

146 tankers line from Ilasa to Mile2

...As traffic congestion returns to Mile2-Tincan expressway

A few weeks after the mile 2/Tin-can Island Expressway was cleared of the chaotic traffic gridlock by combined efforts of the Lagos State government, the Nigerian Port Authority, NPA, and other government agencies; tanker drivers are virtually taken over this service lane and now extending to the main expressway.

A visit to the area by our reporter

last week revealed 146 tankers queued up all the way from Ilasa to Mile2. It was chaotic seeing how tankers drove in through the expressway from Mile 2, thereby blocking the Sunrise bus stop, as well as West Minister and Coconut bus stop.

At such points, officials of the Petroleum Tanker Drivers branch of the Nigeria Union of Petroleum and

Natural Gas Workers, NUPEG, tried to clear the way for them.

A driver whose tanker was parked on the service lane (name withheld), claimed that his tanker had been in the queue along the service lane for almost two weeks while tankers belonging to their leaders and those who can pay the required N10,000 are allowed free access through the

expressway.

The driver warned that should the present situation be left unchecked, other drivers would soon abandon the queuing arrangement and return to the express.

A car dealer at Berger yard, who identified himself as Chukwuemeka Eze, said the service lane of the Mile 2 to Berger yard end of that corridor is normally free until between four and five in the evening when it is

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MARAN



News

The Conscience of Nigeria's Maritime Industry

April 2024

Where is NIMASA's Floating Dock?

...Stakeholders Question Delayed Deployment, Transparency

Stakeholders in Nigeria's maritime industry are raising pressing questions about the whereabouts and management of the N50 billion Modular Floating Dock acquired by the Nigerian Maritime Administration and Safety Agency (NIMASA).

Despite promises of relocation and utilization, the floating dock remains elusive, fueling concerns about transparency and accountability within the agency.

Since February, when NIMASA announced plans to move the dock to Continental Shipyard in Apapa, the deployment has yet to occur.

This delay has fueled skepticism among industry observers, who question NIMASA's commitment to managing the multimillion-dollar asset effectively.

The acquisition was initially celebrated as a significant boost to Nigeria's maritime infrastructure, aimed at enhancing the country's vessel maintenance and repair capabilities.



Dr. Dayo Mobereola, NIMASA DG

However, promises of deployment have been repeatedly unfulfilled, leading to accusations of underutilization and mismanagement.

Criticism has been directed

at NIMASA's leadership, particularly under former Director-General, Bashir Jamoh, for perceived lapses in strategic planning and execution.

Otunba Sola Adewumi, President of the Nigerian Ship

Owners Association (NISA), has called for accountability and transparency within NIMASA.

Dr. Chris Ebare, Chairman of the Institute of Chartered Shipbrokers (ICS), emphasized the need for specialized expertise in overseeing projects like the Modular Floating Dock.

He suggested a reevaluation of NIMASA's approach, advocating for dedicated professionals to manage the asset independently of the agency's leadership.

Former National President of the Nigeria Merchant Navy Officers & Water Transport Senior Staff Association, Engr. Matthew Alalade, voiced concerns about NIMASA's decision-making process, urging greater consultation with stakeholders and consideration of concessioning the dock to established shipyards.

Amidst these concerns, a

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Celebration of Life

The Maritime Reporters Association of Nigeria (MARAN)

commiserates with Captain Warredi Enisuoh, an industry stakeholder, on the loss of his mother, Mrs Theresa Enisuoh, who died on March 21, 2024.

Mrs Theresa Enisuoh who will be buried on April 27, 2024, hailed from Agbere in Sagbama Local Government Area of Bayelsa State and lived a dedicated Christian life.

MARAN wishes the entire Enisuoh family the fortitude to bear the loss.

Signed:
Godfrey Bivbere
President



Mrs Theresa ENISUOH



8 Months of New Marine & Blue Economy Ministry, What's the Difference?

On August 21, 2023, when President Bola Tinubu carved out an autonomous Marine and Blue Economy Ministry from the parent Transportation Ministry, the ovation was overwhelming. Experts in the field and other stakeholders saw the move as most fitting, the realization of a long-standing concern based on experience in other climes.

For the records, agitations for a separate maritime ministry had lingered, with those who should know postulating that that was the best way Nigeria can truly position herself to exploit and fully harness the huge natural resources in the maritime sector whose value and contributions to the national till far outweigh whatever oil and gas is contributing presently. Besides, with the declining relevance of oil and gas as the country's major revenue earner, it is argued, marine resources easily come in as a reliable replacement.

The new creation, Nigerians have been told, will guarantee an efficient and sustainable exploitation of ocean and marine resources for economic growth to improve livelihoods and create jobs while preserving the health and natural

status of the marine and ecosystems.

It encompasses a wide range of environmental, socio-economic and institutional objectives into the use of marine resources. These include tapping into a wide range of sectors and resources embedded in oceans, seas, coasts and waterways.

The ocean economy supports 90% of global trade and provides millions of jobs in the areas of shipping, tourism and offshore energy valued at US\$24 trillion. Marine fisheries and reefs, sea grass mangroves are worth US\$69 trillion; trade and transport comes up to US\$5.2 trillion even as coastal productivity and carbon absorption is valued at US\$12.1 trillion.

It has been argued that for Nigeria, establishing a separate Ministry of Marine and Blue Economy is strategic. It positions her to tap into her rich marine resources, an element of the national economic framework.

The country's coastline from the southern flank bordering the Atlantic Ocean spans over 420 nautical miles and an extensive economic exclusive economic zone of over 200 miles. Nigeria's maritime interests which extend to the Gulf of Guinea roughly covers an area of about 574,800 sq nautical miles with a 2,874 nautical coastline.

This affords her huge marine resources which can be dutifully exploited for job creation, thus transforming her to a global leader in sustainable marine activities. Norway is an example of how this transformation has been done successfully.

For Nigeria, the new ministry, if well run, has the capacity to generate more than US\$1.5 trillion annually as well as provide over 30 million jobs to the teeming youths. Beyond that, if better focus and proper strategies are put in place to effectively harness the fishing resources in Nigeria's vast coastline alone, which includes curbing illegal fishing and poaching by unauthorized foreign fishing companies, the country stands to have more than enough fishing resources for local consumption while supplying a vital source of protein to over 3 billion people globally. The quantum of contribution to the national purse remains to be imagined!

But seven solid months after creating the new Marine and Blue Economy Ministry, to the Federal Government is yet to chart relevant action plans and noticeable policy directions to drive the dream. This calls for concern!

Is it that seven months on, the brilliant idea of a new Marine and Blue Economy has become part of the usually unfulfilled political promises which, to the ordinary folk, remains the bane of the country's brand of democracy?

Even though expecting a complete transformation within so short a time is not feasible, when will the initial signs of a new beginning begin to manifest? When will the roadmap towards achieving desired ends be made available?

The onus of providing needed explanations lies with the authorities who saw the need to carve out the separate ministry.

Putting the ideas into visible and concrete action plans must take off. It is the considered opinion of MARAN Newspaper that to achieve this, experts who have sustained the dream for a long time be engaged forthwith to chart the way forward. Nigerians cannot afford to wait any longer!

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Tantita Security: Buccaneering the Oil Thieves?

In the face of escalating crude oil thefts that have beleaguered Nigeria's economy, Tantita Security Services Nigeria Limited has emerged as a formidable force against illegal oil activities.

Since its inception, Tantita Security, under the guidance of the Nigerian National Petroleum Corporation (NNPC), has implemented a series of innovative and strategic measures aimed at protecting the nation's oil assets.

Background:

Nigeria, one of Africa's largest oil producers, has historically suffered from high levels of oil theft.

This illegal activity costs the country approximately \$1 billion monthly, severely impacting the economy and contributing to environmental degradation.



In response, the Nigerian government, through partnerships with private security firms like Tantita Security Services, has

intensified efforts to tackle this pervasive issue.

Strategic Implementation:

Tantita Security's approach combines high-tech surveillance, including drones and advanced maritime tracking systems, with on-ground intelligence to monitor and protect oil installations.

The firm's operations are focused in the Niger Delta region, where the majority of oil thefts occur.

Their presence has not only deterred illegal activities but also aided in the apprehension and prosecution of perpetrators.

Collaborative Efforts:

Tantita's success can be attributed to its collaboration with local communities and government

agencies.

By engaging with community leaders and youths, Tantita has fostered an environment of mutual respect and cooperation, which has been crucial in gaining local intelligence critical to thwarting oil theft operations. Furthermore, partnerships with the Nigerian Navy and other security forces have bolstered its operational effectiveness, allowing for swift response times and greater coverage of vulnerable areas.

Impact Assessment:

Since Tantita Security took charge of the security in the Niger Delta and environs there has been a reported 50% reduction in crude oil theft, translating to significant financial recoveries for the government.

The firm's activities have also led to the seizure of hundreds of illegal refineries and vessels used in the transportation of stolen crude, which has further disrupted the theft networks.

Environmental and Social

Repercussions:

Beyond economic impacts, Tantita's efforts have positive environmental implications.

The reduction in illegal refinery activities, which often disregard environmental safety standards, has led to a decrease in pollution and environmental damage in the region.

Socially, the stabilization of the region's security landscape has improved community life, with fewer conflicts linked to oil theft and more stable local economies.

Future Outlook:

While Tantita Security Services has made significant strides in curbing oil theft, challenges remain, including political patronage of illegal oil networks and corruption within enforcement agencies.

The continued success of Tantita's operations will depend on sustained government support, transparency in their engagements, and the strengthening of legal frameworks to prosecute offenders.

Conclusion:

Tantita Security Services has become a pivotal player in the fight against crude oil theft in Nigeria, demonstrating the power of strategic security measures coupled with community engagement.

As they continue to innovate and collaborate, the hope is that the tide will turn permanently against the scourge of oil theft, ensuring the preservation and prosperity of Nigeria's precious oil resources for future generations.

PHOTOSPEAK



On Thursday, April 18, 2024, the Comptroller General of Nigeria Customs Service (CGC) Bashir Adewale Adeniyi visited Apapa Lagos, command.

In the picture, (left) the CGC is seen in a warm handshake with DC Enforcement, FC Nwanze.

Where is NIMASA's Floating Dock?

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staff of NIMASA who pleaded anonymity offered a critical perspective on the situation:

"The challenges we face with the floating dock can largely be attributed to the previous leadership's reluctance to heed expert advice, which unfortunately has resulted in

the asset becoming nearly outdated before being fully operational."

The representative further stated that the new Director-General, Dr. Dayo Mobereola, is aware of the issues and committed to resolving them:

"Dr. Mobereola has been

thoroughly briefed about the current status and complexities surrounding the floating dock.

He will be actively engaging with technical experts and stakeholders to expedite its deployment and ensure it operates at full capacity as swiftly as possible," he said.

Again, where is the Marine and Blue Economy Minister?

Since the appointment of former governor Adegboyega Isiaka Oyetola as the Minister of Marine and Blue Economy in August last year, most stakeholders have doubted his ability to deliver on this mandate being outsider his turf.

Some stakeholders argue that his appointment was not based on competence but cronyism being a cousin to President Bola Ahmed Tinubu.

They also kicked against his appointment on the ground of age as the new ministry of Marine and Blue Economy requires vibrancy and youthfulness to put so much in place.

From every indication, the Minister has not bothered to prove them wrong and the vibes coming from the Ministry suggests that those critics could as well 'go to the marines', as the man is not there to prove anything.

As have been variously cited, most people from Osun State, where the Minister hails from, firmly believe he did not win the gubernatorial election in the State in 2018 but the election was influenced by President Tinubu who was APC national leader with a lot of clout in the South West. They also maintain that he lost the election in 2022 to his PDP counterpart for nonperformance. This opinion is debatable since it has not been proven in any court of law.

The former governor was yet given another opportunity to prove his competency when he was appointed minister of transportation by President Bola Tinubu on 16 August 2023. Four days later, he was redeployed to the lucrative but newly created Ministry of Marine and Blue Economy, giving him a good pedestal to disprove his detractors.

The creation of the Ministry elicited great excitement from Maritime stakeholders who called for the injection of more experts in its management to meet its targets.

Whether stakeholders were excited about the appointment of Oyetola is another matter for conjecture.

Chairman, of Benin River Port, Greg Ogbefun, called on the managers of the new ministry to be willing to listen to advice and make the right decisions.

He however said, "They have not started well. We wish industry practitioners were brought into the top leadership to head the place, but again we are grateful that the administration of President Bola Tinubu has set up that ministry. They have appointed the people they



H.E. Adegboyega Oyetola

want to appoint, but I hope they are ready to understand the sector and make decisions on that. We all have to try and help them but after that first appointment, in the immediate layers, the people there should be professionals."

Launching into the terrain, the ministry organized stakeholder engagement and roundtable to chart the roadmap going forward. Although the discussions held in Abuja and Lagos were well attended, some stakeholders believed that certain promises made at the event by the Minister were more of kite-flying to buy the people over than believable policy statements.

For instance, the Minister said, that the government was projecting to earn over \$10 billion annually from the National Shipping Line which he promised to re-float

He also said that the ministry is pursuing its goal of generating 20 billion dollars annually.

Oyetola also said that his ministry was working toward creating two million jobs every year through strategic development within the sector.

The shipping line had gone moribund over the years. While his predecessors tried to reestablish it, they ended up

making frivolous trips, frittering the country's scarce resources in the name of seeking partners that never were. In the end, it was all a story to the enthusiastic but bamboozled stakeholders.

Looking at the indices on the ground, most stakeholders believe that the Minister is playing to the gallery by taking that route and would finish his term like his predecessors without the shipping line.

Oyetola also said that during his term the shipping line will also engender growth and further unleash the potential of the country's marine sector.

He said the shipping line would operate on a public-private partnership (PPP) model to fashion out strategies and policies that will drive development in the maritime sector.

Other areas in which the Minister made policy statements are that the Marine and Blue Economy will develop infrastructure in lake, and coastal facing cities to attract tourists to waters, and generate revenue.

The Minister said that the Nigerian Ports Authority will soon commence the implementation of full automation and cargo tracking to promote ease of doing business across various ports in the country.

As regards port efficiency and achieving 24-hour cargo clearance, he said, "We must move quickly towards improving the navigability of our waters, increase the draughts of our ports, achieve 24-48 hours cargo clearance, and ensure adequate connectivity of our ports to the hinterlands, with efficient road and rail networks."

To get his team together, Oyetola has held several retreats. In December he held a ministerial strategy retreat on the road map, strategic plan, and structure for the new ministry.

In attendance were policy experts, stakeholders, Heads of Agencies, Ministerial Aides, and essential Ministry staff. He has also secured performance bonds from heads of agencies under his Ministry as well as moved for changes in the headship of the Nigerian Shippers Council and NIWA.

Following the recent stakeholders' meeting to address the Apapa Port gridlock and e-call-up system, the Minister set up a committee to review and fortify the E-call-up system. The move aims to curb current abuses and enhance overall efficiency in the Lagos port corridor.

He further expressed his commitment to strengthening the system, seeking input from stakeholders during the committee's interactions with service providers and industry representatives.

Kayode Farinto, former acting National President, Association believes that the ministry can create employment for Nigeria's teaming youths and also ensure the industry generates revenue for the Federal Government if the Minister is up and doing, adding that "the untapped resources underwater will be harnessed."

He regretted that the Ministry of Marine and Blue Economy had not been harnessed, noting that their intention when they called for the creation of the ministry, was not known again.

He noted that with a proper blueprint, the government would address some of the challenges facing the sector.

According to Farinto, stakeholders have a lot of issues and challenges facing the maritime sector and the first is the issue of provision of forex for port operations.

"Others have to do with the call-up system at the port, which is failing now. It is causing corruption and is leading to a hike in the cost

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'Until We Develop, Use Other Seaports, Congestion Remains In Lagos'

Shortly before the long-standing traffic congestion on the ports access in Lagos disappeared recently, MARAN NEWSPAPER sought views of critical stakeholders concerning what has become a national embarrassment. The verdict: develop other ports and reduce attention on Lagos.

Unless other seaports in Nigeria are developed and put into use, traffic congestion at Apapa port corridor continues despite recent reprieve on the TinCan corridor,

National President, Oil and Gas Service Providers' Association of Nigeria, Mazi Colman Obasi has stated.

He said if Nigeria was refining its crude oil locally, there would have been no need for petro-tanker trucks and containers to gather at Apapa.

"We have God-made sea ports in different parts of the country that should have been developed and oil tank farms sited near them.

"There are sea ports in Warri, Port Harcourt, Calabar, including the natural deep seaport, Oron, Akwa Ibom State, among others".

Also, former Chairman of the Presidential Task Force on Apapa traffic, Dr. Kayode Opeifa, said: "Whatever you see in Apapa now must be the creation of some individuals or group of people.

"Apapa should be better off and free of any traffic situation. The government institutions that are saddled with the responsibility of managing the traffic should be seen to be on top of the situation."

A Lagos state official who spoke on condition of anonymity said the state government has already intervened with the view to addressing the fresh crisis.

"There are bad elements at the ports", he explained, "but we need to join hands together to bring sanity to the situation. I'm aware a committee has been set up to resolve the fresh crisis and restore sanity in the area."

Checks by MARAN Newspaper showed that businesses might be losing over N100 billion monthly as containers and petrol tankers continue to stay permanently on Apapa port corridor and environs in Lagos, where Tin Can and Apapa ports, factories, bonded terminals and other corporate organisations carry out their operations.

In a telephone conversation, National President, National Council of Managing Directors of Licensed Customs Agents, Mr. Lucky Amiwero based his



Traffic congestion along Oshodi-Apapa Expressway

estimation of losses on the turnaround time of tankers and the cost of personnel involved in different transactions. He said: "It is not an easy problem. The losses are huge and can be estimated at over N100 billion monthly. Some interventions have been made, but sadly, the petrol tankers and

containers continue to occupy the roads.

"The situation is worsened by the huge presence of tank farms in Apapa. We are an oil-producing nation that should not only export crude oil but also process our petroleum products. If everything is working well, we would not need

NPA Obtains \$700 Million from Citibank for Major Upgrades to Lagos Ports

By Olayinka Onigbinde

The Nigerian Ports Authority (NPA) has successfully secured a \$700 million loan facilitated by Citibank and underwritten by UK Export Finance (UKEF) to overhaul the Apapa and Tin-Can Island ports in Lagos. Concurrently, NPA is engaging with another financier to support the refurbishment of Eastern Ports, including facilities in Calabar, Warri, Onne, and Rivers, along with the reconstruction of the Escravos breakwater.

During the mandate letter signing ceremony in Lagos, NPA's Managing Director, Mohammed Bello-Koko, emphasized the urgency of the



Bello-Koko

upgrades. He announced that the funds were ready, and reconstruction work in Lagos would commence promptly. Additionally, Bello-Koko revealed plans to finalize another funding agreement for the Eastern Ports within the next month.

President Tinubu Activates Implementation of Nigeria's National Single Window Project

In a determined move to burst the red tape evident in administrative bottlenecks and allied bureaucracies that have constituted impediments to maximizing the comparative advantages that Nigeria's maritime endowments confer, His Excellency President Tinubu on Tuesday 16th April, 2024 inaugurated the Steering Committee on the Implementation of the National Single Window Project.

The Single Window solution interconnects all stakeholders involved in foreign trade and

enables them to perform trade procedures on one platform. The Single Window provides a comprehensive online environment for all governmental and business users such as importers, exporters, declarants, commercial banks, carriers, Customs, ministries, and other government agencies to perform trade operations.

By simplifying and automating Customs and trade processes, traders and Government agents benefit from smoother processes that enable a reduction of clearance times.

The Unified Trade Window

tank farms."

Similarly, another operator who pleaded anonymity said: "The turnaround trip should be about 72 hours. But it takes many days and weeks to transact business. Moreso, we also pay a lot as welfare cost in servicing vehicles and welfare of drivers, among others."

Recall that the presence of trucks and tankers have caused many accidents and loss of lives.

It also indicated that the police, Federal Road Safety Corps (FRSC) and other traffic-related agencies have encountered different challenges in the process of managing traffic and maintaining law, order as well as security in Apapa and its environs.

Other industry watchers who spoke to MARAN said that some of the many tank farms have large holding bays; some have small

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146 tankers line from Ilesha to Mile 2

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taken over by tankers.

Eze noted that unless urgent measures are taken to check the activities of these tanker drivers, he said not just tankers but truckers will return in their numbers to block the expressway.

Recall that transporters along that corridor had complained that hoodlums who operate round the clock also apply violence in extorting unregulated levies on all goods-bearing trucks on the roads, even though the corridor has been cleared.

Truck transport services providers have, therefore threatened that unless the Lagos state government intervenes to remove the non-state actors the transporters may be forced to commence parking along the expressway, a situation which had resulted in the chaotic traffic gridlock on the port corridors for over ten years.

Communique on ETO Call-Up system issued at the MARAN Breakfast Meeting on NPA's Electronic Call-up System Held on Thursday, March 7, 2024, at the Rockview Hotel, Apapa Lagos

PREAMBLE: The theme of the breakfast meeting was, "Re-positioning ETO Call-Up System for Optimal Performance". MARAN organized the breakfast meeting in response to the apparent dissatisfaction and criticisms pervading the Nigerian Ports Authority's (NPA's) electronic call-up system for trucks, otherwise known as ETO. The criticisms against the ETO include that the call-up system has worsened the Apapa roads traffic crisis; has facilitated corruption and extortion; has become a revenue-generating venture, rather than a problem-solving initiative, and as a result, it is a failed project. In light of these criticisms and the persistent traffic problems on Apapa ports access roads, MARAN rallied all the stakeholders together to unravel the truth, examine the challenges militating against the electronic call-up system, and proffer solutions that will reposition it for optimal performance.

PARTICIPANTS: The Nigerian Ports Authority (NPA), The Nigerian Shippers Council, Importers/Exporters, Freight Forwarders, Customs Agents, Truck Owners/Operators, Journalists and observers.

PAPER PRESENTATIONS: Two papers were presented at the breakfast meeting. Paper 1: "Re-positioning ETO Call-up System for Optimal Performance" presented by Lucky Eyes Amiwero, President, National Council of Managing Directors of Licensed Customs Agents (NCMDLCA), and Paper 2: "NPA's Electronic Call-Up System (ETO): Prospects, Challenges, and the Way Forward", presented by Kingsley Anaroke, Publisher, MMS Plus Newspaper. These papers stimulated heated discussions and debates on the electronic call-up system, after which some salient observations and resolutions were made.

OBSERVATIONS: At the end of the discussions, claims, and counter-claims, the following observations were made: The ETO Call-Up system has not failed, but needs a lot of improvement. The Call-up system has restored sanity on port access roads. The Call-up system has brought about a reduction in the turn-around time of trucks. There are undesirable human interferences in the system.



Automation remains the way forward to solving the Apapa traffic gridlock. Petroleum products tankers contribute significantly to the traffic crisis. Non-state actors, unions, security, and local government agents mount roadblocks that prevent the free and smooth movement of trucks in and out of the ports, thereby sabotaging ETO. There are uncoordinated terminal requests resulting in terminals requesting trucks beyond their holding capacity, leading to spillover to the roads and traffic gridlocks. Faking and racketeering of MSS stickers and ETO tickets by unscrupulous people bring distortions to the system. Infrastructure issues such as bad roads hamper the optimal performance of the call-up system. There was no traffic gridlock before the port concession of 2006, as all the port terminals had holding bays/truck parks. Inadequate truck parks and holding bays contribute to the lingering traffic crisis. There are loopholes in the system being exploited by unscrupulous individuals -such as the use of NPA's Minimum Safety Standard (MSS) Sticker, and the involvement of manual operations. The large increase in cargo inflow in the last 20 years is a contributory factor to the traffic crisis.

RECOMMENDATIONS/SOLUTIONS: Based on the above observations, and for the optimal

performance of the ETO Call-Up System, the participants made the following recommendations: NPA and TTP should improve the ETO software to increase performance and eliminate human operations. As an electronic platform, ETO should be truly electronic with no room for manual interference. There should be full automation of processes to eliminate human contact. Electronic (E-Tag) should be introduced. Licensed Customs Agents/Freight Forwarders should be incorporated into the call-up system, by linking the Cargo TDO to the system instead of the trucks. Importers, freight forwarders, and licensed customs agents who, by law own the cargo, should be the ones linked to ETO and not transporters who are engaged by them. Those who are not in charge of the cargo should not have anything to do with the cargo. The container or the cargo number should be on the ETO ticket. The terminal barriers at the port gates should be integrated with ETO to make the barriers reject fake and invalid documents. Fakers and buyers of MSS Sticker and ETO tickets should be identified and prosecuted if they continue with their nefarious activities. There should be legislation that will take a certain percentage of tonnage off the roads, using water and rail as means of evacuation from the ports. To eliminate the menace of multiple checkpoints by unions, security/traffic operatives, and LGA agents, payments due to them

could be factored into ETO from where disbursements would be made to them weekly or monthly, while hoodlums and operators of illegal roadblocks should be arrested and prosecuted. Truck owners/operators should be made to undergo training that will help them understand modern trends in traffic management, and to operate more efficiently in the digitalized traffic management process. The E-Call System should be extended to KLT1 and KLT2 to ease traffic congestion. An electronic call-up system should be introduced for petroleum product tankers to regulate their movement on the Tin-Can/Mile 2 access road. The ETO Call-up system should not be used for revenue generation but should focus on solving the Apapa traffic problem. NPA was commended for introducing the ETO Call-up system and urged to see to its further improvement. The participants commended MARAN for the breakfast meeting and enjoined the association to continue to do more for the maritime industry.

Further recommendations:

1. Full automation of processes to eliminate human contact
2. Integrate payment system of levies to ETO account to eliminate multiple checkpoints
3. Arrest and prosecution of operatives or thugs creating checkpoints for levy collection.

Why We Are Resisting the Ports and Harbour Bill — Comrade Adewale Adeyanju

Comrade Adewale Adeyanju is the President General of the Maritime Workers Union of Nigeria (MWUN) and also Deputy President of the Nigeria Labour Congress (NLC). In this interview, he spoke about the controversial Ports and Harbour Bill and other issues plaguing the Maritime industry.

The MWUN is against the Port and Harbour Bill. Has that position changed?

The issue of the Harbour Bill is a national issue that I think you all know where we are coming from. The action of this matter is to protect the welfare of our members because of what happened to us over the years where the government will tell us, that no workers will lose their jobs. At the end of the day, they will always put these gimmicks of deceit coming to the union and that of its workers. So the Harbour Bill is still on course, but up till now, the National Assembly has not called us for a stakeholders' meeting. This is because anybody who is trying to introduce what has been buried, I think that person is on

his own. For the union, whatever it is, we are set to mobilize our members for action. So the bill is on course and the union's actions will be on course too.

That was how the Union took it in 2005/ 2006 and the government had its way and concessioned the ports. What assurance do we have that this time around, the union will stand its ground?

We stood our ground the last time. If we had not stood our ground the last time, that bill would have been passed. They would have sent the bill. But because we were pragmatic, we knew what we were doing. We were proactive in our defense. This is because the union



Comrade Adewale Adeyanju

will always kick against something that is not good for the economy of this country. So the way we treated it the last time is the same way we

are going to treat it as time. We are going to apply all machinery on this issue because there are areas that

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Insurance Policies for Nigerian Maritime Sector

The Nigerian maritime industry is a major sector of the economy. It is the second largest revenue earner for the government after Oil and Gas and provides about two point three million jobs annually.

It handles over 90% of the country's import and exports, thus playing a key role in Nigeria's economic development.

The Managing Director of the Nigerian Ports Authority, NPA, Mohammed Bello-Koko said that NPA generated the sum of N501bn in 2023, while the Nigerian Maritime Administration and Safety Agency NIMASA generated the sum of N37.7b 2021, and the Nigerian Shipper's Council earned over N2.5 billion between 2020 and 2022.

The BB nature of Maritime business the world over made it susceptible to high risks, hence the need for insurance cover for the different risks that they are exposed to.

Maritime insurance in Nigeria refers to the insurance coverage provided for ships, vessels, cargo, and other marine-related risks within Nigerian waters. It is an essential component of the maritime industry, which plays a significant role in Nigeria's economy due to its vast coastline and active seaports.

Maritime insurance typically includes various types of coverage such as hull insurance (covering physical damage to the vessel), cargo insurance (covering loss or

damage to goods being transported), liability insurance (covering legal liabilities arising from maritime activities), and other specialized policies tailored to the needs of shipowners, cargo owners, and other stakeholders in the maritime sector.

In Nigeria, maritime insurance is regulated by the National Insurance Commission NAICOM, which oversees the insurance industry as a whole. Insurance companies operating in Nigeria offer various maritime insurance products and services to cater to the needs of businesses involved in maritime trade, shipping, and related activities.

Given the importance of maritime transportation for Nigeria's import and export trade, as well as its oil and gas industry, maritime insurance plays a critical role in managing risks and ensuring the smooth operation of maritime activities in the country.

Insurance coverage in the maritime industry is essential due to the significant risks involved in maritime activities such as vessel operations, cargo transportation, port operations, and offshore activities.

Types of Maritime Insurance

Marine Hull Insurance: This type of insurance covers physical damage to ships and vessels. It includes coverage for hull, machinery, and equipment. Marine hull insurance protects shipowners against risks such as collisions,



Marine Insurance Expert, Ifeanyi Ugwuadu

groundings, fires, and piracy.

Protection and Indemnity (P&I) Insurance:

P&I insurance covers liabilities and expenses arising from third-party claims, including bodily injury, property damage, pollution, and wreck removal. It protects shipowners, operators, and charterers against legal liabilities that may arise from their maritime operations.

Cargo Insurance: Cargo insurance covers loss or damage to cargo during transit by sea, air, or land. In the Nigerian maritime industry, cargo insurance is crucial for importers, exporters, freight forwarders, and logistics

companies to protect their goods against risks such as theft, damage, or loss.

Port and Terminal Operators Insurance:

Port and terminal operators need insurance coverage to protect their facilities, equipment, and liabilities. This type of insurance may include coverage for property damage, business interruption, liability for injuries or accidents on the premises, and environmental liabilities.

Offshore Insurance: Offshore insurance provides coverage for oil and gas exploration, production, and related activities in Nigeria's offshore oil fields. It includes coverage for offshore platforms, drilling rigs, pipelines, and associated liabilities.

War Risk Insurance: Given the presence of piracy and other security risks in certain maritime areas, war risk insurance provides coverage for losses or damages caused by warlike actions, acts of terrorism, or political unrest.

Insurance coverage in the Nigerian maritime industry is typically provided by local and international insurance companies, brokers, and P&I clubs. The Nigerian Maritime Administration and Safety Agency (NIMASA) regulates and oversees maritime activities, including insurance requirements, to ensure compliance with national and international standards.

Why We Are Resisting the Ports and Harbour Bill — Comrade Adewale Adeyanju

Continues from page 8

we feel that the union needs to be carried along. Some bills are good for economic purposes and there are some bills, too, that because everybody wants to make money, they will just sponsor all these anti-people bills that can kill the morale of the workers. So we are ever ready.

Are there specific areas that the union is against?

Well, insecurity is the order of the day now. We have not even studied the new bill properly. But we know what happened the other time when they were trying to decentralize port operations. How do you do that? We are trying to see the areas that are not good for our members, and we will look into the areas that are good for the economy too. We are not condemning it. But the areas that are affecting our members are what we are kicking against. There is no way you are going to divide the port into two or three. Where you are going to have a transport ministry. Why then are you talking about port efficiency? So if you are talking about having another transport ministry that is going to manage port operations, why do you create a ministry of Blue Economy? Because you removed the blue economy from the Ministry of Transportation. Who is the deceiving who? There are some aspects within the port operations that even the Nigerian Port Authority is not performing well in that area, such as the Jetties' operations. Over the years we always have too, DLs of Jetties. But now, hardly see the presence of NPA in all those Jetties. Do you see the presence of even NIMASA that are even part of the economic regulators? They are not physical in all the jetties. So for somebody now coming out somewhere trying to sponsor an obnoxious Bill against the wishes of the workers, we are going to resist it.

Now that you mentioned the jetties, that takes me to the issue of the IOCs. Have you not lost that battle?

We have not lost it. I am going to give you the agreement we signed. There was a serious communique that we signed with all the IOCs. Some of them have started complying. Even all the offshore and midstream officials have equally signed the communique. I am going to show you a copy. So we have not lost the battle but rather we have won the battle against the IOCs. It is our responsibility as a union leader to focus on what we believe in. What we believe in is the welfare of the workers and generating employment for the Nigerian

workers. So if they comply now, it is going to add more employment to Nigerians who have no job. Some of our students are graduating every day. But with this, we have gotten from the government and the IOCs, it is going to create more employment for Nigerian workers.

Does it mean the union is not going on strike on account of the IOCs again?

We have issued threats upon threats. If some of them are trying to be funny, we might go back. We only suspended the threats. When you give the ultimatum, an ultimatum is like an awareness between the union and the employers. So when the employers are trying to be funny, then we renew our ultimatum. So the way it is now, we have signed the communique. And I believe some of them have started responding properly. And I can assure you that we have won the battle against the IOCs.

We are in the beginning of 2024, naturally, the union should have a plan for its members. What are the plans of the union for the year?

Well, we have started very well, I just came back from the UK to sign a very robust agreement for seafarers. We just signed the agreement for Nigerian seafarers, and very soon Nigerian seafarers will be smiling at the bank. Those are the good things that we have started this year. So we have our agenda. Our agenda remains where we are and we are trying to improve upon those agendas about those employers of labor who have no regard for the workers, likely from the shipping branch. You know we declared a state of emergency in shipping where their remuneration is nothing to write home about, and where they are not ready to even pay attention to the welfare of workers. I think the Shippers Council, who the government has directed to midwife the minimum standard of

Some issues are still on the ground. This includes the issue of aged seafarers. I think by now it should have been settled. A committee was set up by the former minister to review the payment of the aged seafarers who worked with the defunct NNSL

shipping is on course, but if they try to be funny, we might be forced to 'dance' for them; which is normally part of our profession.

The union's name has come up in this crisis rocking the truckers' bodies. How comfortable is the union with the relationship with those who are managing truckers?

Our name must be prominent because we are working in the port and we are into transport business. There is no way we are not going to be part of those names. And the union also has a haulage district and haulage company that we floated. So we always align ourselves with responsible associations that are ready to do business with us. So our name must be prominent. Prominent in the sense that, yes, we are into business, we are in maritime, so our name will appear. But the one that is not good, you will not see us there. You remember the issue of COMTUA. We were part of COMTUA. We contributed immensely to COMTUA. When we found out that there was a leadership tussle in managing COMTUA, we pulled out. And the way it is now, I don't think we made the mistake of pulling out. We have justified why we pulled out. Because COMTUA has been divided into two, three, or four where some splinter groups have already come up again in the name of NAMTOP and others. They were all formed within COMTUA. We have various associations and we can only pick responsible associations among those splinter groups. So that's why we are still prominent in the haulage department.

The approaches to the ports in Lagos are still very chaotic. What is the stand of the union on this?

Our stand remains because I remember last year, we made some noise about the Tincan Island and Apapa ports and that the government should look inward and make sure that they fix the roads properly. You don't put trucks on the road when there is no parking space? You provided Ijora for them. Who is managing Ijora? How is it working? Where do you ask people to park their trucks? It's not working and you have "Eto" that is regulating those trucks on the road. Eto is working underground, but some people are sabotaging the efforts of Eto. So truck owners also need to blame themselves too, because if you are into the business of trucking, you should have where to park your truck; not on government roads. We have written a series of letters to this new administration about fixing the two roads, Apapa and Tincan.

As a union, what agenda would you set for the Ministry of Maritime

and Blue Economy for 2024?

Have I seen the minister myself? Is it not somebody who you have seen you will say you are going to set an agenda for? We have not met our minister. He is our leader. We have not met him and it's almost six months in office. Some people are blocking us not to see him. Those who are entertaining fear because one day, the union will meet him. We are going to see our leader. He is our leader. We respect him so much. He was one of the performing governors before he came in as a minister and will believe he is going to perform. But some people don't want us to see a minister and the minister cannot do without the union.

Why would some people not want the union to see the minister?

They are entertaining fears. They are afraid. You know when you have a skeleton in your cupboard, you will be telling the minister, don't worry, we know how to manage the union. But when the time comes, when the union is going to behave the way the union needs to behave, they will open that door for us to see the minister. We have sent letters of congratulations to him. We have sent letters of courtesy visits, but up till now, he has not opened his door. So I believe he is taking time to study the environment. He is going to look at us very soon.

But still, that does not remove the fact that as the PG of the union and the deputy president of NLC, there must be some things in the industry that you would wish the minister would attend to in 2024. What are those things?

Well, some issues are still on the ground. This includes the issue of aged seafarers. I think by now it should have been settled. A committee was set up by the former minister to review the payment of the aged seafarers who worked with the defunct NNSL. So we are hoping that the file is before the new minister of Marine and Blue Economy, where the task force committee will review and do what we call physical verification of all the aged seafarers. Already they have written to us and we are waiting. The dates have not been announced. So NIMASA and NPA have been commissioned to take care of the matter. We will use this medium to thank the DG of NIMASA who have been most concerned on this matter of aged seafarers. So we still have the issue of onboard gangway men too. There are a lot of under-declaration of cargoes that is taking place in port operations, as a result of not having people to tally those cargoes. It's happening and I can tell you categorically that we know what is going on underground.

Culled from Shipping Position

Agenda for the new Nimasa boss

On March 22nd, 2024, the new Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Dayo Moberola assumed duties at the Kanti Towers (now NIMASA Towers), the new ultra-modern headquarters of the agency.

He was pronounced the new helmsman of the rich government parastatal on March 11th, 2024 by President Bola Ahmed Tinubu to replace Dr Bashir Jamoh, whose four-year eventful tenure lapsed on March 10th, 2024.

As expected, the former Lagos Metropolitan Area Transport Authority (LAMATA) boss was elated by his new office and status.

He said this much when he expressed his enthusiasm to become the new NIMASA DG.

"It is with great enthusiasm and a sense of purpose that I step into this position" he had said with a glowing mien when he took over the baton of leadership from Mr Chudi Offodile, the Agency's Executive Director, Finance and Administration, who had been acting since the exit of Jamoh.

It is expected that Dr Moberola should be elated given the fact that he now sits atop an international-inclined, money-spinning government agency which is by far bigger in status, stature and scope than LAMATA.

However, we want to advise Moberola not to be carried away by the euphoria of his new office and position as he is faced with the daunting task of driving the most critical, dynamic and highly technical agency which is by far more tasking, engaging and challenging than LAMATA.

He should also know that he is in an industry that is international in operation and whose operators are cynical but discerning and sophisticated in thoughts and actions, who are unsparing in their criticism, who are impatient with laggards and who are quite friendly and supportive of intelligent, proactive and impactful Chief Executive officers of the frontline regulatory agency in the industry.

The industry whose stakeholders are intoxicated by successes but incensed by failures.

So Moberola should know what he is up against as he is stepping into the big shoes vacated by his predecessor, Dr Bashir Jamoh, whose modest achievements have now set parameters by which his performance shall be assessed.

Such parameters include but are not limited to shipping development, CVFF disbursement, full deployment of the agency's



Dr. Dayo Moberola, NIMASA DG

floating dock, change in Nigeria's fortune at the IMO elections where the country has become a serial loser, the proactive approach to the controversial National Seafarers Development Programme (NSDP).

Cabotage Vessels Financing Funds (CVFF)

Moberola is coming into the office to meet one of the most controversial, highly politicized and brazenly abused interventionist Programmes of the agency, the Cabotage Vessels Financing Funds (CVFF).

Initiated in 2003 through the Cabotage Act, it is meant to empower indigenous ship owners to enable them to compete effectively in the Cabotage trade.

The fund is the accruals from the two per cent deductions made from Cabotage contracts of indigenous ship owners.

The special purpose loan facility is meant to be disbursed to qualified beneficiaries who meet the stringent guidelines.

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It has suffered several abuse and postponements of disbursement dates and become an object of official deceit and controversy so much so that the indigenous ship owners for whom it is meant have lost hope and confidence in government sincerity.

Under Jamoh, who appeared genuinely sincere and committed, the funds came close to disbursement as it got two presidential approvals under President Mohammedu Buhari, first to Rotimi Ameachi and then in December 2022, to Muazu Sambo, both former Ministers of Transportation.

Sambo even had to stake his integrity on the disbursement of the controversial funds when in December 2022, he bragged "Hold me responsible if this funds is not disbursed. I am staking my integrity on the approval granted by Mr President"

We need not say that the funds were still not disbursed before he exited.

We went into the intrigues and opaque manner in which the vexed issue of CVFF disbursement had been handled for 20 years so Moberola would know the task at hand.

If he could eventually break the 20-year-old jinx of CVFF disbursement before he leaves office, he would become an instant celebrity among the highly sceptical stakeholders who have already written him off as a misfit before he even assumed duties.

Nigeria's Serial loses at IMO Category Elections

Another parameter that will be used to measure the performance

of the new NIMASA DG is how he would turn the fortunes of Nigeria around at the International Maritime Organisation (IMO) elections.

Since 2007, when Nigeria last won the election into the Category 'C' council of the IMO under the former NIMASA DG, Dr Ade Dosunmu, it has been a string of consistent losses after then.

Since 2009 till date, Nigeria's bids to win the coveted position at the IMO have been met with crushing defeats and near-misses.

The country became defeat-weary so much that it chickened out of the 2023 biannual elections when it failed to participate in the election held in the London headquarters of the IMO in December 2023.

Gboyega Oyetola, Minister of Marine and Blue Economy, who led other government officials on a jamboree visit to London in 2023 to observe the election which Nigeria ought to have participated, said Nigeria will not participate in that year's election to give ample room for preparations for the 2025 edition.

Moberola, with the active support and guidance of the minister, should leverage the giant stride made by his immediate predecessor towards this direction.

Jamoh has built international goodwill and made the government invest in robust maritime infrastructure which engender maritime security and safety.

It behoves the new helmsman at the agency to harness all these and deliver to Nigeria a place in the prestigious category C at the IMO Council.

If he does that in the next council elections in 2025, then some of his critics, especially in the maritime media, would be falling over themselves to confer on him the Maritime Man of the Year Award reserved for the performing CEOs in the industry.

Full deployment of the agency's floating dock.

Again, his immediate predecessor, Bashir Jamoh, had prepared a ground for the eventual deployment of this national asset.

NIMASA acquired the giant floating dock in 2018 at the staggering sum of N50 billion in what appeared that the agency put the cart before the horse as it searched for a suitable operational base for six years while the facility was idling away and gulping national resources.

Again, Where Is the Marine and Blue Economy Minister?

Continues from page 5

of cargo clearance. We hope that the government will be decisive on it.

"The port access road in the western region is even better but the eastern region is deteriorating, very bad. And the government generates nothing less than N50 billion from it daily, and the government seems to be looking the other way," he said.

He said that for Nigeria to strengthen the naira, it needed to address the issue of exportation, adding, "There is the need to encourage exporters to bring their cargo by rail.

"It will discourage a lot of things like extortion on the road, and various illegal taxes paid. It will improve the turnaround time for cargo. It takes time to bring cargo from the North to the port to be exported.

"If we have a cargo train, things can be done under two/three days and this can strengthen the naira and before we know it naira will be competing with dollars," he said.

A Maritime expert, Isa Olalekan Elegbede of Brandenburg University of Technology, also believes that the Minister could write his name in gold if he rises to the occasion.

According to him, the blue economy is the sustainable use of ocean and coastal resources for economic growth. It integrates environmental, social, economic, and institutional objectives into the use of marine resources. It includes a wide range of sectors and resources related to oceans, seas, coasts, and waterways.

"The ocean economy supports 90% of global trade and provides



Marine and Blue Economy Minister, Adegboyega Oyetola on ports inspection

millions of jobs. It includes shipping, tourism, and offshore energy valued at US\$24 trillion.

"Marine fisheries and reefs, sea grass and mangroves are worth US\$6.9 trillion; trade and transport US\$5.2 trillion; and coastline productivity and carbon absorption US\$12.1 trillion.

"Nigeria's establishment of a Ministry of Marine and Blue Economy is a strategic move. I believe the ministry will tap the country's rich marine resources as an element of the national economic framework.

"Nigeria's coastline stretches for 420 nautical miles and covers an exclusive economic zone of 200 nautical miles. Its maritime interests span the Gulf of Guinea, covering roughly 574,800 square nautical miles with a 2,874 nautical mile coastline.

"Marine resources can be exploited to create jobs and transform Nigeria into a leader in sustainable marine activities. It will help diversify the country's oil-based economy as well. Norway is

an example of how this has been done successfully.

On the areas the Ministry should focus on, he said, "Nigeria hopes to generate over US\$1.5 trillion annually from exploiting its marine resources. To achieve this, the ministry should do the following:

"Create an inclusive committee for effective collaboration among stakeholders and partners. The committee should include scientists, NGOs, youth, and traditional communities. Indigenous peoples, persons with disabilities, and the relevant federal government agencies should not be left out. The committee should advance beyond the scope of the Expanded Committee on Sustainable Blue Economy in Nigeria inaugurated by former president Muhammadu Buhari.

"Integrate sustainability into policies and strategies. Policies should prioritize sustainable marine resource use. Strategies should focus on sustainable and ethical harvesting, trading, extraction, and tourism. Blue economy personnel, unemployed youths, and women should be trained. Improved programs would foster sustainable practices and raise the sector's contribution to the country's gross domestic product.

"Sustain investment in ports, transport systems, and storage facilities. The same should apply to research and technology. Aquaculture, offshore energy, and

marine biotechnology should be advanced to increase efficiency and sustainability. Additionally, remote coastal communities should have access to resilient and blue renewable energy sources and systems to enhance the protection of coastal and ocean resources.

"Check mismanagement. To ensure a sustainable future for all, the government should protect coastal and marine ecosystems. Mismanagement could destabilize the delicate balance of these ecosystems. This is crucial, considering the intricate relationship between the blue economy and marine habitats. Neglect puts fish resources at risk and endangers vital sectors like maritime transport, energy and fishery."

As the clock ticks, there seems to be nothing in the horizon to give one hope to cheer concerning the performance of the Minister. The last I checked, the social handles that were bursting at the seams after his appointment went dead since February.

Again it is still a bit early to make a firm statement on this matter.

While critics believe that the appointment was simply 'a retirement benefit for the Baba', we at MARAN still uphold that there still time for Oyetola to make a difference. Time will however tell who is wrong.

'Until We Develop, Use Other Seaports, Congestion Remains In Lagos'

Continues from page 6

spaces while some do not have spaces at all for parking.

Industry regulator, the Nigerian Midstream and Downstream Petroleum Regulatory Authority (NMDPRA) makes availability of parking lots a pre-condition for the establishment and operation of tank farms in Nigeria.

The sordid traffic situation is worsened by tanker and truck owners that have no targeted destinations. They permanently occupy the roads while waiting to be hired by persons and businesses that have consignments to deliver.

It was also gathered that even some trucks with targeted destinations prefer staying on

the roads to spaces provided for them at the ports as they intend to not only evade parking fees but also consider it faster to get to the ports after paying tips to security agencies happily waiting to collect same.

As part of efforts in progress to resolve the logjam, Port Manager, Lagos Port Complex (LPC) Mr. Charles Okaga told MARAN NEWSPAPER that the Federal Government, through the Ministry of Petroleum Resources, was already in talks with tanker owners and drivers.

Okaga clarified that the Nigerian Ports Authority (NPA) was in charge of containers carrying trucks and not tankers, adding that it had to establish the Electronic call-up system to manage the in-flow and out-

Maritime Agency Heads: How they fare...

All the agency heads under the Marine and Blue Economy are newbies except the NPA boss. While some of the agency heads have began work in earnest since assumption, some others are 'still wallowing in abyss of idealism and yet unbaptized in the Jordan of mental emancipation,'... borrowing a term from Dr Nwafor Orizu works.

It is obvious that while some have come for serious business, some others are for jamboree.

Our next edition will throw searchlight on Agency heads and

their foray so far. They will also be brought to the court of public opinion. It will make an interesting read.

The newspaper has also been x-raying the performance of various customs commands. The next edition will zero in on the best performing command and the efforts of the man at the saddle. The verdict will also become a monthly routine to boost excellence.

Keep a date with us.

— Editor



MRS THERESA ENISUOH: A CALL TO ETERNAL GLORY

Tantita Security Services Nigeria Ltd expresses condolence with our Executive Director, Operations and Technical Services, **Captain Warredi Enisuoh** on the death of his mother, **Mama Enisuoh**, popularly known as **'Nurse'**. She passed on to glory on March 21, 2024.

We stand by our able ED in this trying times and pray for the eternal repose of his dear mother's soul. May heaven receive her blessed soul.

Signed:
Management



Mrs Theresa ENISUOH
(Aka Nurse)