenges to overcome, one of the most significant ones that we have consistently advocated and attempted to discuss over the years is the acquisition of capital. As we all know, shipping is a highly capital-intensive industry, requiring a significant amount of money to acquire products. In Nigeria, obtaining this capital is a particular challenge. Financial institutions are not yet developed enough to be able to supply those funds to the intended ship owners.

CAPT. EMMANUEL IHEANACHO *Chairman of Genesis World Wide Shipping and Integrated Oil and Gas.*

Like any other year for the marine industry, 2024 got off to a quick start, but as time went on, it became clear that a lot had been accomplished in terms of the policies we had been seeking to completely expand the maritime industry. I remember that one of the accomplishments of 2024 was the establishment of a specific day on June 25th to honor seafarers worldwide, showcasing their exceptional dedication and the sacrifices they made for the benefit of all people, even if it meant leaving their homes to a very lengthy time spent in extreme suffering aboard ships a very long time on board ships, going through extreme suffering, but in 2024, a special day was set aside to honor these individuals. Many maritime stakeholders came together, and a lot of activities were carried out, and it was truly excellent. Additionally, in 2024, we would like to celebrate World Maritime Day with the team 'Navigating the Future Safety First'.

This day was designated to emphasize NIMASA's and the maritime industry stakeholders' ongoing dedication to sea witness safety and overall maritime efficiency.



There are several other achievement that one can point to, I think in the year 2024 NIMASA actually notched a special recognition that came from Mr. president where he commended them for the extraordinary work that he continued to do in trying to develop all the economic and social welfare and potential of the Blue Economy. We also know that 2024 is the year NIMASA is trying once again to attain membership of IMO council recognizing the fact that IMO council is indeed a very important meeting of world maritime stakeholders.



JEAN CHIAZOR *(Legal practitioner), Senior Advocate of Nigeria.*

In the year 2024, the Nigerian maritime industry has had some challenges, typical, but has managed to keep its head afloat. First is the fact that there's been a change of baton. We have had to change many CEO's of the maritime Agencies which is very important. Very

important note to the industry. I'm talking about the Nigeria Ports Authority, the Nigerian Shippers Council and the Nigerian Maritime Administrative and Safety Agency and of course the umbrella itself which is now known as the Marine and Blue Economy Ministry.

Before now it was known as the Ministry of Transportation even NIWA has a new CEO. Therefore this changes wouldn't have occurred without challenges such as having to review the respective acts of the various agencies that I had enumerated because they were before now under the supervision of the former Ministry of Transportation. So there was a need for them to ensure that their acts are reviewed to reflect that they are now under the new ministry, it's no longer news. The Ministry of Marine and Blue Economy. Nonetheless the Nigerian maritime industry has worked hard, and is still working hard not only to ensure that it's in line with the reality of the day but most importantly to align itself with the various conventions that actually keep us at bay as a maritime nation.

The Nigerian maritime industry recently through the President, Bola Ahmed Tinubu, President of our great country has signed up to six conventions and that is huge. The industry's accessions to six conventions of the IMO is applaudable and that couldn't have been possible without the hard work of the Nigerian Maritime and Administrative and Safety Agency, particularly the Legal Services Department of NIMASA.



R-L: Executive Director Operations, Nigerian Maritime Administration and Safety Agency, NIMASA, Engr. Fatai Taiye Adeyemi; Director General, Infrastructure Concession Regulatory Commission, ICRC, Dr. Jobson Oseodion Ewalefoh; Director General, NIMASA, Dr. Dayo Mobereola; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Jibril Abba and Executive Director, Finance and Administration, NIMASA, Chudi Offidile during a courtesy visit by the ICRC management to the NIMASA headquarters in Lagos.

Maritime Infrastructural Devt premised on Public Private Partnership in Focus

BY OKAFOR ONYEKA MARY

The Nigerian Maritime Administration and Safety Agency (NIMASA), in collaboration with the Infrastructure Concession Regulatory Commission (ICRC), is advancing discussions on leveraging Public-Private Partnerships (PPPs) to drive infrastructural development within Nigeria's maritime sector.

This dialogue focuses on addressing critical infrastructure gaps that hinder the growth and efficiency of the maritime industry. These gaps include inadequate port facilities, outdated ship repair yards, insufficient inland waterways infrastructure, and limited capacity for sustainable shipping and logistics.

Dr. Dayo Mobereola, the Director General of NIMASA, who made this statement while hosting Dr. Jobson Oseodion Ewalefoh, the Director General of the Infrastructure Concession Regulatory Commission (ICRC), emphasized the importance of the Commission's increased involvement in attracting

private investors to develop infrastructural capacity in Nigeria's maritime sector.

Accordingly, Mobereola said; "We appreciate the Management of the ICRC for being responsive. However, you know that the maritime sector is capital intensive and government funds cannot solely put in place the required infrastructure. We need the ICRC to develop PPP based business models that will be attractive to the private sector both from within and outside the country. There is the need to streamline processes by the use of technology, as we will continue to count on the support of ICRC to help drive the Agency's PPP projects for effective and efficient service delivery to our stakeholders".

Dr. Jobson Oseodion Ewalefoh, who supported the NIMASA DG's position, underscored the significance of the maritime sector to Nigeria's economy. He noted that the PPP model would facilitate increased funding and expertise from the private sector, thereby accelerating the growth and development of the Nigerian maritime sector. Additionally, he stated that the ICRC is prepared to engage with the Agency on

its projects and ensure timely execution.

“There is no time to waste; our country needs lots of funding for infrastructure and we need to create an enabling environment for activities to thrive. First, is service delivery, not revenue generation, and people will be willing to pay if they get the right services”, the ICRC boss noted.

The PPP model has proven to be the most viable approach worldwide for driving government policies that promote development and economic growth. As a regulatory agency and Nigeria’s Maritime Administration, NIMASA has consistently embraced collaboration and partnership through the PPP initiative to ensure the growth and development of the maritime sector.

NIMASA recognizes the importance of private sector involvement to complement government funding, ensuring the sector’s growth aligns with Nigeria’s blue economy agenda. The collaboration with ICRC aims to identify and develop bankable projects that will attract private investment, offering investors the necessary regulatory frameworks and incentives. Key areas of focus in this partnership include

1. Port Modernization: Upgrading existing ports and developing deep-sea ports to accommodate larger vessels and enhance cargo handling efficiency.
2. Shipbuilding and Repair: Establishing modern shipyards through PPP arrangements to reduce reliance on foreign facilities.
3. Inland Waterways Development: Improving inland water transport infrastructure to support multi-modal transportation systems.
4. Maritime Training and Capacity Building: Setting up institutions and training centers to produce a skilled maritime workforce.

This partnership reflects a commitment to boosting Nigeria’s competitiveness in the global maritime industry while fostering job creation, improving trade logistics, and supporting sustainable economic growth. Both agencies have pledged to ensure transparent processes and alignment with global best practices to attract credible investors.

The outcomes of this dialogue could mark a significant turning point in unlocking Nigeria’s maritime potential through strategic PPPs.



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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IMO News

IMO Announces Theme for 2025 World Maritime Day Celebration

International Maritime Organization (IMO) has declared "Our ocean, Our obligation, Our opportunity", as the theme for the 2025 World Maritime Day celebration.

Secretary-General of IMO, Arsenio Dominguez disclosed this as part of his new year message for 2025.

IMO Secretary-General said: "We are also focusing on the sustainability of the oceans. For IMO, the theme for World Maritime Day 2025 is: Our ocean, Our obligation, Our opportunity."

Whilst highlighting key items on the IMO agenda for 2025, the scribe affirmed that: "We start 2025 focusing on three main topics. The first one, seafarers, the second one, security around the globe, and the third one, decarbonization."

When it comes to seafarers, we need to enhance the safety and security of the key personnel on board ships. We also need to focus on increasing the support that we provide to them, not just on decarbonization, but also when it comes to reducing the criminalization of seafarers; then diversity.

We have made progress, particularly when it comes to gender in the maritime sector, but the reality is that there is more to come. I will continue to be firm on my commitment and my policy of not participating and engaging in panels where there is no female representation.

"This is a big year for IMO, and Arsenio remain positive that Member States and stakeholders will find common ground and adopt the technical and economic measures – that will allow the sector to meet the objectives set up in the 2023 GHG strategy, and decarbonizing the sector by or around 2050."

Hong Kong Convention: IMO Ship Recycling Treaty to Come into Force, June 2025



Sixteen years after it was adopted in Hong Kong the International Maritime Organisation convention on ship recycling will finally come into force in June 2025.

With both Bangladesh and Liberia ratifying the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships on 26 June this year, the convention will finally come into force on 26 June 2025.

The previously announced accession by Bangladesh had pushed the convention over the line in terms of ratification by ship recycling capacity of not less than 3% of the gross tonnage of the combined merchant shipping of ratifying states, while Liberia meant the convention also cleared the 40% of the world fleet by gross tonnage marker.

The Hong Kong Convention was adopted in May 2009 with much hullabaloo, but the process of ratification has approved akin to watching paint dry taking 14 years and one month to get across the line, then a further two years to actually come into force.

The process has been so slow that for a number of years now major classification societies have been offering certification to shipbreaking yards to compliance of the Hong Kong Convention to meet the demands of owners that wanted to be sure their vessels were recycled in a responsible manner.

Meanwhile the European Union has drawn up its own set of rules in the form of the EU Ship Recycling Regulation (EU SRR) which is more stringent than the Hong Kong Convention.

Maritime Cyber Security, Resilience



IMO and the University of Plymouth's Cyber-SHIP Lab jointly organized a Symposium on "Maritime cyber security and resilience" on 13 and 14 November 2024 in person at IMO Headquarters, London.

The Symposium shared the latest international maritime cyber risk evaluation and mitigation research and explored how Governments, industry, researchers and NGOs can collaborate to build international maritime supply chain cyber resilience.

Industry, government, defence and academic expert speakers addressed topics across ship, port and maritime supply chain cyber security, including cyber security and safety of assets and people, new technologies, policy development and seafarers' training.

ILO, IMO, WHO, UNCTAD Declare Maximum Protection for Seafarers' Under Detention

International Labour Organization (ILO), the International Maritime Organization (IMO), the United Nations Conference on Trade and Development (UNCTAD) and the World Health Organization (WHO), has issues fresh guidelines for member nations to ensure fair treatment of seafarers' detained in connection with alleged crimes.

This adoption was reached at the 3rd meeting of the Joint ILO-IMO Tripartite Working Group to identify and address seafarers' issues and the human element in Geneva, Switzerland

The United Nations affiliate institutions in a joint statement said that the objective of these Guidelines is to ensure that seafarers detained on suspicion of committing a crime are treated fairly during any investigation and detention by public authorities, and that detention is for no longer than necessary. The international bodies pointed out that seafarers are recognized as a special category of worker and many countries have designated them as key workers in accordance with the adoption of the joint statement .

"Given the global nature of the shipping industry and the different jurisdictions with which seafarers may be brought into contact, they need special protection, especially in relation to contacts with public authorities. "

"New guidelines on the fair treatment of seafarers detained in connection with alleged crimes have been released by International Labour Organization and International Maritime Organization – IMO.

This will help ensure seafarers are treated fairly and not subjected to unjust criminalisation.

NIMASA Celebrates Nigerian Dockworkers

- *Their safety is a fundamental right – Mobereola*
- *Agency launches document on Reviewed Minimum Standards for Dock Labour*



L-R: Executive Director Operations, Nigerian Maritime Administration and Safety Agency, NIMASA, Engr. Fatai Taiye Adeyemi; Executive Director, Maritime Labour and Cabotage Services, Jibril Abba; Former President, Dockworkers Union, Comrade Uzor Ije Ukaumuna; President General, Maritime Workers Union of Nigeria, MWUN, Comrade Adewale Adeyanju and Chairperson, Seaports Terminal Operators of Nigeria, STOAN, Princess Vicky Hastrup; Pioneer President, Dockworkers Union, Comrade Joshua Ogunleye and Chairman National Association of Stevedoring Operators, NASO, Bolaji Sumonu, during the 2024 Day of the Dockworker celebration in Lagos.

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he Nigerian Maritime Administration and Safety Agency (NIMASA) has declared that the safety of dockworkers in their workplace is a right and not a privilege, and urged employers of labor to renew their commitment to improved workplace safety for the Nigerian dockworker.

The Agency's Director General, Dr. Dayo Mobereola, who made the declaration in Lagos during the 2024 Day of the Dockworker commemoration event, stated that efficiency in the workplace can only be guaranteed when the safety of dockworkers is assured.

Mobereola, whose address was delivered by the Agency's Executive Director Operations Engineer Fatai Taiye Adeyemi assured stakeholders that under his leadership, the Agency will endeavor to create an environment that enables maritime labor to function according to international best practices.

In his words "NIMASA is committed to supporting you with the tools, resources, and training necessary to enhance efficiency. By working smarter, we not only boost our productivity but also ensure the sustainability and competitiveness of our maritime industry on the global stage.

The Agency's Executive Director Maritime Labour

and Cabotage Services, Mr. Jibril Abba also announced the launch of the Reviewed Minimum Standard for Dock Labour Industry booklet at the event, stating that, "It is very instructive that we have concluded, as part of the activities of this great day, to launch a document that encapsulates our commitment as an Agency to ensuring that Nigerian dockworkers are treated fairly by the terminal operators and stevedoring companies."

He added that, "This document codifies the implementation of approved conditions of service and collective bargaining agreements on minimum standards."

The President General of the Maritime Workers Union of Nigeria (MWUN), Comrade Adewale Adeyanju, used the occasion to advocate for employers at the port terminals to provide insurance policies for dockworkers and their families. MWUN also called on the Nigerian Maritime Administration and Safety Agency (NIMASA) to focus on regulating and compelling terminal operators to ensure that the health and welfare of dockworkers are prioritized. Adeyanju noted that the inherent risks associated with cargo handling and their unique operations must be considered in line with their well-being.

Dockworkers Registration Now Mandatory – NIMASA

The management of the Nigerian Maritime Administration and Safety Agency (NIMASA) has advised International Oil Companies, terminal and jetty operators, and all other companies involved in stevedoring in the country to refrain from engaging unregistered dockworkers.

All stakeholders, including dock labor employers and stevedoring companies, are encouraged to apply for new operating licenses or renew expired ones. This requirement is stipulated by the NIMASA Act of 2007 and outlined in the NIMASA Stevedoring Regulations

of 2014, which mandates strict compliance from all maritime operators.

The Agency's Director General, Dr. Dayo Mobereola noted the need for stakeholders to comply with extant laws and regulations, stating, "No terminal or company shall continue to engage the services of unregistered dockworkers for cargo handling at their work locations.

This move is part of our broader effort to ensure safe and regulated operations within Nigeria's maritime industry. Compliance with these regulations will enhance our ability to maintain an up-to-date database of dockworkers operating in the country. It also improves our planning processes, as we are committed to developing

their capacity to meet globally accepted standards for dockworkers in Nigeria. We intend to enforce full compliance after the moratorium period", he stated.

The NIMASA Act, 2007, Part IX, Section 27, addresses the registration of Dockworkers which focuses on Maritime Labour. It ensures the Registration, Regulation, and control of Maritime Labour, including dockworkers. The Act assigns the Agency the responsibility of maintaining standards in accordance with international best practices.



PHOTO CREDIT: GOOGLE.COM

NIMASA CELEBRATES NIGERIAN DOCKWORKERS

Continued from page 46

In his words "As a union we strongly urge the terminal operators to prioritize the safety and wellbeing of dockworkers by providing adequate Personal Protective Equipment. We further advocate for employers to provide group life insurance coverage to all dockworkers, recognizing the inherent risks associated with cargo handling and their unique operations".

On his part, the Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, noted that the dock labour industry is a force to be reckoned

with. In his paper presentation, delivered by the General Manager of Marine and Operations, NPA, Dr. Charles Okaga, Dantsoho called on other government agencies to support dockworkers in capacity building for effective port terminal operations.

In her address, Chairperson of the Seaports Terminal Operators Association of Nigeria (STOAN), Princess Vicky Hastrup, described dockworkers as unsung heroes but commended NIMASA for recognizing their contributions.

PHOTO SPLASH: DAY OF THE DOCKWORKERS 2024

The following images capture the sights from the 2024 Day of the Dockworker Celebration in Nigeria, a day dedicated to celebrating the dedication and resilience of those working at the heart of our ports.





Business of Bunkering in Nigeria: NIMASA's Role in Shaping the Industry

BY MEBUDE BUSOLA

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unkering, the process of supplying fuel to ships, is an essential component of maritime operations globally. In Nigeria, this sector has emerged as a significant contributor to the maritime economy, fueled by the country's position as Africa's largest oil producer and its location along key international shipping routes. However, the success and regulation of the bunkering industry are deeply tied to the role of the Nigerian Maritime Administration and Safety Agency (NIMASA), the apex regulatory body overseeing maritime activities in Nigeria.

BUNKERING IN NIGERIA: AN OVERVIEW

The Gulf of Guinea, where Nigeria is strategically located, is one of the busiest maritime corridors in the world. Ports in Lagos, Port Harcourt, and Calabar serve as critical hubs for bunkering services, supplying vessels with marine fuels and ancillary products.

Despite its lucrative potential, the industry faces challenges ranging from infrastructure gaps to illegal bunkering activities. As the regulatory custodian of Nigeria's maritime sector, NIMASA is at the forefront of efforts to address these challenges and ensure that the industry operates efficiently, sustainably, and in line with international best practices.

NIMASA'S ROLE IN THE BUNKERING INDUSTRY

1. Regulatory Oversight and Licensing

NIMASA plays a crucial role in regulating the bunkering industry through its licensing regime. The agency ensures that operators comply with strict guidelines, which include proper documentation,

adherence to environmental standards, and safety protocols. By maintaining oversight, NIMASA mitigates illegal activities and ensures that only credible operators participate in the sector.

2. Combating Illegal Bunkering

Illegal bunkering has long been a significant challenge in Nigeria, contributing to economic losses and environmental degradation. NIMASA, in collaboration with other agencies such as the Nigerian Navy and the Nigerian Ports Authority NPA have intensified efforts to tackle these activities. Through enhanced surveillance, intelligence sharing, and the deployment of modern technologies, the agency seeks to curb oil theft and ensure that bunkering is conducted lawfully.

3. Promoting Compliance with International Standards

As a member state of the International Maritime Organization (IMO), Nigeria is required to align its maritime practices with global standards. NIMASA enforces compliance with conventions such as the International Convention for the Prevention of Pollution from Ships (MARPOL), which governs environmental standards for bunkering operations. The agency also supports the transition to low-sulfur fuels in line with IMO regulations, helping Nigeria remain competitive in the global maritime sector.

4. Developing Human Capital

NIMASA is committed to building local capacity in the maritime sector, including the bunkering industry. Through initiatives such as the Nigerian Seafarers Development Programme (NSDP), the agency trains professionals to meet the demands of the sector. This focus on human capital development ensures that Nigeria has the expertise required to support



“As the industry evolves, continued collaboration between NIMASA, private operators, and other stakeholders will be essential to unlocking its full potential and fostering a sustainable maritime economy in Nigeria.”

and sustain a thriving bunkering industry.

5. Supporting Infrastructure Development

To address infrastructure deficits, NIMASA advocates for investments in port facilities, storage depots, and modern fueling equipment. The agency also encourages public-private partnerships (PPPs) to develop bunkering infrastructure that meets the needs of a growing maritime economy.

6. Enhancing Maritime Security

Maritime insecurity in the Gulf of Guinea poses a significant threat to bunkering operations. NIMASA, through initiatives like the Deep Blue Project, has enhanced maritime security by deploying assets such as patrol vessels, helicopters, and drones. These efforts have reduced piracy and created a safer environment for bunkering activities.

CHALLENGES AND OPPORTUNITIES IN THE INDUSTRY

Challenges

- **Illegal Bunkering:** Despite NIMASA's efforts, unregulated activities remain a persistent challenge.

- **Infrastructure Deficits:** Limited storage and fueling facilities hinder operational efficiency.
- **High Operating Costs:** The reliance on imported fuels and fluctuating exchange rates increase costs for operators. However, with the coming on stream of the Dangote Refinery, this may be a game changer in this regards.

Opportunities

- **Rising Regional Demand:** Nigeria's position as a maritime hub presents opportunities to serve regional markets.
- **Cleaner Energy Solutions:** The transition to greener fuels creates a niche market for environmentally friendly bunkering services.
- **Local Content Development:** With NIMASA's support, indigenous operators can expand their footprint in the sector.

CONCLUSION

The bunkering industry is a vital pillar of Nigeria's maritime economy, offering immense potential for growth and development. However, its success hinges on robust regulation, security, and infrastructure—all areas where NIMASA plays a pivotal role. The management of NIMASA under the leadership of Dr Dayo Mobereola and under the supervision of the Ministry of Marine and Blue Economy is set to address challenges and leverage the opportunities so Nigeria can become a leading bunkering hub in Africa, driving economic growth and enhancing the country's global maritime relevance.

As the industry evolves, continued collaboration between NIMASA, private operators, and other stakeholders will be essential to unlocking its full potential and fostering a sustainable maritime economy in Nigeria.



“

The future of shipping lies in our ability to innovate and embrace sustainable practices that respect both our oceans and our planet.

”

ROHIT TOMAR
CEO OF A MARITIME TECHNOLOGY FIRM



“

IMO will continue to enhance the safety and secure transit of all states through the Red Sea and will closely monitor the situation, in collaboration with Member States and partners from the industry.

”

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



“

A thriving maritime industry is essential for global trade and the sustainable management of our ocean resources.

”

BØRGE BRENDE
PRESIDENT OF THE WORLD ECONOMIC FORUM



“

Leadership in shipping means navigating through change and ensuring that our practices protect both our seafarers and our seas.

”

ANNE ROBY
FORMER SHIPPING INDUSTRY EXECUTIVE AT THE PORT OF SAN DIEGO



i. L-R: Vice Chancellor, NIMASA Maritime University, NMU, Okerenkoko, Prof. E.M. Adigio; Member Governing Board, NMU, Hon. Babana Alasan Abdullahi; DG NIMASA, Dr Dayo Moberola; Acting Chairman of the Governing Council, NMU Okerenkoko, Hon. Adewale Adeogun; Representative of Federal Ministry of Education, Helen Wang; Member, Governing Board, NMU, Hon. Benedict Aguele and NMU Staff Freeman Kasa

ii. ED F&A, Chudi Offodile
iii. ED ML&CS, Jibril Abba
iv. Deputy Director Legal Services, NIMASA, Abdul Dirisu
v. Acting Chairman of the Governing Council, NMU Okerenkoko, Hon. Adewale Adeogun
vi. DDHR NIMASA, Kunle Odeleye
vii. ADPR, Shielibe Abe

Nigeria in IMO Category C: Benefits and the Call for African Solidarity

BY MUSTAPHA GONI ADAM

Nigeria's maritime sector has been a cornerstone of its economic development, contributing significantly to global trade and regional connectivity. In this context, the country's election into Category C of the International Maritime Organization (IMO) Council is not just a matter of prestige—it represents a strategic opportunity to amplify Africa's voice in shaping global maritime policies. As Nigeria seeks re-election into Category C, the benefits of its membership and the importance of African solidarity in this bid cannot be overstated.

What is IMO Category C?

The IMO, a specialized agency of the United Nations, governs global shipping practices and promotes safety, environmental sustainability, and efficiency in maritime operations. The IMO Council is its executive organ, with members elected in three categories:

- **Category A:** States with the largest interest in providing international shipping services.
- **Category B:** States with the largest interest in international seaborne trade.
- **Category C:** States with special interests in maritime activities, representing diverse geographic regions.

Nigeria's membership in Category C underscores its strategic importance as a leading maritime nation in Africa and its role as a gateway to regional and global trade.

BENEFITS OF NIGERIA'S MEMBERSHIP IN IMO CATEGORY C

1. Enhanced Influence on Global Maritime Policies

As a member of Category C, Nigeria has a platform to contribute to decisions that shape international maritime laws and standards. This influence ensures that the interests of developing nations, particularly African countries, are represented in areas such as shipping safety, environmental protection, and capacity building.

2. Strengthening Africa's Maritime Voice

Nigeria's presence on the IMO Council reinforces Africa's collective voice in a domain dominated by advanced economies. It enables the continent to advocate for equitable policies that address challenges specific to African maritime states, such as illegal fishing, piracy, and inadequate port infrastructure.

3. Driving Regional Development

With its extensive coastline and robust maritime activities, Nigeria's membership supports regional initiatives aimed at fostering sustainable development. This includes enhancing intra-African trade through the African Continental Free Trade Area (AfCFTA) and promoting investments in port and shipping infrastructure.

4. Boosting Nigeria's Global Standing

Being on the IMO Council enhances Nigeria's international credibility, showcasing its commitment to upholding global maritime standards. This visibility attracts foreign investment and partnerships, bolstering the growth of its blue economy.



5. Knowledge Sharing and Capacity Building

Nigeria's membership facilitates access to global expertise, training programs, and technological advancements in the maritime sector. These resources are vital for improving local capacity, creating jobs, and modernizing the country's maritime operations.

WHY AFRICAN COUNTRIES SHOULD SUPPORT NIGERIA'S BID

1. Continental Representation

Africa's maritime sector remains underrepresented on the global stage despite its vast coastline and significant contribution to global trade. Nigeria, as a leading maritime nation in the region, is well-positioned to represent Africa's interests and advocate for policies that address the continent's unique challenges.

2. Shared Challenges, Shared Solutions

African nations face common maritime challenges, including piracy in the Gulf of Guinea, unregulated fishing, and limited access to maritime financing. Nigeria's active participation in the IMO Council ensures these issues receive the global attention they deserve, benefiting the entire continent.

3. Regional Solidarity and Collaboration

Supporting Nigeria's bid reinforces the principle of African unity and collaboration. It sets a precedent for mutual support in international platforms, fostering a spirit of solidarity that strengthens the continent's collective bargaining power.

4. Promoting African Maritime Economies

Nigeria's leadership in the IMO Council can drive initiatives aimed at improving port efficiency, developing shipping infrastructure, and advancing maritime security across Africa. These efforts align with the broader goal of achieving sustainable economic growth on the continent.

CONCLUSION

Nigeria's continued membership in IMO Category C is not only a strategic advantage for the country but also a win for Africa as a whole. It offers a unique opportunity to influence global maritime governance, advocate for the continent's interests, and drive sustainable development in the sector.

As Nigeria seeks re-election, African countries must rally behind its bid, recognizing the broader benefits of having a strong regional voice at the IMO. Through collective support, Africa can secure its rightful place in the global maritime arena and chart a course for a prosperous and sustainable future.



ISPS

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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.





Nigeria's Ademola Lookman (C) stands with CAF President Patrice Motsepe (L) and FIFA President Gianni Infantino after receiving the 2024 CAF African Footballer award during the 2024 Confederation of African Football (CAF) Awards, Marrakech, Morocco, Dec. 16, 2024

A Review of Nigerian Sports in 2024

The year 2024 was a significant one for Nigerian sports, marked by remarkable achievements, unexpected challenges, and a renewed sense of hope for the future. From the global stage to local competitions, Nigerian athletes showcased their talent, resilience, and determination, bringing pride to the nation.

BY AMEDU OTENE EDEH

2024 AFCON

B

eing the year of the continent's flagship tournament, the Africa Cup of Nations, Nigeria, just like other countries which had earlier qualified for the biannual championship held in Côte d'Ivoire, headed to the West African country.

While the Super Eagles are filled to the tilt with stars, all eyes were on the then African Footballer of the Year, Victor Osimhen, even as not much hope was placed on the former African champions given their teething qualifying campaign and their not-too-impressive form heading into the biannual competition.

However, while Osimhen could not completely live up to the pre-tournament billings, the entire team proved doubters wrong as they raced to the final, ditching emerging giants like South Africa on the road. While they lost to the host in the final, the Super Eagles' seamless journey to the final even when not much hope was placed on them is one of the highs for the Nigerian sports in 2024.

Football and basketball provided joy and sorrow in equal measure, but the story of the year – and one which put Nigeria in a favourable and positive mileage – is the 2024 CAF Awards in which Nigerian poster boy,

Ademola Lookman stepped into the shoes of Victor Osimhen as African Footballer of the Year.

Lookman has been head and shoulders above his peers during the year in review. It was not surprising that his exceptional performances made him the undeniable frontrunner for the prestigious African Footballer of the Year award.

Lookman's consistency has been nothing short of remarkable. Representing Nigeria and Atalanta, he delivered standout performances that underscore his class and impact. He was pivotal in leading Nigeria to the AFCON final in February. He inspired Atalanta to their first-ever UEFA Europa League final in May, where he scored a stunning hat-trick against an hitherto undefeated Bayer Leverkusen side.

The Olympic Games that are considered the world's foremost sporting event came with its attendant confusion for Team Nigeria. Favour Ofili, one of the star athletes who qualified for the 100m race was not favoured as her name was chalked off the starting line-up for Team Nigeria. While smaller countries were winning medals, we were busy washing our dirty linens at the world stage. Ese Ukpeseraye revealed that she was forced to compete with a borrowed bicycle in the Keirin and sprint at the Paris Olympics. She said that she did not have the equipment to compete and the German team lent her their bicycle for the event.

“Lookman’s consistency has been nothing short of remarkable. Representing Nigeria and Atalanta, he delivered standout performances that underscore his class and impact. He was pivotal in leading Nigeria to the AFCON final in February.”

TEAM NIGERIA AND PARIS 2024 OLYMPICS DEBACLE

It is such sad news and a bitter pill to swallow to realize that Team Nigeria actually returned from the Paris 2024 Olympics empty-handed, without a single medal, despite the hype created by both the government and the team.

Despite having a contingent of 88 athletes that participated in 12 sports for Nigeria at the Paris Olympic Games such numbers failed to translate into success.

Team Nigeria competed in badminton, basketball, boxing, canoeing, cycling, football, swimming, table tennis, taekwondo, weightlifting, and wrestling.

The United States of America won the Paris Olympics with a total of 126 medals, surpassing China’s 91, and both countries tied with 40 gold medals.

To put it bluntly, Team Nigeria at the Paris Olympics endured one of its worst performances since joining the Olympic movement as an independent country at the 1964 Tokyo Olympics. Zero gold. Zero silver. Zero bronze.

BASKETBALL:

In basketball, the women’s national team, D’Tigress, showed a glimmer of hope after beating top teams, Australia and Canada, to make it to the quarter-finals. Coached by Rena Wakama, D’Tigress became the first African basketball team, male or female, to get to the quarter finals of the Olympics. But they fell short against eventual gold medalists, Team U.S.A.

Unlike many award recipients who typically represent Europe’s most elite clubs, Lookman shattered expectations by dominating with Atalanta, a team with no major trophies in its history before his game-changing contributions. His brilliance in the UEFA Europa League final cemented his status as one of the year’s brightest stars.

CAF’s timeline for the award—covering performances between January and October 2024—further highlights Lookman’s superiority. During



this period, he scored 22 goals and registered 18 assists, thriving as both a winger and a versatile forward. His exceptional form consistently elevated Atalanta and Nigeria, making him a key figure in both camps.

It’s Lookman’s unmatched achievements that earned him the distinction of being the only African shortlisted for the 2024 Ballon d’Or, where he placed 14th. Such recognition underscores his superiority.

And the new King of African football in his grace and candour lightened the already darkened sporting scene of Nigeria which was ingloriously heading into history with so much sighs and hisses of regrets.

Basketball: A Rising Force Basketball continued to gain popularity in Nigeria, thanks to the success of the national team, D’Tigers, and the growing presence of Nigerian players in the NBA. In 2024, D’Tigers qualified for the FIBA Basketball World Cup, where they delivered impressive performances against top-tier teams. Although they did not medal, their spirited play earned them respect on the global stage. The Nigerian Basketball League (NBL) also saw significant growth, with increased viewership and sponsorship. Rivers Hoopers emerged as the league champions, showcasing the potential of homegrown talent. Additionally, Nigerian players such as Jordan Nwora and Precious Achiuwa continued to excel in the NBA, inspiring the next generation of basketball stars.



BOXING AND COMBAT SPORTS:

A Year of Triumphs Nigeria’s boxing scene experienced a resurgence in 2024, with several fighters making waves on the international stage. Efe Ajagba, the heavyweight contender, secured a major victory in a title eliminator bout, putting him in line for a world title shot. In the women’s category, Elizabeth Oshoba became the first Nigerian female boxer to win a world title, a historic achievement that brought attention to the sport. Combat sports such as mixed martial arts (MMA) also gained traction, with Nigerian fighters competing in global promotions like the UFC and Bellator. Kamaru Usman, the former UFC welterweight champion, made a successful comeback, reaffirming his status as one of the best in the sport.

As the nation looks ahead to 2025 and beyond, the lessons and triumphs of 2024 will serve as a source of inspiration and motivation.



Yellow Fever



Y

ellow fever is a viral disease that is transmitted to humans by the bites of infected mosquitoes. It is prone to epidemics and is preventable with a vaccine.

These day-biting mosquitoes breed around houses (domestic), in forests or jungles (wild), or in both habitats (semi-domestic). Yellow fever is a high-impact, high-threat disease, with a risk of international spread, representing a potential threat to global health security.

There are 3 types of transmission cycles:

1. Sylvatic (or jungle) yellow fever spreads when monkeys are bitten by wild mosquitoes that pass the virus on to other monkeys and humans.
2. Intermediate yellow fever spreads when semi-domestic mosquitoes infect both monkeys and people. This is the most common type of outbreak in Africa.
3. Urban yellow fever can cause large epidemics when infected people introduce the virus into heavily populated areas with high mosquito density and where people have little immunity.

Occasionally, infected travellers have exported cases to countries that are free of yellow fever. However, the disease can only spread easily to a new country if there are mosquito species able to transmit it, specific climatic conditions, and the animal reservoir needed to maintain it.

SYMPTOMS

Yellow fever can present with a wide range of symptoms and severity. Once contracted, the yellow fever virus incubates in the body for 3–6 days. Many people do not experience symptoms, but when these do occur, the most common are fever, muscle pain with prominent backache, headache, loss of appetite, and nausea or vomiting. In most cases, symptoms disappear after 3–4 days.

A small percentage of patients enter a second, more toxic phase within 24 hours of recovering from initial symptoms. High fever returns and several body systems are affected, usually the liver and kidneys.

In this phase, people are likely to develop jaundice (yellowing of the skin and eyes, hence the name yellow fever), dark urine, and abdominal pain with vomiting. Bleeding can occur from the mouth, nose, eyes, or stomach. Half of these patients die within 7–10 days.

Yellow fever is difficult to diagnose, especially during the early stages. More severe cases can be confused with severe malaria, leptospirosis, viral hepatitis (especially fulminant forms), other haemorrhagic fevers, infection

with other flaviviruses (such as dengue haemorrhagic fever) and poisoning. Polymerase chain reaction (PCR) testing in blood and urine can sometimes detect the virus in early stages of the disease. In later stages, testing to identify antibodies is needed (IgM).

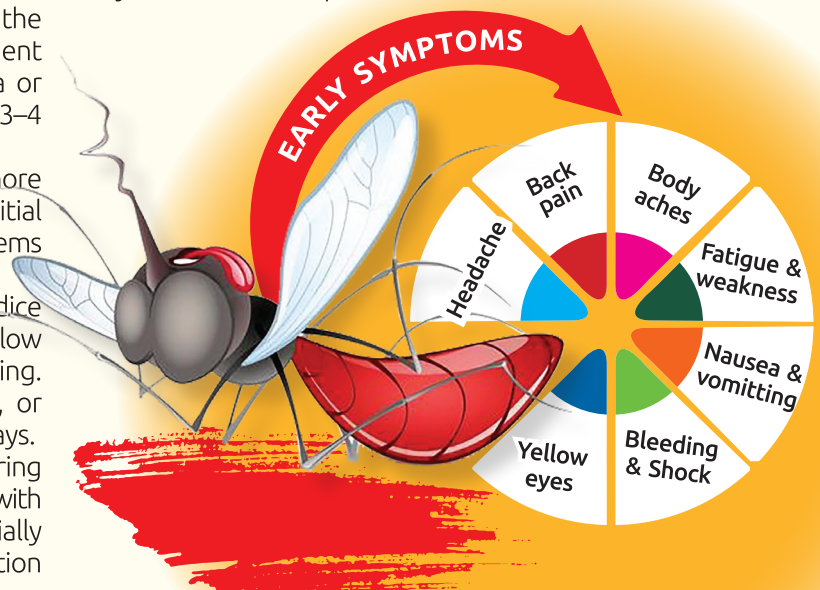
TREATMENT

Yellow fever infections can cause serious illness and can be fatal in severe cases. Early supportive treatment in hospitals improves survival rates. There is currently no specific anti-viral drug for yellow fever, but specific care to treat dehydration, fever, and liver and kidney failure improves outcomes. Associated bacterial infections can be treated with antibiotics. Patients need to stay under mosquito nets during the day to limit the risk of spreading to others through mosquito bites.

Vaccination is the single most important measure for preventing yellow fever. The prevention of outbreaks can only be achieved if the majority of the population is immunized. The yellow fever vaccine is safe and affordable, and a single dose provides life-long immunity against the disease. People who recover from yellow fever infection are also protected for life. Read more about the yellow fever vaccine.

Mosquito control can also help to prevent yellow fever and is vital in situations where vaccination coverage is low or the vaccine is not immediately available. Mosquito control includes eliminating sites where mosquitoes can breed and killing adult mosquitoes and larvae by using insecticides in areas with high mosquito density.

Community involvement through activities, such as cleaning household drains and covering water containers where mosquitoes can breed is an important and effective way to control mosquitoes.





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