

**NIGERIAN PORT PROCESS MANUAL:**

# Banishing Corruption, Sustaining Port Efficiency

BILINGUAL



NIGERIAN

**PORTS**Today

Web: [www.nigerianports.gov.ng](http://www.nigerianports.gov.ng)

\*VOL. 7 No 29; JAN- MARCH 2022

\* ISSN: 2276-6413

The Hub of Maritime

## **AUTOMATION:**

# **Panacea To Gridlock At Lagos Ports**

**AUTOMATISATION:**

**APPROCHE DE SOLUTION AU  
PROBLEME DE L'EMBOUTEILLAGE  
DANS LES PORTS DE LAGOS**

NOT FOR  
SALE

Oga Cargo Owner, Empty containers can  
ONLY be returned to the ports through approved  
holding bays of shipping companies on Ètò



**...No Ètò, No Truck Park, No entry to the Ports**



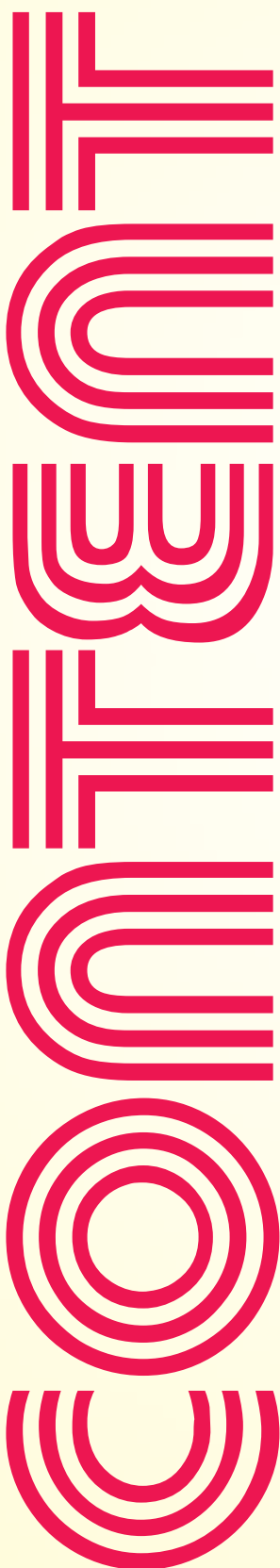


The Management and Staff of  
**NIGERIAN PORTS AUTHORITY**  
wish you a Happy & Prosperous  
New Year

**2022**







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# From the WHEELHOUSE



## BETTER PORTS, HIGHER PERFORMANCE....

**A**fter the initial headwinds occasioned by the Covid-19 pandemic, the Nigerian economy has steadily regained its bounce and demand for port services has been on the rise as trade volumes increase. Like other areas of the national economy, the port industry in Nigeria has also had its challenges from within and outside. However, by taking effective counter-measures, the Authority has demonstrated competence and commitment to overcome these challenges.

At a strategic retreat organised for the senior cadre of the Organization, the Management gave an assurance that, it is determined to create and sustain a competitive port system offering best-in-class marine services.

The Acting Managing Director, Mohammed Bello Koko leading the charge said that, smart and actionable steps are being taken towards enhancing the status of the NPA as a regional hub with the most business friendly environment for international trade.

Speaking as a leader prepared for the task ahead, Bello Koko told the Management Team that “excellence is a moving target, we cannot afford to rest on our laurels, we must redouble our commitment to continuous improvement as an organisational culture. Surpassing internal and external stakeholders’ expectations, which remains the cardinal objective of this management, will require your unalloyed support as heads of directorates, divisions, locations, departments, port sections and units”.

The drive by the new leadership at the Nigerian Ports Authority has resulted in more emphasis on transport efficiency and better application of resources, as the Management Team work together to make Nigerian ports better for higher performance.

In the words of the man at the helm, “we appreciate that the tough circumstances at the ports have existed for years and requires committed and focused leadership, we’re therefore determined to pursue outcomes that will reduce cost of doing business at the ports, sanitize the operating environment and position the Authority on a sustainable growth path for the future”.

It is noteworthy that through prudent management of resources, the Authority in the first nine months of 2021 was able to raise its internally generated revenue by a significant 120% and reduce its operating expenses by 20%. Overall, the Authority remitted N89.9billion into the consolidated revenue fund of the federation; this is the biggest in its over 60 years of history.

The pragmatic style of the current Management has taken the ports to a higher level of performance. The Authority is focused on key operational deliverables related to Operations, Ports Infrastructure, Finance, Administration, Human Resources, and other factors which interplay to make port services efficient, competitive and affordable.

Our lead story which is titled, “Automation: Panacea to Gridlock at the Lagos Ports” gives a comprehensive insight into the interventions and implementation strategy of the electronic truck appointment system that has led to tremendous improvement in vehicle travel time on the access roads leading to the ports in Lagos. This edition also focuses on the Nigerian Ports Process Manual (NPPM) which is designed to boost transparency, eliminate bottlenecks and delays in the cargo clearance process at the port.

In our trending news segment, you will read about the collaboration between NPA and the Independent Corrupt Practices Commission (ICPC) to free Nigerian Ports from all forms of corruption. We also dwell on plans by the Authority to make Nigerian ports become fully digital by 2025; and the Authority’s preparedness for the take-off of the Lekki Deep Seaport in 2022, with the goal to optimise Nigeria’s trade interconnectedness with global markets and countries under the African Continental Free Trade Area (AfCFTA).

This edition is packed with useful and topical stories for your reading delight, along with carefully selected technical articles written by our resourceful contributors and in-house experts, in addition to the regulars - Health, Cuisine, Palons Francias, Sports and Travelogue.

As you surf through the publication, please remember that we look forward to your valued feedbacks and comments ■

Ahoy!

  
**Nasiru Ibrahim**  
Editor-in-Chief

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# De la TIMONERIE



## MEILLEURS PORTS, UNE PLUS GRANDE PERFORMANCE ...

**A**près les turbulences initiales occasionnées par la pandémie de Covid-19, l'économie du Nigeria a constamment rebondi et la demande des services portuaires a été à la hausse du fait que le volume du commerce a également augmenté. Comme il en est avec les autres sections de l'économie nationale, la chaîne portuaire au Nigeria s'est également confrontée à des défis internes et externes. Pourtant, en prenant des dispositions efficaces pour remédier à la situation, l'Autorité portuaire a, une fois encore, fait preuve de compétence et d'engagement à relever ces défis.

Lors d'une retraite stratégique organisée à l'intention des cadres supérieurs de l'organisation, la direction a réaffirmé son engagement à créer et à maintenir un système portuaire concurrentiel capable de prêter les meilleurs des services portuaires.

Le directeur général par intérim, M. Mohammed Bello Koko, à la tête de l'organisation, a déclaré que des mesures intelligentes et actionnables sont en train d'être prises pour rehausser le statut de l'Autorité portuaire du Nigéria (APN) en tant que hub régional et créer le meilleur environnement commercial favorable au commerce international.

Parlant comme un dirigeant qui s'est bien préparé pour la tâche future, Bello-Koko a fait comprendre à son équipe de direction que "l'atteinte de l'excellence est le but agissant et nous ne pouvons pas nous permettre de nous contenter de nos acquis, nous devons redoubler notre engagement vis-à-vis de l'amélioration continue de nos prestations portuaires ; ce qui s'inscrit dans notre culture organisationnelle. Dépasser les attentes des parties prenantes internes et externes, mot d'ordre qui demeure l'objectif cardinal de cette direction, nécessiterait une entière coopération de nous tous en tant que chefs de directions, de divisions, de milieux, de départements, de sections et d'unités. "

L'effort de la nouvelle équipe dirigeante au niveau de l'Autorité portuaire du Nigeria a abouti à plus d'accent sur l'efficacité du transport et la meilleure application des ressources au fur et à mesure que l'Equipe de direction œuvre ensemble pour améliorer les ports nigériens en vue d'une plus grande performance.

Dans les mots de l'homme à la tête de l'organisation, "nous apprécions le fait que les situations difficiles dans les ports ont perduré pendant des années et exigent un leadership engagé et bien focalisé, nous sommes alors prêts à poursuivre les résultats qui vont réduire le coût des affaires dans les ports, assainir l'environnement opérationnel et positionner l'Autorité portuaire sur la voie qui, à l'avenir, mènera à la croissance durable".

Il est à remarquer que grâce à une gestion rationnelle

des ressources, le nouveau leadership de l'Autorité a réussi pendant les neuf premiers mois de sa prise de fonction à la tête de l'organisation à augmenter ses revenus générés à l'interne d'un pourcentage significatif de 120% et a réduit ses dépenses de fonctionnement de 20%. Dans l'ensemble, l'Autorité a versé 89,9 milliards de nairas au fonds de revenus consolidé de la fédération, ce qui a été le plus grand versement depuis sa création il y a plus de 60 ans.

L'approche pragmatique de l'actuelle équipe de gestion a hissé les ports à un plus grand niveau de performance. L'Autorité se focalise sur les livrables opérationnels clés dans les domaines relatifs au fonctionnement, à l'infrastructure portuaire, à la finance, à l'administration, aux ressources humaines et aux autres facteurs qui interagissent pour rendre efficaces, compétitifs et abordables les prestations portuaires.

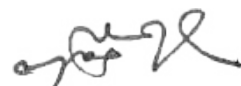
Notre article à la une qui est intitulé 'Automatisation : Approche de Solution au problème de l'embouteillage dans les ports de Lagos" donne à un aperçu global aux interventions et à la stratégie de mise en œuvre du système de nomination électronique des camions. Cette approche a permis à une grande amélioration du passage en temps réel des véhicules sur les routes d'accès qui mènent aux ports à Lagos. L'édition se penche également sur le Manuel nigérian de procédures portuaires (MNPP) qui a été élaboré dans le but de promouvoir la transparence, éliminer les goulots d'étranglement et des retards dans le processus de dédouanement des marchandises.

Dans le secteur de nos actualités brûlantes, vous aurez aussi des informations portant sur la collaboration entre l'APN et la Commission indépendante de Lutte contre les Pratiques corrompues (CIPC) pour libérer les ports nigériens de toutes formes de corruption. Nous avons également abordé les plans élaborés par l'Autorité pour transformer les ports nigériens en ports entièrement numériques en l'an 2025 ; et la disponibilité de l'Autorité à faire démarrer le port en eau profonde de Lekki en 2022 avec le but d'optimiser l'interconnectivité du commerce nigérian aux marchés mondiaux et aux autres pays dans le contexte de la Zone africaine de Libre Echange Continentale (ZALEC).

Cette édition est remplie des toiles de fond d'actualités que vous pouvez lire avec plaisir étant à la fois parsemée par des articles techniques bien rédigés par nos personnes ressources et experts de la maison outre les articles réguliers qui traitent des sujets tels que - Santé, Cuisine, Parlons Français, Sports et Travelogue.

En naviguant à travers la publication, n'oubliez pas de nous faire parvenir vos réactions et commentaires que nous apprécions à leurs justes valeurs ■

Ahoy!



**Nasiru Ibrahim**  
Éditeur en chef

# AUTOMATION:

## Panacea To Gridlock At Lagos Ports



- NASIRU IBRAHIM

**D**espite boasting of the most extensive port network in West Africa, the size of Nigeria's population and commercial activities have placed a lot of strain on the country's port infrastructure including port access roads. As landlord, the Nigerian Ports Authority (NPA) has over the years made several interventions to resolve the incidence of heavy vehicular and human traffic on access to the country's seaports and off-dock terminals. The rapid growth of the country's economy from the 1970s led to intractable traffic gridlock around the ports, especially in the two seaports in Lagos, where no less than 70 percent of the country's imports are processed. Today, the volume of trade being handled by

existing ports in Nigeria is far above their designed capacities.

The Authority also invested in infrastructure upgrades to improve access to the six major seaports in the country. One notable intervention is the collaboration with two private terminal operators on the reconstruction of the access road leading to the country's premier port in Apapa.

Although a large section of the access route has been rehabilitated, the Apapa gridlock appears not to have sufficiently received the needed solutions.

In 2019, the Authority began to experiment with a manual scheduling arrangement for trucks prior to the deployment of a fully automated booking system in February 2021.





**Mohammed Bello-Koko, Acting MD, NPA**

### THE GAME CHANGER

After extensive ground work and consultations, the Nigerian Ports Authority on 23rd February 2021, gleefully announced the roll-out of an electronic truck call up system, to resolve the perennial gridlock at the nation's busiest seaports, located in Lagos.

The NPA in a press statement noted that: "As part of efforts aimed at finding a permanent solution to the problem of truck congestion around Apapa and its environs, the Authority is pleased to announce the commencement of Eto, the electronic truck call-up system designed for the management of truck movement and access to and from the Lagos Ports Complex and Tin-Can Island Port, Apapa, Lagos".

To this end, "all trucks doing business at the ports will be required to park at the approved truck parks until they are called up into the port through the Eto App. The Eto application will be responsible for the scheduling, entry and exit of all trucks into the ports with effect from 27th February, 2021".

The new system requires that, "all

transporters, truck owners and truck drivers will be required to download the Eto App from Google play store or sign up at <http://eto.ttp.com.ng> before the commencement date to enable them register accordingly. In addition, cargo owners should please note that empty containers can only be returned to the ports through the approved holding bays of shipping companies using the Eto Platform.

In accordance with the operating procedure, it is the responsibility of the shipping companies to move empty containers from the holding bay to the port. All that the cargo owners have to do is drop their empty containers at the holding bay of the shipping company, from where shipping companies will make the necessary bookings on the Eto platform to return the empty containers to the port.

NPA in its release cautioned that "non-compliance to the use of Eto and its guidelines will result in denial of access into the ports, impounding of trucks and withdrawal of registration/operating license". Nevertheless, the Authority also solicited the cooperation of transporters, truck drivers, cargo

owners, clearing agents, shipping companies and all port users in the implementation of the system, which will bring order and sanity to the ports access roads.

The novel Eto call-up platform came live on 27th September 2021, and it became mandatory that, all registered truck companies, terminal operators and freight agents download the app, and then proceed to create an account to schedule the movement of trucks in and out of the ports.

### BENEFITS OF THE 'ETO' APP

The new system brought a huge relieve to port subscribers and other port users resulting in increase returns on logistics investment while maximizing time per trip; ease truck traffic congestion and streamlining cargo movement activities. The smart parking for trucks; information navigation options for truck owners/drivers on available parking spaces; as well as convenience and safety for drivers at designated truck transit parks, also contributed in the municipal traffic management thereby preventing the parking of trucks on roads and bridges.

The roll-out of the electronic truck call-up platform proved to be a game-changer as its impact on the carriage cost of goods was instantaneous. The haulage fee imposed on fully-laden containers from the Lagos Ports Complex, Apapa to a destination within the Lagos area fell by as much as 70% in the week the ETO app was formally launched.

Similarly, carriage cost from Tin-Can Island Port to warehouses within Lagos State dropped progressively from over N1million in December 2020 to as low as N210, 000 for a 20 TEU container by the second quarter of 2021.

### TEETHING PROBLEMS

However, like every innovation there were teething challenges and deviance by recalcitrant truckers who were not comfortable with the new order. This was despite the directive by the NPA that "non-compliance to the "Eto" guidelines will result in denial of access into the ports, impounding of trucks and withdrawal of registration or operating license", some



**Truck Transit Park Operations/Control Room, Lilypond, Ijora**

unscrupulous truck drivers and their collaborators in uniform along the port access corridor were bent on derailing the system.

Whilst responsible trucking companies continue to follow due process, the actions of some desperate truck drivers have become a big worry to the Authority.

After the tranquillity witnessed in the early weeks following the launch of the Eto app, those vested interests responsible for the sorry traffic situation around the port began to push for a reversal.

Truck owners in collusion with some corrupt state agents including NPA security staff, began to willingly circumvent the process. Allegations of forgery of transit e-tickets or and selling of tags to truck drivers by unscrupulous TTP employees were rife, while the cries of extortion by security operatives assigned to monitor traffic along the port corridor became increasingly strident as those benefiting from the existing disorder seem determined to preserve the status quo.

Apparently determined to rejig the system and rid it of all infractions, the NPA, in June approved the sack of six of the truck parks that were being used in the new call-up system. The affected truck parks were found to have made infractions in the system.

#### **A NEW SHERIFF**

Less than three months after the deployment of the Eto platform, the Authority's Executive Director of Finance and Administration, Mr. Mohammed Bello-Koko was appointed as Acting Managing Director of the NPA.

Bello-Koko's first public action when he assumed office was a visit to the Lilypond Terminal where operation of the "Eto" system is domiciled, to re-assess first-hand the quality of infrastructure and operational framework deployed by the system manager.

During the visit, Bello-Koko interacted with haulage operators, truck drivers and other port users and promised that both the online scheduling process and truck transit arrangement would be fine-tuned to check manipulation and other infractions or alleged abuses associated with the new arrangement.

Recalling the steps which he took to restore sanity to the system, he said: "The first thing I did on assumption of duty in May was to look at what we have on ground, which is the "ETO" system or the electronic truck call up system. I was part of the team as Executive Director Finance and Administration that midwife this system; before my appointment as

Acting Managing Director, so it wasn't something new. I visited the main truck transit park at Lilypond, to see what was happening. I also moved round into the ports."

Bello Koko explained that the idea behind his visit was to have first-hand understanding of what the challenges were. "We held a meeting with TTP, which is the company managing ETO on behalf of Nigerian Ports Authority. We analysed what has been happening from February to May, and we identified some lapses. One of the lapses we observed was the limited deployment of access and control systems that should have been in place at the satellite truck parks. We also looked at the non-deployment of physical infrastructure like bollards, the CCTVs and automated gates, so we sat down with them and we gave them a deadline to deploy these things."

He also acknowledged that, "the essence of ETO is to streamline the movement of cargo trucks in and out of the port, reduce human interference, and speed up the clearance process. For as long as there is human interference there will be delays, there will be extortion and so on and so forth. And when we did that, all the deployments, not immediately, maybe few weeks later, everything that should be deployed particularly



on the Apapa axis, had been deployed. And I can tell you that we have been able to reduce the traffic gridlock. The long trail of traffic hitherto that gets as far as Surulere is now gone. The pockets of traffic are now within Apapa. What do we now focus on? We need to work on the issue of human interference, stealing of “ETO” tickets and so on and so forth.”

#### **MASSIVE STAKEHOLDERS' SUPPORT**

In keeping with his promise to ensure that the goal of “Eto” is not derailed, the Acting MD met with the Lagos State Governor; His Excellency Babajide Sanwo-Olu to fine-tune strategies to curb indiscriminate parking and alleged extortion of truck drivers by traffic and security operatives on the access roads leading to the ports. The NPA boss, along with his management team and port industry stakeholders met with the Lagos State Government team at the Lagos House in Marina. The NPA and Lagos State Government resolved to collaborate more on enforcement of traffic rules by rejigging the security architecture on the port access roads which has been fingered as a major contributor to the delays and extortions along the ports access corridors.

A part of the initiatives to achieve the agreed objectives was that monitoring and traffic enforcement within the port axis to be a 24-hour operation.

Lagos state Governor, Mr. Babajide Sanwo-Olu equally promised to engage owners of oil tank farms and representatives of the petroleum workers' unions in the State, to key into the “Eto” platform, to put an end to the indiscriminate parking of oil and gas trucks on the port access roads. The Governor affirmed that private operators in the port must play their part at ensuring that the ports in Lagos are transformed into logistics centers of excellence. Thereafter, there were series of engagements held with the top hierarchy of the Military, the Nigerian Police and other security agencies as well the Lagos State Government alongside critical industry stakeholders.

The outcome of these engagements led to tremendous improvement in travel time along the port access roads in Lagos.

Not done, the Authority in

conjunction with the Federal Ministry of Transportation (FMOT) also reached out to the Federal Ministry of Works on the timely completion of the reconstruction of the Sunrise Bus Stop to the Mile 2 stretch of the Tincan Island Port corridor which has brought about a positive attention and action on the road.



***“In keeping with his promise to ensure that the goal of “Eto” is not derailed, the Acting MD met with the Lagos State Governor; His Excellency Babajide Sanwo-Olu to fine-tune strategies to curb indiscriminate parking and alleged extortion of truck drivers by traffic and security operatives on the access roads leading to the ports.”***

#### **ETO' RE-LOADED**

The Bello-Koko led Management continues to engage (TTP Limited) to rejig the implementation of the electronic call-up system having identified lapses associated with the system when it was newly introduced. Under the new operational modality, a daily manifest is generated by TTP for all trucks approved to access the port. This manifest will be shared with all customers (subscribers), while truck owners would inform the drivers of trucks on the list/manifest to proceed to their various port destinations according to their allotted time as stated in the manifest.

The manifest for each day's movement will be circulated by 10pm of the previous day and all movements will be done strictly in accordance with approved time belt for each truck category. The trucks that will be on the manifest are those that emanate (i.e. pre-gated out) from truck parks approved by NPA/LASG, the status must show “left Pre-gate” on the “Eto” dashboard.

Furthermore, all trucks must physically be situated in their respective truck park or pre-gates before being called out or pre-gated out, as applicable. Any truck or truck park found not complying will be blacklisted or shut down. Vehicles not verified from such truck parks but are on the manifest shall not be allowed into the port. The responsibility for ensuring all trucks reflected in the manifest physically

emerged from the truck parks shall be that of the truck parks and TTP. At the port end, TTP is to ensure only trucks on the manifest gain access into the port while NPA provides security.

The rule stipulates that after a ticket has been duly issued, it is the responsibility of the truck owner/driver to secure it. Law enforcement agents such as the Lagos Traffic Management Authority (LASTMA), Nigeria Police, NPA Security etc, are not authorized to check driver's call-up tickets. The truck status can be validated by law enforcement officials using the manifest as published and the trucks registered plate number. The LASG/LASTMA shall impound all trucks not on the manifest but hanging around port locations at any-time, without additional notice.

#### **THE REQUIRED TRUCK MINIMUM SAFETY STANDARDS**

The NPA also commenced the implementation of Minimum Safety Standards (MSS) scheme for trucks, anchored on the “Eto” platform, effective Thursday 1 July, 2021.

The action by the NPA, aimed at putting an end to incessant breakdown of trucks on the port access roads, is in furtherance to the understanding reached with the Lagos State Government (LASG), as part of solutions in the enforcement of the “Eto” call-up system, designed to facilitate smooth transit of bulk cargo and container carrying trucks going to the port.

It is a requirement that henceforth, only trucks confirmed by the NPA to have met the MSS requirements and duly issued with an MSS certificate will continue to be active on the “Eto” platform, managed by the system operator – Truck Transit Parks Limited (TTP). Any truck or vehicle not confirmed or certified will be denied access to initiate bookings on the “Eto” platform, until it has met all MSS requirements as stipulated. Also, owners of trucks yet to meet the MSS requirements are advised to contact the NPA Safety Department at any of the two port locations in Lagos for appropriate guidance. After the vehicle is



**An improved port access road**

certificated, the truck details are to be uploaded on “Eto” in order for the truck to continue doing business at the port.

The MSS scheme is the outcome of a Memorandum of Understanding (MoU) signed between NPA and the Federal Road Safety Corps (FRSC), to stem the increasing cases of trucks breakdown and containers falling off articulated vehicles inside the port and on highways that has claimed hundreds of lives and destruction of properties. The MSS is based on safety standard of the FRSC.

The scheme equally stipulates that all trucks doing business inside the port must go through a safety audit and be certified as fit-for-purpose. Absence or defect of certain vehicle parts and accessories will disqualify a truck from certification.

The safety inspection covers items that include the truck head, driver and vehicle particulars, trailer carriage unit, tyres, brake system, lifting jack, driving mirror and speed limiter. The items checked will be recorded as satisfactory or non-satisfactory after the inspection.

#### **THE SUCCESSES SO FAR**

A total of 80,000 trucks have so far registered on the ‘Eto’ platform, however only 16,000 trucks have met

**The port access road of old**

the minimum safety standards, an indication that more work is needed to enthrone safety and prevent accidents within the port corridor.

#### **THE NEXT LEVEL**

The NPA intends to focus on geometric improvement of the call-up system, including the deployment of additional physical and IT infrastructure. This is in addition to granting approval for more truck parks in response to the concerns raised by haulage operators. Following the success achieved with the use of technology to resolve the intractable traffic along the access routes to the Lagos ports, Management of the NPA is set to

roll-out a similar electronic booking system to control the movement of barges involved in the transfer of empty or export containers and evacuation of laden containers at the port. The Authority is also intensifying its engagement with shipping companies to ensure that there are more container holding bays.

Notwithstanding the initial hiccups, the success that the NPA electronic call system has become, especially since the Acting Managing Director has re-jigged the workings and the structure gives assurance that, the seemingly intractable Apapa traffic gridlock is becoming a thing of the past ■





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# AUTOMATISATION:

## APPROCHE DE SOLUTION AU PROBLEME DE L'EMBOUTEILLAGE DANS LES PORTS DE LAGOS



**NASIRU IBRAHIM**

**M**algré le fait qu'il se félicite de la disposition d'un réseau portuaire le plus vaste en Afrique de l'Ouest, la dimension de la population du Nigeria et les activités commerciales ont exercé beaucoup de pression sur les infrastructures portuaires du pays y compris les voies d'accès aux ports.

En tant que propriétaire, l'Autorité Portuaire du Nigeria (l'APN) a pendant des années apporté plusieurs interventions pour résoudre le problème relatif à la lourdeur du mouvement véhiculaire et de la circulation des personnes surtout au point d'accéder aux ports et aux terminaux hors zones portuaires.

La croissance rapide de l'économie du pays depuis les années 1970 a conduit à un embouteillage intraitable surtout des ports, surtout au niveau des deux ports maritimes à Lagos, où sont traités pas moins de 70 pourcents des importations du pays. Au jour d'aujourd'hui, le volume de commerce qui est traité par les ports du Nigeria est actuellement supérieur à leurs capacités prévues.

L'Autorité portuaire s'est également investie dans la mise à niveau des infrastructures pour améliorer l'accès aux six principaux ports dans le pays. Une intervention remarquable est la collaboration avec les opérateurs des deux terminaux privés au sujet de la reconstruction de la voie d'accès qui





Mohammed Bello-Kolo, (DG pi), APN

mène au premier port à Apapa.

Quand même une grande partie de la voie d'accès a été réhabilitée, l'embouteillage d'Apapa paraît n'avoir pas encore trouvé suffisamment de solutions nécessaires.

En 2019, l'Administration portuaire a commencé à entreprendre une expérimentation avec une programmation manuelle des camions avant le déploiement d'un système de réservation entièrement automatisé en février 2021.

#### UN CHANGEUR DE JEU

Après un travail intense et des consultations de base, l'Autorité Portuaire du Nigeria a annoncé avec fierté le 23 février 2021 la mise en place d'un nouveau système de transport électronique pour résoudre l'embouteillage pérenne dans les ports maritimes les plus occupés de la nation lesquels se situent à Lagos.

L'Administration portuaire a fait remarquer dans un communiqué de presse que "faisant partie intégrante des efforts visant à trouver une solution permanente au problème de congestion par les camions au port d'Apapa et dans son alentour, l'administration a le plaisir d'annoncer le lancement du système de

transport propre à la ville portuaire de Lagos, le système de transport électronique conçu pour la bonne gestion de la circulation des camions permettant d'assurer un bon accès aller-retour au niveau du complexe portuaire de Lagos et du Port de Tin-Can Island, Apapa, Lagos".

Pour ce faire, "tous les camions desservant les ports seront invités à se garer aux parcs réservés aux camions jusqu'au moment où ils seront invités à entrer dans le port moyennant un système électronique ETO (qui en réalité est un mot en langue locale de Yorouba signifiant l'instauration de l'ordre et de la préséance dans la gestion de la circulation en vue d'assurer un bon passage en milieu portuaire de Lagos). L'application ETO sera déployée pour la programmation de l'entrée et de la sortie de tous les camions dans les ports à compter du 27 février 2021".

Le nouveau système le rend obligatoire pour tous les transporteurs, propriétaires de camions et chauffeurs de télécharger l'application Eto à travers Google play store ou de se connecter au site web <http://eto.ttp.com.ng> avant la date d'entrée en vigueur pour leur permettre de s'inscrire. Les propriétaires des cargaisons sont en outre priés de noter que les conteneurs vides ne peuvent être

retournés aux ports qu'à travers les baies d'exploitation approuvées des compagnies maritimes qui se servent de la plateforme Eto.

Conformément à la procédure opérationnelle, il ressort de la responsabilité des compagnies maritimes de transporter les conteneurs vides des baies d'exploitation au port. Tout ce que les propriétaires des marchandises vont devoir faire est de déposer leurs conteneurs vides à la baie d'exploitation de la compagnie maritime à partir de laquelle les compagnies maritimes vont faire les réservations nécessaires sur la plateforme Eto pour retourner les conteneurs vides au port.

Dans son communiqué de presse, l'Autorité portuaire du Nigeria a averti que "le non-respect de l'utilisation de la plateforme Eto et de ses directives aboutira à la privation d'accès aux ports, à la confiscation des camions et au retrait de certificats d'inscription ou de licence d'exploitation".

Néanmoins, la Direction générale des ports sollicite aussi le concours des transporteurs, chauffeurs des camions, propriétaires des marchandises, transitaires, compagnies maritimes et de tous les usagers de ports dans la mise en œuvre du système, ce qui va permettre à l'instauration de l'ordre et de la décence au niveau des voies d'accès aux ports.

La nouvelle plateforme qui prône l'instauration de l'ordre dans la gestion de la circulation est entrée en vigueur le 27 septembre 2021, et rendre obligatoire à toutes les compagnies de transport routier enregistrées, opérateurs des terminaux et transitaires le téléchargement de l'application et l'ouverture, par la suite, d'un compte pour programmer le mouvement des camions tant à l'intérieur qu'à l'extérieur des ports.

#### AVANTAGES DE L'APPLICATION ETO

Le nouveau système a apporté beaucoup de soulagement aux abonnés portuaires et aux autres usagers portuaires aboutissant ainsi à l'accroissement des retours sur les investissements en matière de logistiques tout en optimisant le temps réel par trajet, réduisant l'embouteillage au niveau des camions et harmonisant les activités relatives à la circulation des marchandises. Le parc intelligent pour les camions, les options relatives aux informations sur la navigation pour les propriétaires des camions voire chauffeurs concernant les espaces disponibles aussi bien que la sécurité et la sûreté pour les chauffeurs dans les parcs des camions en transit, ont contribué à la gestion municipale des trafics et par là éviter les



Opérations de gares de camions en transit/Salle de Contrôle, Lilypond

bouchons occasionnés par les camions sur les routes et les ponts.

Le lancement de la plateforme d'appel électronique des camions s'est avéré d'être l'événement qui a véritablement changé les règles du jeu du fait que son impact sur le coût du transport était immédiat. Le frais de transport imposé aux conteneurs entièrement chargés du Complexe portuaire de Lagos à Apapa à une destination dans la zone de Lagos a baissé jusqu'à 70% dans la semaine où l'application ETO avait été officiellement lancée.

Pareillement, le coût du transport du Port de Tin-Can Island aux magasins dans l'Etat de Lagos a baissé progressivement de plus d'un million naira en décembre 2020 à un montant aussi bas que 210.000 nairas pour un conteneur à 20 EVP dans le deuxième trimestre de 2021.

#### PROBLEMES INITIAUX

Pourtant, tout comme il en est avec toute innovation, il y a eu des défis initiaux et des déviances au niveau des camionneurs récalcitrants qui ne se sentaient pas confortables avec le nouvel ordre. La situation a été ainsi malgré la directive de l'Autorité portuaire qui stipule que la non observation des principes de l'Eto aboutirait à "la privation d'accès aux ports, la confiscation des camions et au retrait du certificat d'inscription et de la licence d'exploitation", certains chauffeurs des camions sans scrupule et leurs collaborateurs dans les corps habillés étaient enclins à dérailler le système le long du corridor de l'accès au port.

Alors que les compagnies de transport routier responsables ont continué de respecter les directives, les agissements de certains chauffeurs des camions sont devenus une grande source d'inquiétude à l'Autorité.

Après la tranquillité témoignée pendant les toutes premières semaines qui suivent le lancement de l'application Eto, les personnes à intérêts particuliers qui sont responsables de la situation regrettable d'embouteillage autour du port ont commencé à œuvrer pour l'inversion du nouvel ordre.

Les propriétaires de camions en collaboration avec certains agents corrompus de l'Etat y compris quelques membres du personnel de la direction générale des ports du Nigeria ont commencé à compromettre sciemment le processus. Des allégations portant falsification des tickets de transit électroniques ou vente des badges aux chauffeurs par employés sans scrupule de la Société PCT étaient choses courantes, alors que les cris d'escroquerie par les agents de sécurité dont la responsabilité est de suivre de près le trafic le long du corridor portuaire sont devenus de plus en plus stridents puisque ceux qui en tirent profit paraissent décidés de préserver le statut quo.

Apparemment décidé de restructurer le système et de se débarrasser de toutes formes d'infractions, la direction générale des ports a approuvé en juin dernier le licenciement de six d'entre les parcs de camions qui étaient en train d'être utilisés dans le nouveau système d'appel des camions. Il a été constaté que les parcs de camions concernés sont d'impliqués dans des infractions vis à vis du système.

#### UN NOUVEAU SHERIF

Dans l'espace de moins de trois mois après le déploiement de la plateforme

Eto, le Directeur exécutif en charge des Finances et de l'Administration au sein de la Direction générale, M. Mohammed Bello-Koko fut nommé Directeur général par intérim de la NPA.

La première action officielle que Bello-Koko a pris à la prise de fonction était une visite au Terminal de Lilypond où l'opération du système Eto est domicilié, pour réévaluer lui-même la qualité d'infrastructure et le cadre opérationnel déployés par le gestionnaire du système.

Lors de la visite, Bello-Koko a échangé avec les opérateurs de transport, les chauffeurs de camions et les autres usagers de ports et a fait la promesse

que le processus de la programmation en ligne et les dispositions relatives aux camions en transit seraient peaufinés pour contrôler toute tentative de manipulation et d'autres infractions ou abus afférents au nouveau système.

Rappelant les dispositions qu'il a prises pour assainir le système, il a déclaré : La première chose que j'ai faite à la prise de fonction en mai dernier était de faire l'inventaire de ce que nous avons mis en place, ce qui était le système ETO ou le système d'appel électronique. Je faisais partie de l'équipe en vertu de ma position en tant que Directeur exécutif en charge des Finances et de l'Administration qui a donné naissance à ce système, avant ma nomination au poste de Directeur général par intérim, par conséquent le système ne m'est pas si tellement nouveau. J'ai rendu visite au principal parc de camion de transit à Lilypond pour voir ce qui se passait là-bas. J'ai également fait le tour des ports."

Bello Koko a expliqué que l'idée derrière sa visite est d'avoir une compréhension directe des défis auxquels les responsables sont confrontés dans la mise en œuvre du système. "Nous avons tenu une réunion avec le TTP qui est la société responsable de la gestion de la plateforme ETO au nom de la Direction générale des Ports du Nigeria. Nous avons analysé ce qui se passait du février au mai et nous avons identifiés certaines lacunes. L'une des insuffisances que nous avons relevées était le déploiement très limité des systèmes d'accès et de contrôle qui devaient être mis en place aux parcs des camions de Satellite. Nous avons constaté le non déploiement des infrastructures physiques telles que les bollards, les caméras de vidéosurveillance et des portails automatiques, par la suite nous nous sommes assis avec eux pour leur



imposer un délai pour le déploiement de ces choses.”

Il a également reconnu le fait que ‘l’essence de l’ETO est d’harmoniser le mouvement des camions transportant des marchandises à l’intérieur et à l’extérieur du port, réduire l’interférence humaine et accélérer le processus de dédouanement. Aussi longtemps qu’il existe une interférence humaine, il y aura du retard, de l’escroquerie ainsi de suite. Au moment nous avons fait cela, tous les déploiements, pas dans l’immédiat, peut-être quelques semaines après, tout ce qu’il faut déployer surtout dans la zone d’Apapa, avait été déployé. Je peux vous le dire que nous avons réussi à réduire le bouchon. La longue queue d’embouteillage qui jadis s’étendait jusqu’à Surulere a maintenant disparu. Les quelques bouchons qu’il y a ne sont que limités à l’intérieur d’Apapa. Sur quoi devrions nous maintenant nous focaliser ? Nous nous devons actuellement de nous préoccuper de la question portant interférence humaine, vol des billets ETO ainsi de suite.”

#### APPUI MASSIF DES PARTIES PRENANTES

Conformément à sa promesse de veiller à ce que l’objectif de l’ETO ne soit pas déraillé, le Directeur général par intérim a rencontré le Gouverneur de l’Etat de Lagos, Son Excellence Babajide Sanwo-Olu pour peaufiner les stratégies visant à contrôler le stationnement indécemment des camions et l’escroquerie à l’endroit des chauffeurs des camions par les agents de sécurité le long des voies d’accès qui mènent aux ports. Le directeur général de l’Autorité portuaire du Nigeria et son équipe de direction et des parties prenantes de l’industrie portuaire ont rencontré l’équipe du Gouvernement de l’Etat de Lagos à la Maison de Lagos.

Les responsables de l’Administration portuaire et le Gouvernement de l’Etat de Lagos ont convenu de collaborer davantage en matière de la mise en vigueur des codes de circulation et restructurant l’architecture sécuritaire le long des voies d’accès aux ports qui ont été signalées comme la section qui contribue dans la majorité au retard et aux escroqueries le long des corridors portuaires.

Une partie des initiatives visant à atteindre les objectifs convenus était que le suivi et la mise en vigueur des codes de circulation dans la zone portuaire serait une opération de 24 heures sur 24.

Le Gouverneur de l’Etat de Lagos, Mr Babajide Sanwo-Olu a également promis d’avoir des échanges avec les propriétaires des sociétés de réservoirs de pétrole et les représentants des syndicats des travailleurs du secteur pétrolier afin de les amener à adhérer à la plateforme ETO et mettre fin au stationnement des camions transportant le pétrole et le gaz le long des routes d’accès aux ports. Le Gouverneur a affirmé que les opérateurs privés dans le port doivent jouer le rôle qui leur revient pour veiller à ce que les ports soient transformés aux centres de logistiques par excellence.

Il y a eu une autre série d’échanges avec



L’ancienne voie d’accès au port

les officiers supérieurs de l’armée, de la police et des autres agences de sécurité aussi bien que les hauts responsables de l’Etat de Lagos en même temps que les acteurs principaux de l’industrie.

Le résultat de ces échanges a conduit à une grande amélioration au niveau du temps passé le long des voies d’accès aux ports de Lagos.

En plus, l’Autorité portuaire a également fait ligue commune avec le Ministère fédéral du Transport pour collaborer avec le Ministère fédéral des Travaux publics sur la nécessité d’achever la reconstruction de la voie qui relie l’Arrêt de Bus Sunrise à la section Mile 2 du corridor du Port de Tin Can Island ce qui a attiré une attention et une action positive à la route.

#### ‘ETO’ RECHARGE

La haute direction conduit par Mr. Bello-Koko a continué d’échanger avec la Société PCT pour donner de l’élan à la mise en œuvre du système d’appel électronique ayant déjà détecté les écarts relatifs au système au moment il fut nouvellement introduit.

Dans le cadre de la nouvelle modalité opérationnelle, un manifeste journalier est généré par la Société PCT pour tous les camions approuvés pour accès au port. Le manifeste sera partagé avec tous les clients (abonnés) alors que les propriétaires des camions saisiraient les chauffeurs de camions qui figurent sur la liste ou le manifeste pour leur demander de procéder à leurs différentes destinations portuaires conformément aux temps que leur sont impartis dans le manifeste.

Le manifeste pour le mouvement journalier sera distribué à 22 heures du jour précédent et tous les mouvements seront effectués strictement en conformité avec le temps approuvé pour chaque catégorie de camion. Les camions qui vont figurer sur le manifeste seront ceux qui émanent (par exemple ceux qui sont déjà préalablement contrôlés à l’entrée du port) par rapport aux parcs des camions approuvés par la Direction générale des ports et le Gouvernement de l’Etat de Lagos, le statut doit refléter le fait qu’il “a déjà le portail” sur le tableau de bord.

Par ailleurs, tous les camions doivent être physiquement situés dans leurs parcs de camions respectifs ou avant les portails dénommés contrôlé au niveau du portail. Tout camion ou tout parc jugé de n’être pas conforme aux règles de la plateforme serait sanctionné. Les véhicules qui ne sont pas contrôlés à partir de pareils parcs de camions ne seront pas autorisés à entrer au port. La responsabilité de veiller à ce que tous les camions reflétés dans le manifeste proviennent physiquement des parcs réservés aux camions et de la Société PCT. Au niveau du port, la Société PCT se devrait de veiller à ce que seuls les camions qui figurent sur le manifeste sont autorisés à entrer au port alors que l’Autorité portuaire pourvoit de la sécurité aux camions.

Le règlement prévoit qu’après la délivrance d’un ticket en bonne et due forme, il ressort de la responsabilité du propriétaire du camion ou du chauffeur de le sécuriser. Les agences de l’ordre tels que les membres du personnel de la Direction générale en charge de la Gestion des Circulations à Lagos, de la Police nigériane, de l’Autorité portuaire du Nigeria ne sont pas autorisés à contrôler les tickets d’entrée des chauffeurs. L’état du camion peut être validé par les agents de sécurité se servant du manifeste tel que publié et du numéro d’immatriculation de l’enregistré du camion. Le Gouvernement de l’Etat de Lagos ou la Direction générale en charge de la gestion des circulations à Lagos confisquera sans notification supplémentaire tous les camions que ne figurent pas sur le manifeste mais qui à tout moment se trouvent dans l’enceinte du port.

#### LES NORMES MINIMALES DE SECURITE REQUISES

La NPA a également commencé la mise en œuvre des normes minimales de sécurité axées sur la plateforme ETO à compter de jeudi 1er juillet 2021.

L’action par la NPA visant à mettre fin





### Une voie d'accès portuaire améliorée

à la panne sans cesse des camions le long des voies d'accès s'inscrit dans le cadre de la poursuite de l'entendement avec les autorités de Lagos comme faisant partie des solutions pour la bonne application du système d'appel des camions ETO conçu pour faciliter la bonne circulation des camions transportant des marchandises et des conteneurs au port.

L'exigence est que dorénavant seuls les camions confirmés par l'Autorité portuaire d'avoir réuni les conditions stipulées concernant la sécurité maritime et qui soient délivrés le certificat MSS continueront à être actifs sur la plateforme ETO, qui est gérée par l'opérateur du système – la Société Parc de Camion de Transit (PCT). Tout camion ou véhicule qui n'est pas confirmé ou certifié sera privé d'accès pour initier des réservations sur la plateforme Eto jusqu'à ce qu'il remplisse les conditions prévues dans le document de sécurité maritime.

Pareillement, les propriétaires de camions qui n'ont pas encore réuni les conditions de sécurité minimale sont conseillés de prendre contact avec le Département de Sécurité de l'Autorité portuaire du Nigéria dans l'un des deux complexes portuaires à Lagos pour toute orientation nécessaire. Après la certification du véhicule, les informations sur les camions vont devoir être téléchargées sur la plateforme Eto pour permette aux camions de continuer de faire affaire au port.

Le programme des NMS fait suite à une Méemorandum d'Entente (MdE) signé entre la Direction générale des Ports et la

Commission fédérale de la Prévention routière (CFPR) pour réduire les incidents des camions qui tombent tout le temps en panne et des conteneurs qui tombent des véhicules dans l'enceinte des ports et dans les grandes routes et a tué souvent des centaines de personnes et détruit des biens. La NMS est basée sur la norme de sécurité de la Commission fédérale de la Prévention routière.

Le programme stipule également que tous les camions qui sont en train de faire des affaires au sein du port doivent passer par un audit de sécurité et doivent être certifiés comme étant bon pour l'objectif à atteindre. L'absence et le défaut de certaines pièces et accessoires des véhicules vont disqualifier un camion d'être certifié.

L'inspection de l'état de sûreté couvre les aspects tels la tête du camion, les papiers du chauffeur et du véhicule, la section cargaison du camion remorque, le système de freinage, le cric de levage, le rétroviseur et le limiteur de vitesse. Les éléments contrôlés seront enregistrés comme étant satisfaisants ou non satisfaisant après inspection.

### LE SUCCES ENREGISTRE JUSQU'A MAINTENANT

Un ensemble de 80.000 camions se sont jusqu'à maintenant enregistrés sur la plateforme ETO. Pourtant seul 16.000 camions ont réuni les conditions de normes minimales de sécurité, une indication du fait qu'il faut encore beaucoup d'efforts pour introniser la

sûreté et éviter des accidents le long des corridors portuaires.

### LE PROCHAIN NIVEAU

L'Autorité portuaire entend se focaliser sur l'amélioration géométrique du système des véhicules, y compris le déploiement des infrastructures physiques et de la TI. Ceci vient s'ajouter à l'octroi de l'approbation pour plus de parcs en guise de réponse à la préoccupation exprimée par les opérateurs du transport routier.

Suite au succès enregistré avec le déploiement de la technologie pour résoudre le problème intraitable d'embouteillage le long des voies d'accès aux ports de Lagos, la direction de l'Autorité portuaire du Nigéria a mis en place un système de réservation électronique similaire pour contrôler les barges qui sont impliqués dans le transfert des conteneurs vides ou d'exportations et l'évacuation des conteneurs chargés au port. L'Autorité est aussi en train d'intensifier son engagement avec les compagnies maritimes afin de veiller à ce qu'il y ait plus de baies d'exploitation.

Nonobstant les hoquets initiaux, le succès enregistré par l'Autorité portuaire du Nigéria au niveau du système d'appel électronique surtout depuis la restructuration des opérations du système aussi bien que la structure donne l'assurance que l'embouteillage dans l'enceinte portuaire d'Apapa qui paraissait intraitable va bientôt disparaître pour toujours ■





## The Nigerian Port Process Manual: **Banishing Corruption, Sustaining Port Efficiency**

**T**he Nigerian Port Process Manual (NPPM) was developed as a tool to foster transparency, efficiency, and improve the ease of doing business in the Nigerian port sector.

His Excellency, the Vice President of the Federal Republic of Nigeria, Professor Yemi Osinbajo (SAN) launched the Manual at the Presidential villa, Federal Capital Territory Abuja, on World Anti-Corruption Day, December 9, 2020.

The Manual is a detailed and graphic presentation of the harmonized Standard Operating Procedures (SOPs) of Agencies that have direct link with vessel arrival and clearance as well as first contact with vessel crew in the

Ports. Also those actions have direct implication to Nigeria's reputation and standing in the International system. These Agencies of concern include Nigerian Ports Authority, Nigeria Customs Services, Nigeria Immigration Service and Port Health. The activities of these agencies have direct impact on the integrity of Nigeria in global trade as a trade route and destination. It also impacts on the country's economy as a whole.

In this context, key objectives of the NPPM are to:

- Curtail corruption flash points by emplacing standards, set time lines to resolve issues of delay in processing of documents, address overlapping procedures and eliminate discretionary powers that open opportunities to



abuse;

- Make the port procedures transparent to the public, and curtail corrupt practices to the extent that it offers the port users full knowledge of the procedures and detailed explanation of every Port Agency's processes including time-lines which aligns with the intent of the Ease of Doing Business policy of the Federal Government under the supervision of the office of Vice President.

His excellency, the Vice President stated that "one solution developed to address the vulnerabilities in the port system is the Process Manual on Port operation. The manual is aimed at fostering an enabling environment for domestic and foreign port users."

The road to the development of the NPPM was triggered by the outcome of the Corruption Risk Assessment (RA) into the Nigerian Port sector, which revealed the need for port agencies to clarify their procedures and strengthen their coordination with the aim of reducing regulatory burden on port users and curtailing corruption vulnerabilities.

In year 2013, the United Nations Development Programme (UNDP) and the Maritime Anti-

Corruption Network (MACN) supported a pilot Risk Assessment project in the six Nigerian Ports, in 2013. The project was carried out by Independent Corrupt Practices and Other Related Offences Commission (ICPC), in collaboration with The Technical Unit on Governance and Anti-Corruption Reforms (TUGAR) and the Bureau of Public Procurement (BPP).

The main objective of the project was to identify key corruption and fraud related risks in the Nigerian Port sector. The assessment was also aimed at suggesting specific working responses to reduce opportunities for corruption.

The project's implementation was a concerted effort from both Government and non-government entities such as Federal Ministry of Transportation, Federal Ministry of Finance TUGAR, NPA, Nigerian Shippers Council, NIMASA, Nigerian Customs Service, NDLEA, Port Health, Immigration, on the government side and Terminal Operators.

The study concluded that key deficiencies in the Ports cut across the various players in the Port Sectors thus recommendations were made for the Port Sector Integrity Plan for the various players which, among other priorities, include the development of:





*R-L: The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko, the Executive Director, Engineering and Technical Services, Prof. Idris Abubakar, General Manager, Marine & Operations, Capt. Jerome Angyunwe and the Assistant General Manager, Harbours, Capt. Sylvester Owobu during the tour.*

1. A Port Service Support Portal (PSSP)
2. Standard Operating Procedures (SOP)
3. Anti-Corruption Policy
4. Nigerian Ports Process Manual (NPPM) formerly Single Process Card

A Project Steering Committee (PSC) comprising of the participating Agencies was formed to implement the Integrity plan of the CRA. The PSC developed the harmonized SOP from the respective SOPs submitted by individual agencies and Port Service Support Portal (PSSP) which were launched by the Vice President in Abuja on June 23, 2015.

Following the Executive launch, NPA funded the launch of the PSSP and harmonized SOP in all the six Ports between 2015 and 2016.

To deepen the quest for transparency in the Port sector and against the background of NPA's vision to be Africa's leading Port, Management of NPA took the responsibility of funding the development of the NPPM project and enabled staff participation for the exercise.

Speaking on NPPM as a vehicle to promote transparency, eliminate bottlenecks and illegal demands at the launch, Vice President Yemi Osinbajo, SAN stated that aside the benefit of improved efficiency in the operations of the nation's seaports, an effective implementation of innovative ideas in the port sector will rapidly change the narrative, the perception, and the ranking of Nigeria in the Corruption Perception Index (CPI) of Transparency International.

According to the Vice President, "An effective successful systemic

intervention in the port sector will rapidly change the narrative, the perception and the ranking of Nigeria in the CPI. The Process Manual on Port Operations is expected to be one of the key indicators for the effective implementation of Executive Order 01 issued essentially to promote transparency and efficiency in the business environment, and designed to facilitate the ease of doing business."

Prof. Osinbajo noted that "the fight against corruption is one of the priorities of this administration and since 2015 the government has invested time and resources to ensure that corruption is curbed. Even after substantial gains have been attained in the fight against corruption in Nigeria, Nigeria's ranking under certain indices in the Transparency International Corruption Perception Index (CPI) is yet to show an improvement commensurate to the efforts of the government.

"In terms of utility and relevance, Transparency International CPI and its consequent data sources are determined largely by and produced for the consumption of the business community.

"It therefore has significant reputational and economic implications for countries that are being assessed. The analysis of the CPI further reveals that the ports are primary points of interface between the country and the business community, whether domestic or international, and the experiences of business community shape their perception which feeds into the reputation of the country."

In recognition of the potential for the NPPM to serve as an effective tool for banishing corruption and sustaining efficiency through clarity of processes, elimination of discretionary powers and seamless flow of port transactions, the Honourable Minister of Transportation Rt. Honourable Rotimi Amaechi stated the overall commitment of all agencies under the Ministry to vigorous implementation in the interest of the nation. In the same vein, all the Agencies of government reiterated their commitment to the successful implementation of the NPPM. The successful operationalization of NPPM is expected to translate to improved rating of Nigeria in maritime circles and also on the Anti-corruption index.

NPA remain fully committed to the implementation stage having funded the project ab initio. The importance of a port eco system with clear procedure and time lines cannot be overemphasized in the attainment of sub regional hub status and vision to be the leading port in Africa and mission to deliver efficient port service vis a vis the potential effect of corruption in killing the vision and derailing the mission.

Dissemination of information and sensitization on the Nigerian Ports Process Manual (NPPM) to stakeholders are presently on-going. The Nigeria Shippers' Council has been appointed as the lead Government agency for implementation, with NPA, Independent Corrupt Practices and Other Related Offences Commission (ICPC), Department of State Services (DSS) represented on the Task Team to implement the NPPM ■

**H**ow will you assess the traffic situation around the ports prior to the deployment of ETO?

The traffic situation is a lot better now, than prior to ETO. There were a lot of initial teething problems, but quite a lot of improvements have been made in the last couple of months. Right now, travel time in and out of Apapa is within 30mins on the Apapa axis, compared to over 5 hours in the past. For the Tincan axis, it is about 2hrs now as compared to over 48hrs in the past and still improving.

**What are the major benefits the deployment of ETO has introduced to the port system?**

There is better traffic management, reduction in extortion, improved access to the ports, reduction in the cost of moving cargo from the port by over 60%, improved port efficiency and better capture of real port data for future expansion and better planning.

**What were the teething problems after the deployment of ETO?**

There has been human to technology interface, change management and level of education of the users.

**What is the performance level of the physical and IT infrastructure that your company has deployed?**

The level is at about 60% of planned. The major challenge is that the technology required is not readily available in Nigeria and there is low level of support from the vendors that are here. What has been deployed so far is serving the purpose, but there is a lot more that can be done to improve the system.

**Please explain the operations of ETO and how trucks are scheduled before accessing the port?**

ETO is simply a batch-in batch-out system that is meant to warehouse all the trucks on the road, then schedule and batch them to their final destination.

**What level of cooperation did you receive from private truck park operators, truck drivers, terminal operators and other stakeholders?**

A very high level of cooperation. In their words, the worst of ETO is better than the best of what they used to go through in the past. The only problem is that the ones that were benefitting from the old system are not happy with the level playing field that has



Temidayo Adeboye

**‘Our aim is to process a minimum of 3,000 trucks per day’**

*TTP (Limited) Chief Operating Officer,  
Mr. Temidayo Adeboye*

been created and are doing everything humanly possible to circumvent it.

**What changes have you made to your operations so far?**

So many, too many to mention, operations are dynamic; so when we developed the initial SOP, the realities on ground were different. As the dynamics changed we had to create responses to address the changes, the good thing is that ETO was designed robust enough to accommodate these changes.

**How many trucks do you handle daily, what is the level of growth**

**since you commenced operations?**

We have handled half a million trucks. Currently we are averaging close to 2,000 port entries a day and aim to improve that to a minimum of 3,000 trucks per day within the next few months.

**Going forward, what are the plans for addressing emerging challenges and optimising the e-call up truck system?**

Continuous reduction of human interface, deployment of more advanced technology and full automation and we have set an 18-month target to achieve this ■



# NPA Tasks Terminal Operators on Improved Performance and Investments

**T**he Acting Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello-Koko, has charged terminal concessionaires and other service providers to raise their investments to complement the Authority's efforts aimed at delivering a globally competitive port environment for the benefit of Nigerians and the international trading community.

Speaking at a parley with members of the Seaport Terminal Operators Association of Nigeria (STOAN), the NPA helmsman, who described the group as a key partner in progress, explained that because no less than 80 percent of Nigeria's trade is facilitated by her ports, said it is imperative that improvements in services and equipment are sustained to guarantee optimal port efficiency and maximize revenue performance.

He enjoined them to simplify their processes and leverage on technology to eliminate delays and reduce local port charges, so that Nigerian ports will attract more international shipping and cargo traffic. He disclosed that the Management is willing to do more to encourage the patronage of other ports outside the Lagos area, as discussions are on-going on a new regime of incentives that would further boost maritime traffic to the Eastern corridor.

The Acting Managing Director entreated the terminal operators to work closely with the Authority on the issues of evacuation of empty containers, increase in the number of free days for storage, reduction of detention fees and other sundry levies which shippers have complained about. He assured them of the Authority's commitment to provide the enabling environment that would protect the financial viability of their investments.

Bello-Koko expressed concern over the underperformance of some of the operators in meeting their financial obligations to government, as stipulated in their concession agreement. He also highlighted the

NPA Management's displeasure with the action of some terminal operators going ahead to review their charges and fees without consultation and approval. According to him, "as your landlord and technical regulator of the port, NPA will no longer look away while operators unilaterally engage in this kind of behaviour, any arbitrary hike in fees or surcharges will be resisted and any party involved will be sanctioned appropriately", he cautioned.

He urged the terminal operators to engage more with their customers and ensure they are well served, just as the waiting area should be made comfortable for them. He further urged them to take the periodic performance audit by the Authority seriously, as the Federal Ministry of Transportation has set up an inter-ministerial committee to assess port infrastructure investments and performance across the country.

"The existing terminal operators need to brace up to the challenges ahead in view of the level of competition that would arise when the Lekki Deep Seaport and other

similar projects come into operations. The Authority is willing to support private sector funding for marine terminals and equipment upgrades while such investments would be reimbursed through amortization, however we are equally engaging directly with public sector funding agencies to access long term loans to rebuild our ageing facilities so that our seaports would become world class logistics centres", Bello-Koko said.

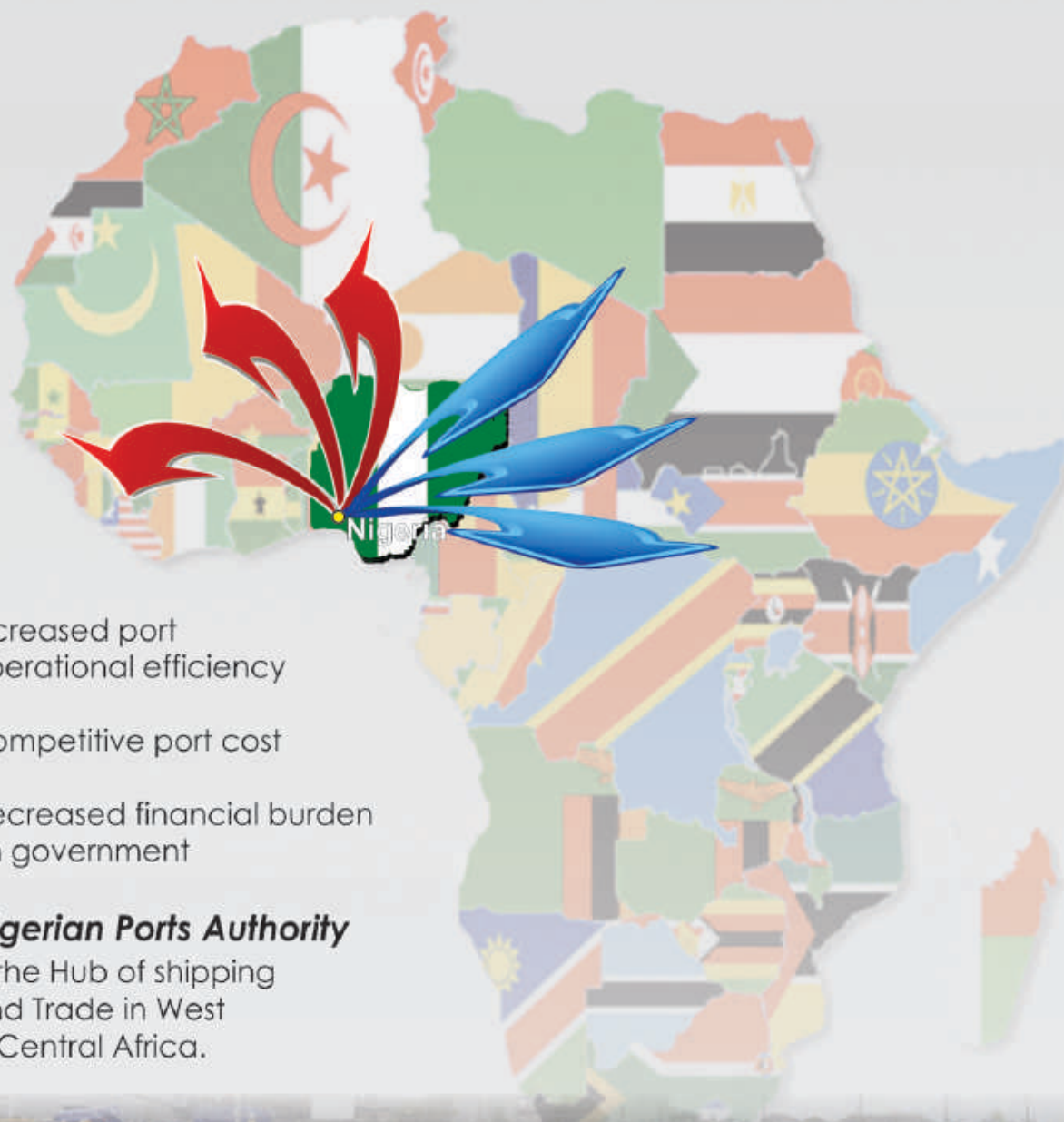
The Acting MD solicited the cooperation of the concessionaires on information and data sharing, in particular with respect to daily updates on empty containers to assist the work being done by TTP, the system manager of the electronic call-up system for trucks ('Eto'). He informed the STOAN delegation of an on-going investigation to identify and apprehend those who upload fake Terminal Delivery Orders (TDOs) on the "eto" platform, in order to fleece unsuspecting truck owners.

He also sought their support for the smooth administration of the dedicated non-oil export facility located within the Lilypond Terminal, designed to facilitate swift transfer of perishable agricultural products on-board ships, by making available their EDI platform and other auxiliary support infrastructure that will ensure such goods are moved out of the country before they are damaged or rotten. He disclosed that NPA's plan is to have ten (10) of such dedicated export facilities near all the port locations in the country.

The group led by its chairperson, Princess Vicky Hastrup, thanked the NPA Management for the invitation to discuss ways to build on the successes recorded since the port terminals were concessioned in 2006. She assured the Authority of her association's commitment to support a port environment that benefits all the trade parties and the Nigerian economy at large ■



**Bello-Koko**



- Increased port operational efficiency
- Competitive port cost
- Decreased financial burden on government

### ***Nigerian Ports Authority***

is the Hub of shipping and Trade in West & Central Africa.



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# NPA Collaborates with ICPC to end Corruption in the ports

*...Inaugurates Anti-corruption and Transparency unit*

By Friday Eze and  
Anas Muhammad Sani

**T**he Nigerian Ports Authority, NPA, has inaugurated an Anti-Corruption and Transparency Unit. The Committee is saddled with the responsibility of checkmating incidents of corruption at the nation's ports.

In a speech at the occasion, the Acting Managing Director of the Authority Mohammed Bello Koko who was represented by the Executive Director, Engineering and Technical Services emphasized the importance of having a robust Anti-Corruption and Transparency Unit in an organization as the Nigerian Ports Authority.

The committee is Saddled with the responsibilities to checkmate incidences of corruption in the Ports.

In the speech, the representative of the Acting Managing Director, Professor Idris Abubakar said that, the importance of having a robust Anti-Corruption and Transparency Unit in an organization such as the Nigerian Ports Authority cannot be over emphasized.

According to the Acting Managing Director's representative, in the face of the current global economic situation, there is no better time to strive for high level of integrity in the work place than now when value for money is not balance on the business scale due to corruption through revenue leakages in the Maritime industry.

He said, "NPA as one of the most important Agency in the Maritime Sector will continue to seek to promote Transparency, accountability and eliminating operational impediments towards greater economic performance in the Ports".

He emphasized that the Nigerian Port Authority (NPA) is committed to deliver on the Anti-corruption agenda of the Federal Government and the resolve to make the Maritime Industry an alternative revenue base, away from oil dependency.

Professor Idris reiterated that NPA is commitment to fighting corruption in the Ports which brought about the recent collaboration with the ICPC as an Agency and of course with other related Agencies operating in the Ports under the Corruption Risk Assessment Integrity plan to develop the Standard Operating Procedures (SOP) of all concerned with the Ports and the Ports Service Support Portal (PSSP, 2016).

While speaking with our in-house correspondent, the representative of the Acting Managing Director posited that the Management will be expecting much from the ACTU

Team members, he advised should improve on what



**Prof. Bolaji Owasanoye,**  
ICPC Chairman



**Mohammed Bello Koko**  
Acting MD, NPA

was put in place by the former ACTU members- "Build on what they achieved and come up with new strategies in order to achieve the purpose for which you all were chosen to serve, take initiatives that will assist the Authority in blocking revenue leakages in the organization".

He stated that only when your members conduct themselves with integrity and diligence, will the desired increase economic development and efficiency in our Ports will be achieved.

Also while delivering his speech, the chairman, ICPC represented by Kabir Elelu Esq. who is Lagos Coordinator of the ICPC said that, the Nigerian Ports Authority being the gateway to the nation's economy, ICPC expects international best practices and standards from the organization. "Therefore, you should not rest on your oars in ensuring that you do your best in meeting the yearnings and aspirations of the ever critical patrons of your services", said Kabir Elelu Esq. He commended the Management of NPA for taking necessary step to reconstitute the ACT in compliance with the Federal Government directive on establishment of ACT in all Ministries, Departments and Agencies (MDAs). He said that Lagos ICPC and the government of Lagos state has always found NPA as a worthy partner to work with in the reduction of incidences of corruption in the maritime industry.

The incoming chairman, NPA-ACTU said, together with the newly inaugurated Team, we are committed to fighting corruption and will not relent on our duties rather ensures that together, corrupt related incidences are blocked as we will abide by the rules and regulations of ICPC ■



## NPA MANAGEMENT RECEIVES APAPA BULK TERMINAL LIMITED (ABTL)



*In order to deepen the existing partnership between the NPA Management and Apapa Bulk Terminal Limited (ABTL); the latter paid a working visit to the corporate headquarters of the Nigerian Ports Authority to jointly strategize in the area of port efficiency to the benefit of the Nation's economy.*

*The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presents the Authority's plaque to the newly appointed Managing Director, ABTL, Omotoyinbo Festus Wumi during a working visit to the Corporate Headquarters in Lagos.*



*The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (3<sup>rd</sup> left), Managing Director, ABTL, Omotoyinbo Festus Wumi (4<sup>th</sup> left), Head of Finance, ABTL, Adeleke Jamiu (2<sup>nd</sup> left), General Managers, NPA, Monitoring & Compliance, Ugo Madubueke, (2<sup>nd</sup> right), Marine & Operations, Capt. Jerome Angyunwe (right), and the General Manager, Corporate & Strategic Communications, Nasiru Ibrahim after the working visit.*

## NPA INAUGURATES ANTI-CORRUPTION AND TRANSPERANCY UNIT





# NPA Remits Over N89.9billion Into Federation Account — MD

**D**espite the impact of Covid-19 pandemic, the Nigerian Ports Authority (NPA) has increased its Internally Generated Revenue (IGR) between January and September 2021 by a significant 120 percent.

While presenting details of NPA's performances since his appointment, the Acting Managing Director, Mohammed Bello Koko, told the House of Representatives Committee on Ports and Harbours, that in compliance with the quarterly remittance of its operating surplus to the Consolidated Revenue Fund (CRF) and provisions of the Finance Act 2020, the agency has remitted the sum of N62.66bn to CRF for 2021 as at October 31, 2021, while a cumulative sum of N89.9bn has been transferred to the CRF in the last six months.

In the presentation, the Acting Managing Director said that, as at the end of September 2021, the NPA earned N256.28bn in IGR as against the expected N214.65bn (approved estimate N271.70bn) for the same period, representing a performance of 120% or 95% of its total annual budget for 2021.

Giving details about NPA's operating expenses, Mohammed Bello Koko revealed that, as at the end of September 2021, the NPA has actually cut down its operating costs by N10.39Billion, which is about 85% performance of the approved budget of N87.32bn.

He explained to the Committee that, actual spending was reduced to N55.10bn from the budgeted figure of N65.49bn, comprising employees' benefits, pension costs, towage services, supplies, repairs & maintenance and other administrative overheads. This, he said is actually a "savings" of N10.39bn.

The NPA MD also hinted that, "given the current state of increased revenue drive, it is projected that the Authority will exceed its 2021 revenue projections and the projected transfer to the CRF for the year 2021 which is expected to be over N80bn, which would be the highest in the

history of the Authority".

The NPA helmsman also informed the House Committee that contrary to news reports insinuating that Nigerian ports are the most expensive in the sub-region, a study commissioned by the agency with the support of UKAid in 2019, actually revealed that it is cheaper for general and container vessels to berth in Nigeria than in Ghana or Togo.

He also explained that "a huge chunk of what cargo owners spend to clear their consignments are

expended on terminal and freight charges which are paid to terminal operators and shipping companies. Others are: Payments for customs duty, inspection services, haulage, insurance and other sundry trade levies and fees. These costs are not such that NPA could interfere with because they are outside the purview of the Authority".

To justify the competitiveness of Nigerian port costs, Bello Koko explained that, apart from towage dues which were reviewed in 2015, port tariffs in Nigeria have remained same since 1993 ■

## MARITIME CROSSWORD

### SEASON'S GREETINGS




I	F	J	P	F	E	V	G	H	T	N	P	A	Z	R	H	M	N	Q	W	H	N
R	C	A	R	G	O	W	A	D	I	R	O	Z	V	V	R	O	A	Z	B	I	T
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N	A	M	S	U	A	L	A	B	A	Z	I	D	A	H	Y	R	R	A	G	N	V
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P	I	V	U	G	T	H	N	S	G	V	K	E	Y	N	W	A	D	S	X	Q	L
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T	P	O	A	U	Q	E	I	U	D	M	R	Y	N	H	C	S	J	E	B	M	B
G	E	I	E	R	O	V	T	E	A	T	H	R	E	O	C	W	T	T	G	S	Z
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Y	T	Y	H	H	S	X	E	H	C	C	Z	S	E	S	T	L	L	N	Q	G	E
Y	T	C	R	F	N	X	K	V	R	W	O	J	G	X	F	F	H	D	V	Q	M

BELL	CANDY	CARGO	CHIMNEY	CHRISTMAS
EXPORT	FAMILY	HADZABALAUSHMAN	MANAGEMENT	MARINA
MARINE	NAVIGATION	NIGERIA	NIGERIANPORTSAUTHORITY	NIMASA
NPA	PARENTS	PMAWCA	PORT	SANTACLAUS
SEAPORT	SHARK	SHEPPERSCOUNCIL	SIFAX	SNOW
TERMINAL	TUGBOAT	VESSEL	WHALE	YULETIDE

**SOLUTION ON PAGE 42**

By: ABUBAKAR MOHAMMED



Stay safe  
**Wear a face mask**



... NPA Cares





The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko swung into action when he led management of NPA on a facility assessment tour of Truck Transit Park (Limited), Lilypond manager of the electronic truck call-up system deployed by the Authority.



## ACTING MD INSPECTS ELECTRONIC TRUCK CALL UP SYSTEM

L-R: The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko, the Executive Director, Marine & Operations, NPA, Hon. Onari Brown, Port Manager, Lagos Ports Complex (LPC), Olufunmilayo Olotu and the Chief Operating Officer, Truck Transit Part (TTP), Temidayo Adeboye during the facility tour Truck Transit Park, Lilypond..

## ACTING MD NPA AND HIS TEAM ON A VISIT TO THE LAGOS STATE GOVERNOR, BABAJIDE SANWOLU TO SEEK COLLABORATION ON APAPA TRAFFIC GRIDLOCK





## NPA MANGEMENT AT THE OFFICIAL LAUNCH OF DEEP BLUE PROJECT IN LAGOS

The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko and the Management team graced the occasion of the official launch of the Deep Blue Project by the President of Nigeria, Muhmmadu Buhari, GCFR, accompanied by Speaker of the House of Representatives, Mr. Femi Gbajabiamila, at the Lagos Ports Complex (LPC), Apapa, Lagos.



President Buhari, Minister of Transportation, Stakeholders during the launch of Deep Blue Project



The Honourable Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi (middle), flanked by the Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko (right) and the Executive Director, Marine & Operations, NPA, Hon. Onari Brown (left) during the launch of the Deep Blue Project at the Lagos Ports Complex, Apapa, Lagos

## NPA MANAGEMENT, STAKEHOLDERS CELEBRATE FIRST FEMALE AZIMUTH STERN DRIVE (ASD) TUG BOAT CAPTAIN IN THE MARITIME DOMAIN

L-R: The Executive Director, Marine & Office, NPA, Hon. Onari Brown, General Manager LTT Coastal & Marine Services LTD., Hilik Kalusky, First Female Azimuth Stern Drive (ASD) Tug Boat Captain, Ebinipre Robinson Canus, the Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko and the Executive Director, Engineering & Technical Service, NPA, Prof. Idris Abubakar during the ceremony.







## NPA MANAGEMENT INSPECTS TIN CAN ISLAND PORT ACCESS CORRIDOR

The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko flanked by the Exec. Dir., Marine & Operations, Hon. Onari Brown (right), Exec. Dir., Engineering & Technical Services, Prof. Idris Abubakar (left) and former Port Manager, Tin Can Island Port, Engr. Ibrahim Yunusa Anji during the inspection of the ongoing construction along the corridor.

## NPA MANAGEMENT PLAYS HOST TO SENATE COMMITTEE ON PRIVATIZATION AND COMMERCIALIZATION



The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (10th from right) the Chairman Senate Committee on Privatization and Commercialization, Senator Theodore Orji (9th from right), top management of NPA and members of the committee during an oversight visit to NPA corporate headquarters in Lagos.

L-R: The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko presents the Authority's plaque to the Chairman Senate Committee on Privatization and Commercialization, Senator Theodore Orji, during the committee's oversight function to NPA Corporate Headquarters in Lagos.



## ACTING MD NPA RECEIVES THE AMBASSADOR OF COTE D'IVOIRE IN NIGERIA

The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (right) presents the Authority's Corporate Plaque to the Ambassador, Traore Kalilou during a courtesy visit on the Managing Director in his office at the NPA Corporate Headquarters in Lagos.



The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (2<sup>nd</sup> right) flanked by the Ambassador of Cote d'Ivoire, Traore Kalilou (2<sup>nd</sup> left), Counselor Trade and Economic Affairs, Cote d'Ivoire Embassy in Nigeria, Martin Nantcho Abre, and former General Manager, Corporate & Strategic Communications NPA, Olaseni Alakija, during the working visit at the NPA Corporate Headquarters in Lagos.

## NPA MANAGEMENT RECEIVES EXECUTIVE OF THE ASSOCIATION OF MARITIME TRUCK OWNERS (AMATO) IN LAGOS

The Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (5<sup>th</sup> left), the President, Association of Maritime Truck Owners (AMATO), Chief Remi Ogungbemi (6<sup>th</sup> left), the Executive Director, Marine and Operations, Hon. Onari Brown (2<sup>nd</sup> right) and other Executives of AMATO during the working visit to the NPA Management at the Authority's Corporate Headquarters in Lagos.





## NPA MANAGEMENT RECEIVES DELEGATES FROM FRENCH DEVELOPMENT AGENCY ON LAGOS STATE STRATEGIC TRANSPORT MASTER PLAN PROJECT



The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), the Task Team Leader, French Development Agency, David Margonsztern (3<sup>rd</sup> right), other officials of FDA and top management of the NPA top officers during the occasion.



L-R: The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko presents the Authority's plaque to the Task Team Leader, French Development Agency, David Margonsztern during a working visit to the corporate headquarters in Lagos.

## NPA MANAGEMENT AT THE FEDERAL MINISTRY OF TRANSPORTATION (FMOT) -MINISTERIAL RETREAT IN LAGOS

The Minister of State, Transportation, Senator Gbemisola Ruqayyah Saraki (Middle), Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani (5<sup>th</sup> right), the Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (right), other stakeholders at the Ministerial Retreat organized by the Federal Ministry of Transportation (FMOT) in Lagos.





## NPA MANAGEMENT MEETS BARGE OPERATORS ASSOCIATION OF NIGERIA (BOAN) IN LAGOS



Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello- Koko, (5<sup>th</sup> left), President, BOAN, Edeme Kelikume (6<sup>th</sup> left), former General Manager, Corporate and Strategic Communications, NPA, Olaseni Alakija (right), General Manager, Public Private Partnership, NPA, Eniola Williams, (2<sup>nd</sup> right), other Executive of BOAN after the meeting at the NPA corporate headquarters in Lagos.



L-R: The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko receives Outstanding Contributions Award from the President, BOAN, Edeme Kelikume after the meeting between NPA Management and BOAN at the Authority's Corporate headquarters in Lagos.

## NPA MANAGEMENT PLAYS HOST TO EXECUTIVES OF LEKKI FREEPORT TERMINAL IN LAGOS

The Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (3<sup>rd</sup> left), the Chief Executive Officer of Lekki Freeport Terminal, Denrice Moos (4<sup>th</sup> left), the Executive Director, Marine and Operations, Hon. Onari Brown and other Executive of Lekki Freeport Terminal during the working visit to the NPA Management at the Authority's Corporate Headquarters in Lagos.







Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello- Koko, (4<sup>th</sup> left), President, Women in Maritime Africa (WIMA), Hajia Bola Muse (5<sup>th</sup> left), former General Manager, Corporate and Strategic Communications, NPA, Olaseni Alakija (2<sup>nd</sup> right), General Manager, Private Public Partnership, NPA, Eniola Williams, (right), other Executive of WIMA and NPA Officers during the visit to the NPA corporate headquarters, Lagos.



## THE ACTING MD NPA RECEIVES EXECUTIVE OF WOMEN IN MARITIME AFRICA (WIMA)

The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko presents the Authority's plaque to the President, Women in Maritime Africa (WIMA), Hajia Bola Muse during a working visit to the MD at the Authority's Corporate headquarters, Lagos.

## NPA BOARD MEMBERS VISIT LPC & TCIP







The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), and Executive Director, Marine and Operations of Nigerian Ports Authority (NPA), Hon. Onari Brown (6<sup>th</sup> left), the Regional Head, UK- Border Force International, Kris Hawksfield (7<sup>th</sup> left), the State Council, UK-BFI, Bello Abubakar Sholadoye, top officers of NPA during the visit to the NPA corporate headquarters in Lagos.



## NPA MANAGEMENT PLAYS HOST TO UK - BORDER FORCE INTERNATIONAL TEAM IN LAGOS

The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), and Executive Director, Marine and Operations of Nigerian Ports Authority (NPA), Hon. Onari Brown presents the Authority's plaque to the Regional Head, UK- Border Force International, Kris Hawksfield during a working visit to the NPA Management at the Authority's Corporate headquarters in Lagos.

## NPA BOARD HOLDS RETREAT IN ABEOKUTA



Chairman NPA Board, Emmanuel Olajide Adesoye (sitting 4<sup>th</sup> left) Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (sitting 5<sup>th</sup> left), and other Board Members and resource persons during the Retreat.



L-R: Former General Manager, Marine and Operations, Joshua Asanga, former MD NPA – Eastern Ports, Felix Ovbude, Chairman NPA Board, Emmanuel Olajide Adesoye, Acting MD NPA, Mohammed Bello-Koko, former MD NPA, Chief Adebayo Sarumi and CEO / Managing Partner, Broot Consulting, Dr. Olakunle Iyanda during the NPA Board Retreat in Abeokuta





The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko (4<sup>th</sup> left), the Commanding Officer 65 Battalion, Lt. Colonel Bartholomew Ike Amajuoyi (5<sup>th</sup> left), former General Manager, Land & Assets Administration, Yusuf Ahmed (3<sup>rd</sup> left), General Manager, Security, Khalil Mohammed (4<sup>th</sup> right), former General Manager, Corporate & Strategic Communications, Olaseni Alakija (3<sup>rd</sup> right) and top Officers of the 65 Battalion during the visit to the NPA



## NPA MANAGEMENT PLAYS HOST TO COMMANDING OFFICER 65 BATTALION AND HIS TEAM IN LAGOS

The Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko presents the Authority's plaque to the Commanding Officer 65 Battalion, Lt. Colonel Bartholomew Ike Amajuoyi during a working visit to the NPA Management at the Authority's Corporate Headquarters in Lagos.

## NPA MANAGEMENT MEETS LEKKI PORT EXECUTIVE IN LAGOS

**Sitting, R-L:** The Executive Director, Engineering & Technical Services, Prof. Idris Abubakar, the Acting MD NPA, Mohammed Bello-Koko, the MD, Lekki Port, Du Ruogang, Chief Relations Officer, Adesuwa Ladoja, other Management Staff of Lekki Port and NPA during the visit to the Authority's Corporate Headquarters in Lagos.





## 2021 WORLD MARITIME DAY





## NPA MANAGEMENT AT THE NIGERIA INTERNATIONAL MARITIME SUMMIT (NIMS) IN LAGOS



The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), Executive Director, Marine and Operations, Hon. Onari Brown (5<sup>th</sup> left), Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Lynda Chuba-Ikpeazu during the NIMS in Lagos.



The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), Executive Director, Marine and Operations, Hon. Onari Brown (left), Executive Secretary, Nigerian Shippers' Council, Emmanuel Jime and Chairman, House Committee on Maritime Safety, Education and Administration, Hon. Lynda Chuba-Ikpeazu during the Nigeria International Maritime Summit in Lagos.

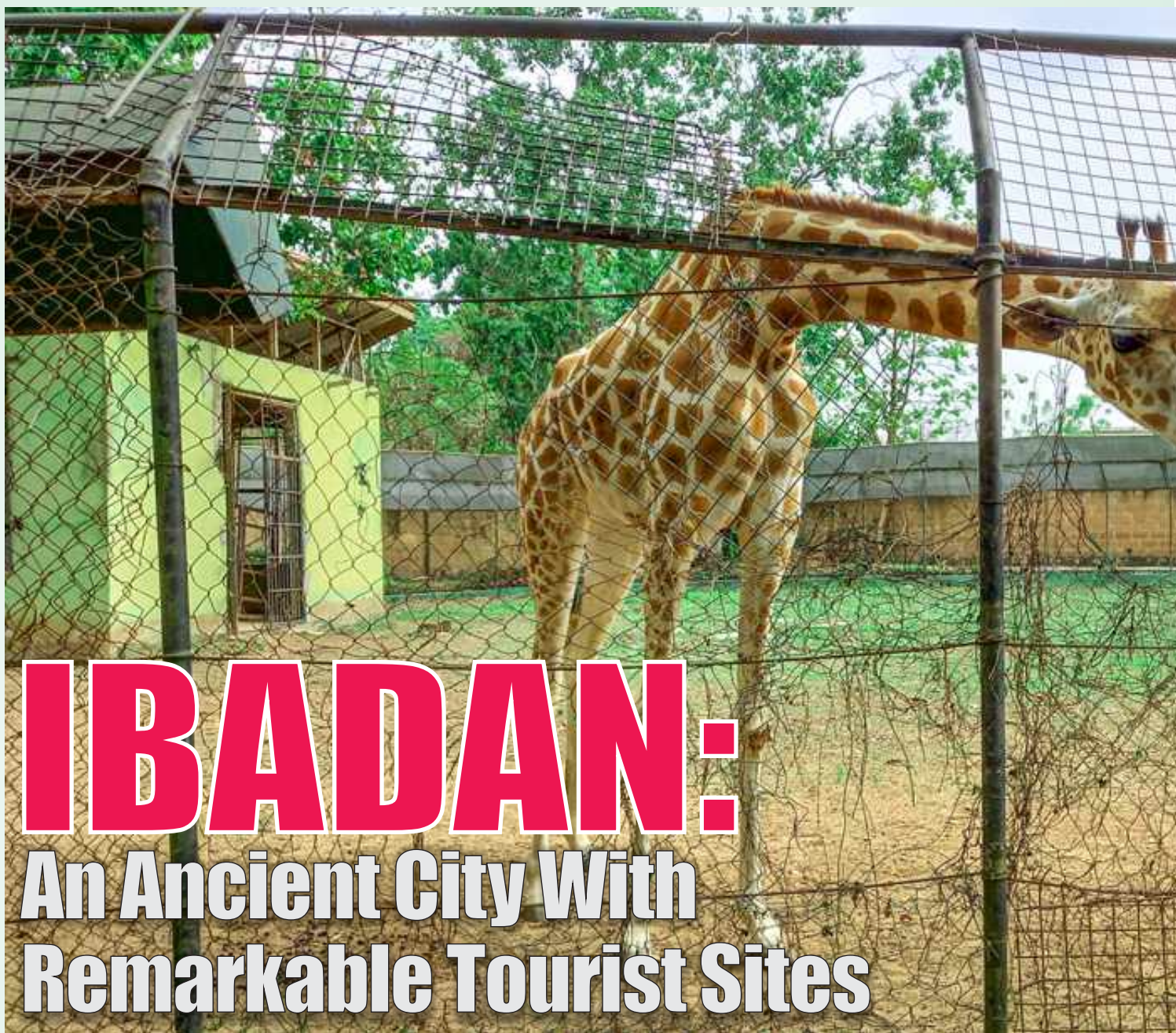


L-R: The Convener, Nigeria International Maritime Summit Dr. Emeka Akabogu, the Representative of the Acting MD NPA, Executive Director, Marine and Operations, Hon. Onari Brown, Former GM, Special Duties, Carol Ufere, Chairman, Ship Owners Forum, Margaret Onyema-Orakwusi, former General Manager, Corporate & Strategic Communications, NPA, Olaseni Alakija during the Nigeria International Maritime Summit in Lagos.

## NPA DELEGATION AT THE 41ST PMAWCA COUNCIL MEETING IN DOULA, CAMEROON







# IBADAN:

## An Ancient City With Remarkable Tourist Sites

BY PAUL ERAKHIFU

Ibadan is the capital of Oyo State, South West, Nigeria. It is arguably the largest city in Nigeria by geographical area.

Ibadan was created in the year 1829 and it was then a camp for warriors from Oyo, Ife, and Ijebu. Ibadan is not only the Largest city by geographical area, it is home to the first University in Nigeria, University of Ibadan (UI). The first Television Station in Nigeria, the Western Nigerian Government Broadcasting Corporation (WNTV) began broadcasting on 31<sup>st</sup> October 1959 was situated in Ibadan. As if that's not enough the first skyscraper in Nigeria, the COCOA House, was Officially commissioned in 1965.

Other remarkable tourist sites include the University of Ibadan Zoological Gardens, Agodi Gardens, Mapo Hall, Olubadan of Ibadan Palace, Tans Amusement Park, Odua Museum & Hall of Fame amongst others.

### UNIVERSITY OF IBADAN ZOOLOGICAL GARDEN

This zoo is situated inside the University of Ibadan beside the Department of zoology. This is a good place for visitors to be during Festive periods and very useful to tourists, researchers and writers.

I had the rare privilege to take pictures with my phones. The Zoo has a rare breed of animals like, African Grey Parrot, white Greese, Nile Crocodile, African Rock Python, Hooded Vulture, Green Monkey, Baboons, Lions, Donkeys, Camels amongst others. The Zoo is arguably one of the most visited in Nigeria.

**AGODI GARDENS** is a beautiful garden situated in the heart of Ibadan. This garden has a mini swimming pool, vast space for horse rides, recreational facilities for adults and children.

The garden is also useful for outdoor events, concerts, parties and weddings.

There is a water park, lake, and a mini zoo in the





A GIRAFFE IN THE ZOO



A SCENE AT THE AGODI GARDEN

Garden. There's also a garden for children to ride and play.

**OLUBADAN OF IBADAN PALACE:** This beautiful and magnificent Palace is the official residence of the OLUBADAN of Ibadan with his first class status, the Olubadan of Ibadan Palace is said to be one of the busiest Palace in South West Nigeria. A lot of Visitors come to see the Oba for one issue or the other.

**ODU'A MUSEUM & HALL OF FAME:** This famous museum was conceptualized by Odu'a Investment company Limited. The reason for its establishment was to house memories of classical glid of history, technology, people, culture heritage, arts and crafts.

The museum is useful to writers and researchers. Historically, the Odu'a museum is located in the first

skyscraper in Nigeria 24-Strorey Structure

There are ancient drums, bracelets, calabashes and many more in the museum.

#### **TRANS AMUSEMENT PARK:**

This amusement park is place where Adults and Children go for Picnic and relaxation during celebrations like Christmas, Easter, Ed-il-Kabir amongst others. It has state of the Art facilities like the electronic car, dragon wheel, panoramic wheel and lots of others. Visitors and tourists would find this recreational facility very exciting and interesting.

**MAPO HALL:** This historical edifice was commissioned during the colonial era by Captain Ross in 1929. Interestingly, the Hall was renovated in 2006 amid some controversy and the newly renovated hall was commissioned by former President Olusegun Obasanjo on 6<sup>th</sup> September, 2007. It's also on record that it was the hall Nnamdi Azikiwe delivered his presidential address in May 1967. This was where Chief Obafemi Awolowo outlined and x-rayed his thoughts on the ongoing Civil War in Nigeria. This beautiful tourist site is currently owned and managed by Ibadan Local Government Properties Company Limited. It is important to note that there is a mini museum in this magnificent hall where the relics of the chains used to hold tax evaders during the colonial era are hung. Also, on display on the wall are portraits of all the Olubadan of Ibadan ■



# Nigerian Ports To Become Fully Digital By 2025

## – Mohammed Bello-Koko

**T**he Acting Managing Director of Nigerian Ports Authority, Mr. Mohammed Bello-Koko, has stated that deliberate measures and investments are being undertaken by the Authority, to create a fully digital across in all the country's port locations by 2025.

Giving a presentation on his organization's "Digitalization Roadmap and Current Information and Communications Technology (ICT) Implementation Status" at the 41st Ports Management Association of West and Central Africa (PMAWCA) Annual Council Meeting and 16th Round-table Conference of Managing Directors of PMAWCA, in Douala – Cameroon, Bello-Koko informed the delegates that a lot of work has gone into the smart port transformation agenda of the Authority, aimed at the enthronement of a paperless, time saving and cost efficient port operations.

The NPA helmsman, who was represented by the Executive Director, Engineering and Technical Services, Prof Idris Abubakar, disclosed that the NPA first deployed a main computer system in 1975 to improve its payroll management, billing, statistical and accounting systems. From 1992, the deployment of personal computers was done at each port location to ease data management, and information sharing was difficult as there was no connectivity between the ports.

Speaking further, he said in 2011 the Authority reviewed its ICT strategy in line with its new role as landlord, following the concession of port terminals in 2006. The primary focus of the new strategy is on enterprise computing and heavy



Mohammed Bello-Koko

dependence on network infrastructure, along with a centralised and shared database.

The adoption by NPA of a phased ICT deployment is geared towards achieving a fully integrated port operating system; to foster relationship with all internal and external stakeholders, to streamline NPA's internal business processes; to make use of high-end smart technologies; as well as to record, monitor and utilize data for better decision making.

A five year plan is now being implemented by the Authority for the attainment of a fully digitalised port system in Nigeria.

So far, the Authority has deployed a portfolio of systems and infrastructure towards the actualization of its ICT objectives, he said. These include Oracle Enterprise Business Suite for financial and human resources planning; Billing/Revenue and Invoice Management System





(RIMS) to fast-track billing processing; Customer Portal/electronic Ship Entry Notice (eSEN)/Manifest Upload for shipping traffic management; Hyperion Budgeting for management of annual budget; Command, Control, Communication and Intelligence System (3Ci) for maritime domain awareness and management of vessel calls; Truck Call Up and Gate Access Control for the control and schedule of trucks to the ports as well as manage truck traffic around the port corridor.

With the international supply chain faced with several

disruptions, the NPA MD said the Authority intends to focus on the smartness level of the port than the size of the port in order to optimize productivity and meet the expectations of port users. According to him, “at NPA our goal is to leverage on technology to close the gap between us and the major international ports. A digitalized port helps in making better informed operational decisions, increased efficiency, improve collaboration amongst stakeholders, lower port costs and ultimately help to meet the ever increasing customer expectations in a timely manner”, he said.

In his welcome message, President of PMAWCA and Director General of Ghana Ports and Harbours Authority (GPHA), Mr. Micheal Luguje, described the conference theme; “Digitalized Port as a model of Port Efficiency”, “as very relevant because more than ever, covid-19 has indeed taught us that, we live in a very fragile world. Within a space of time, the dynamics with regards to world trade and our ways of life can change dramatically.

The impact of Covid-19 cannot be swept under the carpet so easily. Countries are now rebuilding again after many years of economic progress has been wiped off. As leaders in the maritime field entrusted with the responsibilities of facilitating trade and economic progress for our respective countries, we are here to have serious discussion on how we can continue to adjust in the face of this unwavering virus and how to plan and operate our ports to meet future challenges. The main aim is to explore diverse ways of using less to achieve more through the use of smart technologies”, he said.

The PMAWCA 41st Council Meeting was declared open by the Minister of Transport for Cameroon, Mr. Massena Ngalle Bibehé. The Roundtable Conference was chaired by the Director General, Port of Douala, Mr. Cyrus Ngo'o. The event attracted heads of PMAWCA member ports and sister organizations that include International Association for Ports and Harbours (IAPH,) International Maritime Organisation (IMO), Maritime Organization for West and Central Africa (MOWCA), the Union of African Shippers Council and Abuja MoU ■



## Proven Health Benefits of Garlic

**“Let food be thy medicine,  
and medicine be thy food.”**

**T**hose are famous words from the ancient Greek physician Hippocrates, often called the father of Western medicine.

He actually used to prescribe garlic to treat a variety of medical conditions.

Modern science has recently confirmed many of these beneficial health effects.

Here are some health benefits of garlic that are supported by human research.

**Garlic Contains Compounds With Potent Medicinal Properties** Garlic is a plant in the onion family that's grown for its distinctive taste and health benefits. It contains sulfur compounds, which are believed to bring some of the health benefits.

Garlic is low in calories and rich in vitamin C, vitamin B6 and manganese. It also contains trace amounts of various other nutrients.

Garlic supplements help prevent and reduce the severity of common illnesses like the flu and common cold.

High doses of garlic appear to improve blood pressure for those with known high blood pressure (hypertension). In some instances, supplements may be as effective as regular medications.

Garlic supplements seem to reduce total and LDL cholesterol, particularly in those who have high cholesterol. HDL cholesterol and triglycerides do not seem to be affected.

Garlic contains antioxidants that protect against cell damage and aging. It may reduce the risk of Alzheimer's disease and dementia.

Garlic has known beneficial effects on common causes of chronic disease, so it makes sense that it could also help you live longer.

Garlic may improve physical performance in lab animals and

people with heart disease. Benefits in healthy people are not yet conclusive.

Garlic was shown to significantly reduce lead toxicity and related symptoms in one study.

Garlic appears to have some benefits for bone health by increasing estrogen levels in females, but more human studies are needed ■



### MARITIME CROSSWORD

#### SOLUTION

#### SEASON'S GREETINGS

By: ABUBAKAR MOHAMMED





## Lekki Deep Sea Port: We are set to take-off

**T**he Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko has assured managers of the Lekki Deep Sea Port project that the agency would ensure all relevant materials and support are readily made available towards ensuring it's take off in the second quarter of 2022 as planned.

Bello-Koko said that the take-off of the much-awaited port is in line with the earlier mandate set by the relevant parties with a view to easing the present pressure faced at the Tincan and Apapa Port axis.

The NPA helmsman spoke when he received a delegation of the Lekki Port Terminal Executives led by Mr. Denrice Moos at his office in Lagos.

According to Bello-Koko, the NPA Management is looking forward to seeing commencement of operations at the Lekki Port which would in turn relieve current pressure on existing ports in Apapa, even as he added that plans are underway to expand and embark on major repair works at the Apapa and Tincan Island Ports.

He told the LDSP delegation that: "We are eager that Lekki Port starts operation. We believe once it becomes operational, the pressure at Tin Can and Apapa would be reduced."

The acting MD further affirmed that the coming into operation of the Lekki Port is a positive development in view of the fact that importers would have options by way of alternate port to discharge their cargo, noting that discussions are on-going with the Federal Ministry of Transportation and Terminal Operators.

Speaking on infrastructural provision, the Acting Managing Director urged officials from the Deep Sea Port Terminal to ensure they collaborate with relevant agencies of Government in fixing the roads leading to the port, just as he explained that the NPA Management was already deploying its personnel to assist in the area of human capacity development.

He cautioned that operational activities geared towards improved service delivery would be hampered if the present state of the road is not upgraded, even as he said the NPA is working towards the possibility of getting a rail line to aid operations of the new port as quickly as



**Sitting, R-L:** The Executive Director, Engineering & Technical Services, Prof. Idris Abubakar, the Acting MD NPA, Mohammed Bello-Koko, the MD, Lekki Port, Du Ruogang, Chief Relations Officer, Adesuwa Ladoja, other Management Staff of Lekki Port and NPA during the visit to the Authority's Corporate Headquarters in Lagos.

possible.

According to him, "Management is tirelessly working in making sure that the quality of badges for its operations is top notch." "Management had since started with the regulation of barges on our waters which is being enforced under the Standard Operating Procedure (SOP) and the Minimum Safety Standard (MSS)."

Furthermore, he reiterated that, "management would ensure a higher quality of barges just as it is almost at the verge of the receipt of Tug boats and other operational tools for improved service delivery. This is against the backdrop of the observations made by the visiting team on barge operations.

On his part, leader of the team, Mr. Denrice Moos said the visit to the Authority afforded the company the opportunity to interact on areas bordering on status updates and construction work at Lekki, and also seek ways of assisting it by way of partnership in eradicating bottlenecks in operations.



# NPA e-Call Up Truck System

## — A Viable AfCFTA Strategy For Nigeria

By Lawrence Kuroshi, PhD

The strategic socio-economic transformation of Africa as enshrined in the African Union (AU) Agenda 2063 has received a massive boost with the signing of the African Continental Free Trade Area (AfCFTA) agreement. The AfCFTA Treaty has three phases; Phase I, which will liberalize trade in goods and services by ninety percent, was meant to become fully operational in the first half of 2021. Discussions on Phase II which will include Protocols on Intellectual Property Rights (IPR), Competition Policy, and Investment are scheduled to begin once Phase I is operational. Phase III which was designed to develop a Protocol on E-Commerce has also been formally approved by the AU Assembly (Kuhlman and Agutu, 2020).

The first phase was adopted and signed by 44 African Union Heads of States and Governments on March 23, 2019 at the Union summit in Kigali, Rwanda. In addition, the Kigali Declaration and the Protocol to the Treaty which establishes the African Economic Community relating to the Free Movement of Persons, Right to Residence, and Rights to Establishment were also signed (African Union, 2018).

Nigeria, which is the largest economy on the continent was among the five countries that did not sign any of the three instruments at that time. However, on July 7, 2019, Nigeria finally joined the Continental Free Trade Area after President Muhammadu Buhari signed the protocol in an AU summit in Niamey, Niger Republic.

The ultimate aim of the agreement in simple term, is to create a single market for goods and services with free movement of businesses, persons, investments and a single currency across the continent. Additionally, the agreement covers rules and procedures on dispute settlement, including a range of provisions to facilitate trade, reduce transaction costs, provide exceptions

and flexibilities. The treaty commits countries to removing tariffs on 90 percent of goods and liberalise services, while sensitive items, which make up the balance of 10 percent, will be phased-out later as tariff-free.

Since the creation of the World Trade Organization (WTO), the Continental Free Trade Area (AfCFTA) with approximately a population of 1.3 billion people and potentially over 50 member states is so far the largest trading bloc in the world, that is in terms of

membership. While in terms of Gross Domestic Product (GDP), the AU has estimated the Continental Trade Area to be worth 3.4 Trillion Dollars. A membership of 22 was set by the African Union (AU) as the threshold for ratification of the Continental Free Trade Agreement which has already been attained. By the year 2030, and with an estimated population of 1.7 billion, the market size of the Trade Area is projected to be 6.7 Trillion Dollars (Akin-Fadeyi, 2019). Such auspicious prospects for member states could easily be hampered by militating factors to inter and intra-state trades such as; inadequate trade infrastructures, corruption along trade and transit corridors, as well as congestion in the port systems.

### Port Congestion And Nigeria's Readiness

Port Congestion shall be defined here as a queuing dysfunction that is triggered by varied and complex causes peculiar to a Seaport or region. Because of the important position of seaports to international trade, the phenomenon of port congestion is critical to international supply chain. This phenomenon is a trade barrier that has no upside. It creates pressure on port management, shipping companies, and cargo owners and results in ships



AfCFTA





**The current management of Nigerian Ports Authority in the same vein, also introduced ‘ETO’ App, an E-Call Up System which is a Nigeria-centric solution designed for Nigerian ports’ peculiar congestion setting**

and manufacturing processes as a result of delays or unavailability of critical raw materials. This has pushed companies to increase their inventory levels/costs to forestall such uncertainties.

These facts could be said to be a dent on Nigeria’s competitive edge especially in the light of the continental free trade agreement (AfCFTA).

Unless and until Nigeria fixes some of the notoriously protracted infrastructural problems, especially with respect to port access roads, rail lines, congestion in ports and ease of doing business, the country in spite of the massive promise and potential to excel, might be in a comparative disadvantage in a regional free trade area that she is naturally positioned to lead.

#### **The e-Call Up System – An AfCFTA Strategy**

According to the Federal Maritime Commission of the United States, resolving congestion in ports is “...today’s most critical and relevant trade-related issue”. The concept of demurrage which refers to ‘charges for use of space’, was originally introduced in ports to encourage faster cargo movement by discouraging the use of terminals as storage facilities by shippers. The concept has over time incentivized traditionally gridlocked terminals to use it as a revenue mobilization tool. This unfortunately impacts negatively on ease of doing business in such ports.

Other attempts have been and are being made by both shipping companies and governments around the world to develop innovative solutions to resolving chronic congestions in ports. In the United States for example, an Uber-style technology platform was developed to facilitate truck transactions in Los Angeles. The port of Oakland also in the US introduced night shifts to compensate for the delay and increase rate of cargo clearance.

In Nigeria, a 24 hour port operations circle was

being stranded offshore for days or even weeks waiting for their turn to either load or unload cargo; containers spilling all over beyond the terminals’ capacity to handle; long queues of trucks waiting to pick the cargo stretching miles and hours or even days especially in the unique case of Nigeria. The result is an increase in the general cost of shipment, which forces the shippers to increase their operational costs and consequently transfer the cost to the final up-taker with other attendant negative multiplier effects along the supply chain.

This phenomenon is not peculiar to Nigeria alone, however, Nigeria’s case has its unique characteristics. The negative impact it has created on the cost and ease of doing business in Nigeria is debilitating. For example, shipping companies on account of this, have been practically forced into increasing their operational costs, thus adding to an already high terminal and shipping charges. A report has revealed that importers spend far more in shipping charges in Nigeria’s Apapa Port than in neighbouring Ghana’s Tema Port. While importers in Nigeria spend \$374 on average in shipping charges their counterparts in Ghana spend \$321, and the South Africans pay \$247 in the port of Durban. With respect to Terminal charges, while it is \$457 in Apapa, it is \$280 and \$180 in Tema and Durban respectively.

This, in many instances have resulted in exorbitant demurrage for cargo and perishable products getting spoilt while in port. Also, the concept of ‘just in time’ inventory becomes impossible to achieve, thus, leading to slow-downs or outright shutdowns in operational





introduced via the Executive Order on the Ease of Doing Business to improve the general operational performance of the ports.

The current management of Nigerian Ports Authority in the same vein, also introduced 'ETO' App, an E-Call Up System which is a Nigeria-centric solution designed for Nigerian ports' peculiar congestion setting. The solution which primarily uses the traditional queueing theory concept of 'first-in-first-out' (FIFO) or 'last-in-last-out' (LIFO) uses a mathematical solution algorithm for congestion of waiting lines. Once a cargo is officially cleared by all the inspection agencies in the port, a Terminal Delivery Order (TDO) is assigned to the cargo, the consignee then assigns a transporter as well as the truck park. Then the TDO and the truck are linked via the app, the truck driver then receives an alert on the readiness of the cargo. His truck then exits the truck park to haul the cargo after his identity card has been duly scanned and verified.

The E-Call Up System (ETO App), once implemented correctly promises to improve the ease of doing business in our ports which is in line with the objectives of the executive order on the Ease of Doing Business signed by Vice President Yemi Osinbajo in 2017.

### CONCLUSION

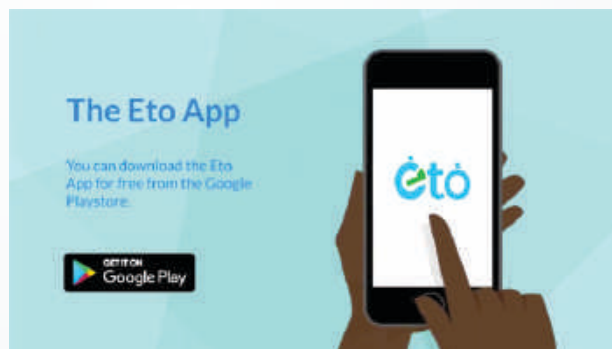
By eliminating tariffs and non-tariff barriers to trade, AfCFTA will be establishing the largest single market for goods and services as well as the fastest growing economic bloc in the world. This is because a freer market engenders competition at all value chains of the production process by exploiting opportunities for economies of scale. This shall result in reduction in the price of goods and services and improvement in the welfare of the people in the partnering economies, thereby, reducing poverty on the continent.

In-country militating hurdles such as inadequate trade infrastructures, high transport costs, physical barriers, harassment and corruption along trade and transit corridors, bureaucratic and technical barriers, lack of export diversification (Aniche, 2020), could hamper the competitiveness of an economy like Nigeria from taking advantage of the benefits that the free trade agreement presents. Smaller and less-endowed neighbouring economies but with a higher 'ease of doing business' rating could be better





*Then the TDO and the truck are linked via the app, the truck driver then receives an alert on the readiness of the cargo.*



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positioned to out-compete Nigeria and extract more benefits from the Treaty.

As discussed earlier, data revealed that nearby Tema Port in Ghana is less expensive compared to what obtains at Nigerian Ports where Nigeria's Apapa Port is five times more expensive than Durban Harbour and three times more expensive than Tema Port. This means, barring border restrictions which AfCFTA seeks to eliminate, these ports and indeed other neighbouring ports could become more attractive to shippers than the ports in Nigeria.

Until some of the earlier mentioned trade hurdles are eliminated and the ease of doing business in Nigerian ports improves, the country in spite of the massive promise, might continually underperform and this is unacceptable. It is hoped that the introduction of the ETO App by the Nigerian Ports Authority will eliminate some of the major trade impediments within the Ports and consequently make doing business in the port more attractive. The multiplier effect could include attracting more shippers to use Nigerian ports, increased revenue to government, increased job opportunities and a growing Gross Domestic Product (GDP).



**T**he harmattan season is here again with its peculiar weather, which brings in its trail some ailments. These are mainly respiratory and visual.

The traditional Harmattan season leads to poor visibility for drivers and pilots, while children and adults could also suffer from cold, cough, and catarrh, among other diseases.

In addition, the dry dusty wind is capable of causing a variety of domestic inconveniences because of the dust, which envelopes the atmosphere.

The negative effects of harmattan haze include dry skin, cracked lips and soles of the feet. And to avert this discomfort, individuals should avoid attitudes that might trigger these conditions.

Harmattan is a hot, dry and dusty wind that blows over West Africa. The wind blows from the Sahara Desert into the Gulf of Guinea between the end of November and the middle of March. Harmattan has very far-reaching medical implication, as it consists of fine dust particles between 0.5 and 10 micrometres.

It affects all exposed surfaces of the human body, including the skin, eyes, nose, mouth and the respiratory tract, which directly communicate with the atmosphere.

The skin can become dry during harmattan season as a result of the dry wind. When the skin is dry, it becomes wrinkled. The skin can also have cracks, which can degenerate into bruises.

People also have the tendency to develop skin rashes during the season, which can also induce itching, whereby they may inadvertently introduce infections to the skin.

Therefore, people need to be well hydrated during the period, and use emollient creams which help in moisturising the skin. Adequate fluid intake can also prevent heatstroke. If one has bad cracks on the skin, there is the need to wear clothes that would cover the feet and other parts of the body prone to dryness. It is very necessary to wear appropriate cloths.

Harmattan can also predispose people to asthmatic attacks, sneezing and coughing. There is plenty of dust, pollen and hay fever, which cause irritation, inflammation of the airways and triggers allergic reactions. Crust and dryness in the nostrils may also predispose to epistaxis. Although it is mostly very cold during harmattan, it can also be hot.

It is safer sometimes, to wear sunglasses to protect the eyes, where the winds are quite dusty and harsh, to prevent infections and irritations. People should observe high level of personal hygiene to prevent the spread of infections, such as flu and tuberculosis from person to



## Harmattan haze and treating side effects

person through sneezing and coughing.

Associated health hazard is related to contact with this dusty and dry air by parts of the human body, such as the airway, nose, oesophagus and lungs, eyes, and various part of the skin.

There are other hazards that are associated with human interaction with the environment during this period. During harmattan, there is an increased tendency to breathe dry air with lots of dusty particles, which leads to increased incidence of sneezing, nose bleeding, cough, catarrh, sore throat, as well as trigger attacks in asthmatic patients.

So to prevent some of these respiratory diseases indoors, we must wash our curtains, clean our windows, fans and air conditioner filters, and avoid fluffy rugs or regularly vacuum clean them. It is advisable to drink lots of water during this period and do steam inhalation, with water not too hot to burn the face, which helps to smooth the airway.

Minor nosebleeds, due to breakage of small blood vessels during aggressive sneezing can be healed





*During harmattan, there is an increased tendency to breathe dry air with lots of dusty particles, which leads to increased incidence of sneezing, nose bleeding, cough, catarrh, sore throat, as well as trigger attacks in asthmatic patients.*

with little or no First Aid, but if it continues, one must approach a health facility for care, as there could be other causes that must be arrested. Lozenges helps with sore throat, but one must seek proper health care, if symptoms persist.

Asthmatic patients must remember to always be with their inhaler and those on medications should be compliant. He said the dusty particles in the air can find their way into our eyes and can cause tearing, redness, itching and allergic eye diseases.

It is advisable to wash the eyes with clean water and non-medicated protective eye glasses can be used. Doctors might prescribe simple allergic eye drops to relieve uncomplicated allergic eye diseases.

During the cold weather, the oxygen content of the blood might be reduced, which can trigger attacks in sickle cell anaemia patients. So, it is advisable to keep warm and wear layers of clothing. Also, the very cold weather can predispose children and the elderly, to hypothermia. So, a closer care and warmth should be provided to these age groups.

“Humidity drops by 10 to 15 per cent during the harmattan season. Thus, regular washing of hands and body is important to remove settled dust on the skin and use of moisturising creams should also help.

“The harmattan season overlaps with the meningitis season and with the increased incidence of respiratory

diseases, mothers are advised to ensure their children are vaccinated. We must not wait for this period because the positive effects of immunisation are far reaching and protect against diseases we do not know when they would attack.”

Harmattan is associated with increased rate of fire outbreaks; therefore, people must avoid bush burning and careless exposure of inflammable materials.

Burn cases are serious, so affected patients must be rushed to the hospital to be rehydrated and treated. The harmattan haze is also associated with poor visibility. So, there is increased rate of road accidents in the early and late part of the day.

“Motorists and road users are advised to be cautious, drive slowly and use their headlamps. Road emergency teams must be alert to respond to unforeseen circumstances”.

The harmattan season is associated with known health hazards, most of which can be prevented. Prevention has remained better than cure, thus, everyone must be cautious ■





**J**ollof Rice is a classic African dish. Perfectly cooked rice with baked chicken. It is the most popular Nigerian rice recipe. This is why you will always see it at parties or as a quick dinner.

#### INGREDIENTS

- 2 medium chopped onion.
- 2-3 cups tomato stew
- 3 cloves garlic
- 1-inch fresh ginger.
- 1 medium carrot (chopped).
- ¼ bell pepper
- Chicken bouillon.
- 1 ½ tablespoon tomato paste.
- 2 tablespoon oil
- 2 cups of water
- 3 ¾ cups (750g) long grain parboiled rice.
- 2 teaspoons curry powder. (Nigeria curry powder)
- ½ teaspoon thyme
- 1 tablespoon butter.

#### FOR THE CHICKEN

- 1 whole chicken cut in half
- 1 teaspoon black pepper
- ½ teaspoon turmeric
- 1 teaspoon curry powder
- 1 teaspoon paprika

#### PREPARATION

Smear the chicken with the mixed spices from both sides, Sprinkle the chicken with a small quantity of vegetable oil. Cover the chicken with aluminium foil and bake in a

## HOW TO PREPARE NIGERIAN

# Jollof Rice

preheated oven of 400/200C for 20 minutes. Remove the foil and bake for another 25 minutes. Keep aside.

In a blender, add the tomatoes, bell pepper, ginger and garlic and blend until smooth, then keep aside.

In a pan, heat two-tablespoon oil and then add the onion and carrot, Stir for three minutes on medium-high heat until the onion is translucent.

Add the pureed tomato and bell pepper mixture to the fried onion and stir till the oil separates.

Add all the spices and stir for two minutes.

Add the tomato paste and stir for a minute. Add water and let it come to a boil. Taste for salt.

Add the butter and chicken bouillon and stir for a minute. Cover and let it come to a boil.

Add the drained parboiled rice and stir for a few seconds cover the pot and cook for 15 to 17 minutes.

Turn off the heat and keep the pan covered for another 10 minutes.

Serve hot with Chicken, Peppered Fish, Fried Plantain, Moi Moi, Nigerian Salad or Coleslaw.

You can also spice up this recipe by adding 2 well known vegetables to arrive at what we refer to as Mixed vegetable Jollof Rice ■



## Federal Government Engages Greek Investors In Transport Sector

**T**he Federal Government of Nigeria has opened fresh talks with leading businesses in Greece on Direct Foreign Investment (DFI) in the transport and allied sectors of the economy.

Nigeria's Minister of Transportation, Hon. Chibuike Rotimi Amaechi led a team of Chief Executives of parastatals under his Ministry to the 2021 Greek-Nigeria Chamber of Commerce & Technology (GNCCT) and Investment Summit, held in Athens on 29-30 November, 2021.

The Minister's delegation include Mohammed Bello-Koko, Acting Managing Director of Nigerian Ports Authority (NPA), Bashir Yusuf Jamoh, Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Bank of Industry

CEO Olukayode Pitan and Acting CEO of the Nigerian Investment Promotion Council, Emeka Offor.

The Athens investment summit focused on discovering high net worth investments in maritime transport, aquaculture, circular economy, education and manufacturing.

The meeting called for increased collaboration between Greece and Nigerian businesses, including relaxation of travel and trade restrictions.

The Greek-Nigeria Chamber of Commerce & Technology (GNCCT) was founded in 1999, to promote bilateral business and investment activities between the Greek and Nigerian private sector.

The non-profit organization provides information, networking opportunities and other services to its members.



His Excellency, Nigerian Ambassador to Germany, Yusuf Maitama Tuggar, (1st left), Senator Ita Solomon Enang, SSA to President on Niger Delta Affairs (2nd left), H.E, Nigerian Ambassador to Greece, Ogunimi Akinkugbe, (3rd left), DG NIMASA, Dr. Bashir Jamoh (4th left), Minister of Transportation, Hon. Chibuike Rotimi Amaechi (5th left), Acting MD NPA, Mohammed Bello Koko (6th left) and other dignitaries during the summit.



# Oga Cargo Owner,

## Empty containers can ONLY

## be returned to the ports through

## approved holding bays of

## shipping companies

## on Ètò



...No Ètò, No Truck Park, No entry to the Ports



NIGERIAN  
PORTS  
AUTHORITY

**SUMMARY OF PRESENTATION BY MOHAMMED BELLO-KOKO, MANAGING DIRECTOR  
NIGERIAN PORTS AUTHORITY ON DIGITALIZATION ROADMAP AND CURRENT ICT  
IMPLEMENTATION STATUS FOR NIGERIAN PORTS AUTHORITY  
AT PMAWCA, 41ST COUNCIL MEETING AND ROUNDTABLE CONFERENCE  
OF MANAGING DIRECTORS HELD IN DOUALA, CAMEROUN, NOVEMBER 2021**

**T**he Nigerian Ports Authority (NPA) is made up of 6 ports namely Lagos Ports Complex (Apapa Port), Tinian Island Port Complex, Port Harcourt Port Complex, Onne Port Complex, Delta Port Complex and Calabar Port.

The Federal Government of Nigeria initiated the drive to improve efficiency with the port reforms program implemented in 2005/2006 and adopted the Landlord model of port management in Nigeria. Key to this model was the transfer of cargo operational obligations to private operators while retaining public ownership of the port infrastructure. NPA therefore adopted the Landlord model role. Ports world over are complex systems comprising many companies and organisations; and the accompanying port operations which are made up of procedures, processes and relationships between these different organisations. It is therefore inconceivable for the ports to carry out most of their functions efficiently without digitalization by deploying appropriate IT systems.

Though NPA first deployed computer system in 1975 for payroll management, in 2011 NPA reviewed the ICT strategy in line with its new role, recent innovations in IT development and the need to optimise the operations of the ports.

Below is an outline of the NPA ICT Strategic Objectives.

Ensure that the ICT deployment is aligned to the immediate and future business plan / strategy of NPA

Ensure phased ICT deployment is geared towards achieving a fully integrated system with support for integration and to foster relationship with all internal and external stakeholders.

Strengthen and streamline the NPA Internal Business Processes to support ICT deployment

Deploy fit for purpose, reliable, secured and redundant Software, Network and Hardware infrastructure

Ensure that the ICT deployment support and guarantees Disaster Recovery and Business Continuity

Take advantage of emerging technologies like cloud technology and Software Defined Network (SDN)

Ensure that NPA team (technical and functional users) are continuously trained to acquire the skills required to provide 1st and 2nd level support to deployments

Ensure ICT governance and project implementation practices

The portfolio of systems and infrastructure to achieve the NPA Digitalization strategy are highlighted below.

Back-end core business functions: Oracle EBS, Hyperion Budgeting, Land Information System / GIS, Business Intelligence, Internal Audit and Risk, Procurement and Project Management System, Business Process Review

Back-end office functions: Office, e-mail, Document Management System and Website

Front-end port regulatory functions: 3CI, VTS



Front-end port operational functions:  
Truck Call Up / Gate Access Control System, Barge Operation System, Harbours Automation System  
Port community manager functions:  
Port Community System

Other support the digital infrastructure: Data Centre, Software Defined Network, GIS, Disaster Recovery / Business Intelligence System.

The Challenges associated with digitalisation include Budgetary Constraints (PPP option can be considered for some projects), legal framework, adapting to emerging technologies, issue of skill availability, cooperation of key stakeholders and change management.

Conclusion and Recommendation

A digitalized port helps in making better-informed operational decisions, improve collaboration amongst stakeholders, ultimately lower cost and help in meeting the ever-increasing customer expectations.

More than ever before, the maritime industry relies on information and communication technologies.

The adoption of ICT systems by ports will add value to the maritime industry by connecting ships, ports and people seamlessly ■





## NPA MANAGEMENT PAYS WORKING VISIT TO THE GENERAL OFFICER COMMANDING (GOC) 81 DIVISION, VICTORIA ISLAND, LAGOS



Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), the Executive Director, Engineering and Technical Services, Prof. Idris Abubakar (4<sup>th</sup> left), the General Officer Commanding (GOC) 81 Division of the Nigerian Army, Major General Lawrence Fejokwu (5<sup>th</sup> left), and other officers of both organizations during the working visit.



L-R: Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), the Executive Director, Engineering and Technical Services, Prof. Idris Abubakar presents the Authority's Plaque to the General Officer Commanding (GOC) 81 Division of the Nigerian Army, Major General Lawrence Fejokwu during the working visit to the GOC in his office in Lagos.

## NPA MANAGEMENT INTERACTS WITH EXECUTIVE OF NIGERIA SHIPOWNERS' ASSOCIATION IN LAGOS



The Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (4<sup>th</sup> left), the Chairman, Nigeria Shipowners' Association, Prince Sir, Sunday Omatseye (5<sup>th</sup> left) and other officers of both Organizations during the occasion at the Authority's Corporate Headquarters in Lagos.



## ACTING MD NPA VISITS THE CHIEF OF NAVAL STAFF TO SEEK COLLABORATION



## ACTING MD AT WAZIRI JETTY, APAPA





## NPA MANAGEMENT CELEBRATES GLOBAL CUSTOMER SERVICE WEEK IN LAGOS

The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), Executive Director, Marine and Operations, Hon. Onari Brown (middle) flags off the NPA Customer Service Week, flanked by the Acting Executive Director, Finance and Administration, Emeka Ezugwu (2<sup>nd</sup> right), the General Manager, Administration, Sylvester Ajibola (left), Assistant General Manager, SERVICOM, Zainab Kwande during the flag off of the Global Customer Service week at the Authority's Corporate Headquarters in Lagos.



L-R: the GM Administration, Sylvester Ajibola, AGM SERVICOM, Zainab Kwande (Mrs.), The Representative of the Acting Managing Director of the Nigerian Ports Authority (NPA), Executive Director, Marine and Operations, Hon. Onari Brown, the Acting Executive Director, Finance and Administration, Emeka Ezugwu, General Manager, Private, Public, Partnership (PPP), Eniola Williams and the General Manager, Security, Khalil Mohammed during the flag off of the Global Customer Service week at the Authority's Corporate Headquarters in Lagos.

# LEÇON VINGT-NEUF (LESSON 29)

In the last lesson we studied Nouns.

Revision questions.

**What are the feminine form of these nouns?**

1. Le cousin
2. Le lion
3. Le paysan
4. Le chat
5. Le cadet

**In this lesson, we shall be looking at plural of Nouns.**

The plural of nouns is usually formed by adding –s to the singular form. This is true of both masculine and feminine nouns.

La maison house                      les maisons    houses

La patronne boss                      les patronnes   bosses

**Nouns ending in –s, -x or –z do not change in the plural**

Le pois pea                              les pois peas

La croix cross                           les croix crosses

Le fils son                                les fils    sons

**Nouns ending in –al change to –aux in the plural**

Le canal canal                           les canaux canals

Le journal newspaper                   les journaux newspapers

L'hôpital hospital                      les hôpitaux hospitals

**NOTE:** Le bal, le carnaval, le festival take an –s (les bals, les carnivals, les festivals)

**Nouns ending in –au, -eau, or –eu take an –x in the plural**

Le noyau pit (of a fruit)                les noyaux pits

Le manteaux coat                        les manteaux coats

Le jeu game                                les jeux games

**Nouns ending in –ou takes an –s in the plural with the exception of these seven nouns.**

Le bijou                      les bijoux    jewel(s)

Le caillou                    les cailloux   pebbles

Le chou    ``                les choux    cabbage(s)

Le genou                    les genoux   knee(s)

Le hibou                    les hiboux   owl(s)

Le joujou                    les joujoux   toy(s)

Le pou                        les poux      louse (lice)

**Bon lecture, On se verra la prochaine fois. (All the best, see you next lesson.)**



# NPA Appoints Seven New General Managers And 10 Assistant General Managers

**T**he Nigerian Ports Authority has announced the appointment of some senior staff, 7 as General Managers and 10 as Assistant General Managers. This is in line with the Management's commitment to employees' motivation and service excellence.

The new General Managers includes Moltok Josephine Adar, formerly the Asst. General Manager - Overseas Office is now General Manager Servicom; Ahmad M. Umar, formerly the Asst. General Manager Accounts now General Manager Human Resources; Sheidu-Shabi Khadija Ife, formerly the Asst. General Manager Environment now General Manager MD's Office; and Ngini Chukwuma, formerly Asst. General Manager Facility Management is now the General Manager, Lands and Asset Administration.

Others are former Asst. General Manager, Corporate & Strategic Communications, Ibrahim Nasiru, who is now General Manager, Corporate & Strategic Communications while Odunsi Opeoluwa, formerly Asst. General Manager Finance becomes the new General Manager Finance; and Mohammed Shehu, formerly Asst. General Manager Procurement takes over as General Manager Tariff & Billing.



**AHMAD UMAR**  
GM, HR



**JOSEPHINE MOLTOK**  
GM, SERVICOM



**NGINI CHUKWUMA**  
GM, LAND and  
ASSET ADMIN



**MOHAMMED SHEHU**  
GM, TARIFF and  
BILLING



**SHEIDU SHABI  
KHADIJA IFE**  
GM, MD's OFFICE



**ODUNSI OPEOLUWA**  
GM, FINANCE

While congratulating the new heads of divisions on their appointments, the Ag. Managing Director admonished them to regard their new appointments as a call to duty and service to the nation thus, commit their optimal best to achieving the vision of the Authority.

The appointments take immediate effect.



**NASIRU IBRAHIM**  
GM, C and SC

## ... Appoints three Port Managers, redeploys others

**I**n its bid to regig Port operational efficiency and in the quest to become the trade gateway in Africa, South of the Sahara, the Managing Director has approved the appointment of three new Port managers.

The new appointees are Yitnoe Stanley Magaji Technical Assistant Marine and Operations to Managing Director as Port Manager Onne while Buba Jibril formerly Traffic Manager, LPC moves to Tin Can Island Port as Port Manager and Ovbude Nelson Uwaifo Traffic Manager, Dangote Jetty, now Port Manager Calabar

The erstwhile Port Manager Tin Can Island Port Engr. Yunusa Ibrahim Anji moves to corporate headquarters as Assistant General Manager Port Engineering while

Dantsoho M. Abubakar former Port Manager, Onne now becomes Technical Assistant to Managing Director, Special Duties.

Other appointments include Okaga Charles Bamidele Principal Manager, Traffic who becomes Technical Assistant Marine and Operations to the Managing Director. Leoso Akintunde Oladipo, Principal Manager Traffic LPC assumes duty as Traffic Manager Lagos Port Complex while Aliyu Abubakar Principal Manager Traffic Kirikiri Lighter Terminal takes over as Traffic Manager, Dangote Jetty, Lekki.

The appointments take immediate effect.

# Health of NPA pensioners a priority: Acting MD NPA ... Partners FMC Jalingo

**T**he health of pensioners of the Nigerian Ports Authority (NPA) is a priority for the current management in order to spur commitment and dedication among serving workers, the Acting Managing Director, Mohammed Bello-Koko stressed.

The NPA helmsman disclosed that the Authority would take steps to enhance health care provision for its retirees through effective synergy with existing and reputable health care institutions across the country.

Mr. Koko spoke when he received a delegation from the Federal Medical Centre (FCM) Jalingo, Taraba state who paid him a courtesy visit at the NPA Corporate Headquarters office in Lagos.

He told the delegation that the feedback the NPA management has been receiving from the FMC indicates that its workers who spent a greater part of their lives in the service of the organisation and the nation are receiving professional and quality health services at the medical center.

"I receive reports of the excellent service the Federal Medical Centre, Jalingo offers our heroes who dedicated their lives to the services of the NPA. It gladdens my heart that even while they are out of service, they continue to receive top notch health care, this the Authority will ensure is maintained.

The way serving staff notice the



**Mohammed Bello-Koko**

Authority treats their retired colleagues goes a long way to determine their productivity and commitment, so it is my desire to ensure that all health related issues both for serving and retired staff of NPA are given the attention they deserve" he added.

While he commended the visiting delegation for coming all the way from Taraba state, Bello-Koko affirmed that it is a testament to the long lasting relationship and fulfillment of the

Memorandum of Understanding (MoU) between both parties in the area of health services to its pensioners within that geographical spread.

The NPA management he said, would commit to further assisting the FMC in the provision of necessary equipment and materials that would further assist it in providing the desired quality health care services to the agency's pensioners.

The FMC Medical Director, Dr Aisha Shehu Adamu, who was represented by the Director of

Administration, Adamu Ardo told the NPA team that they were at the agency's headquarters to appreciate the support to the FMC over the years and to further seek collaboration in its desire to provide quality health care services to patients including the NPA former workers.

Ardo solicited for the NPA support in the upgrade of the centre's buildings, refurbishment of its operational vehicles and its 1000kva generator as well as the acquisition of medical equipment amongst other needs ■

## NPA To Support Digital Revolution Of African Ports

**T**he Management of Nigerian Ports Authority has been working steadily to digitalize operations at all port locations in the country, towards optimal efficiency, elimination of corrupt practices and service excellence.

Acting Managing Director of the NPA, Mohammed Bello-Koko stated this when he received a delegation of the Ports Management Association of West and Central Africa (PMAWCA), led by the Association's Secretary General, Mr. Jean Marie Koffi, in his office on Thursday.

The PMAWCA delegation came to officially invite the acting Managing Director as a Speaker at the forthcoming 41st PMAWCA Council Meeting, with the theme: "Digitized Port As A Model Of Port Efficiency", scheduled for November 2021, in Douala - Cameroon.

Bello-Koko informed the PMAWCA delegation that the Authority has over the years championed the transition from manual to digital, automated and smart business processes by working in collaboration with sister government agencies and providers of terminal and shipping services in the country. He noted that this approach has enabled the country's port system to continue to record increase in cargo throughput every year, despite most of the seaports operating far above their designed capacity.

The NPA helmsman commended the PMAWCA Secretary General and his team for sustaining the long cordial relations between the two organisations, stating that "PMAWCA has been a worthy partner at boosting regional trade and most

importantly encouraging the spirit of unity and brotherhood among Ports within the sub region and Africa in general".

He assured that the Authority is ready to work with PMAWCA to achieve closer regional integration and increased participation of ports in the region in the global economy.

According to him, "as a port authority, we have been implementing a port community system to improve collaboration and information sharing among all parties in the supply value chain. I therefore urge PMAWCA to remain steadfast in the promotion of the single window system as part of port operations in the subregion, this is the right way to improve the efficiency of cargo clearance, he added ■



## NPA to expand simulation training school, Says capacity development key to ports expansion

**T**he Acting Managing Director of the Nigerian Ports Authority (NPA) Mohammed Bello-Koko has said capacity development of its workforce will serve as the bedrock to achieving the country's ports development agenda of becoming destination ports of choice in sub-Saharan Africa.

He disclosed that to achieve the feat, the NPA has made a bold move to expand its simulation school to enable it accommodate 150 trainee pilots at a time.

The NPA Boss spoke at a meeting with the leadership of the Shipowners' Association in Lagos where he reiterated his support to the body in achieving its mandate.

Mr Bello-Koko assured that the NPA Management under his watch will gear up efforts at ensuring that operations and services are continually delivered in a safe, secure and conducive ports environment.

He called on the leadership of ship owners to pay a premium for the accreditation of schools which

seafarers attend in the country noting that the absence of certification has hampered foreign recognition and support especially in the areas of financial, sponsorship and technical support for all intending countries.

According to him: "effective collaboration and synergy amongst agencies in the Shipping industry would further improve in the area of international support especially in funding of our regulations and mandate before the International market. That is why my management is seriously looking into the operations of badges doing business on our Waterways.

Whilst he expressed displeasure over the deplorable condition of facilities on badges that prompted the introduction of Standard Operating Procedure (SOP), the MD pledged support for the shippers forthcoming annual NIMAREX conference coming up early next year.

Mr Bello-Koko informed the visiting delegation that the NPA

management is looking forward to seeing the body take maximum advantage of the job creation potentials in the sector just as he urged them to also take optimal opportunity of the Cabotage Law in place.

Also while reiterating that a lot of potentials are yet to be tapped by the relevant bodies in the sub sector, he assured the body that NPA would respect the concession it currently enjoys saying there is room for review of the privileges for the benefit of the nation.

Leader of the Shipowners' Association delegation, Prince Sunday Onatseye sought collaboration in the area of operations from the NPA in view of its vast network and the professional manner it conducts its services.

Omatseye said he was at the NPA Corporate Headquarters to exchange views with the Bello-Koko's management on developments within the association and its plans at hosting the forthcoming NIMAREX conference.



Apapa Dockyard Simulation Centre

## PORT INFRASTRUCTURE: NPA upgrades Control Tower

**T**he Management of the Nigerian Ports Authority (NPA) is poised to ensure optimal utilisation of its facilities across the nation's seaports with a view to position the ports on a competitive edge in the West and Central African sub region.

The Acting Managing Director of the NPA, Mohammed Bello Koko made this assertion while on a facility tour of the newly rehabilitated Control Tower located at the Lagos Ports Complex LPC, Apapa.

Bello Koko said it has become expedient for port facilities to be upgraded so as to impact positively on port operational efficiency. He added that effective communication is an important variable for efficient performance of the seaports.

"We aspire to be ahead of competitors in the sub region. One of the ways to achieve this is by ensuring our facilities such as the Control Towers are up to date and upgraded to work with modern communication and radar systems. This would improve communication, reduce ship waiting time and further reduce the cost of doing business at our ports, the MD said.

On the welfare of the pilots, he said the NPA places premium on the comfort of this very valued category of staff of the Authority. We are committed to the welfare of the pilots, pointing out that matters concerning the pilots' accommodation, medical care and recreational facilities at the rehabilitated



*Mohammed Bello Koko*

9 storey Control Towers are world-class with the provision of facilities such as sleeping quarters, gym, canteens, kitchens and meeting/ conference rooms for the pilots and other harbours staff.

In conformity with the above, a second control tower at TinCan is also being upgraded to provide communication with ships using the VHF frequency.

The rehabilitated control towers will also have updated radar and communication equipment that will enable communication between the ports in Lagos and Lekki deep sea port and Dangote refinery jetty.

Bello Koko also said we are deploying more marine equipment like pilot cutters

and security patrol boats at various port locations in order to improve port efficiency and security around the ports

"We will ensure that we engage you for optimal performance", he stressed.

In a related development, Mohammed Bello Koko has allayed the fear of stakeholders over insinuations that the activities of hoodlums at the Tin Can Island Port may negatively affect the progress already recorded by the truck electronic call-up system 'Eto' in terms of tackling the perennial gridlock at the ports in Lagos area.

The Managing Director, who visited the affected site where vandals attempted destroying 'Eto' infrastructure but were promptly apprehended by vigilant NPA security operatives, assured that rehabilitation work has already commenced.

He pointed out that the incident has not in any way affected operations. He appreciated stakeholders' support, especially the Lagos State Government for the collaboration at enforcing Standard Operating Procedures (SOPs) in the use of Eto which has remained a continuum.

Bello Koko used the opportunity of the visit to declare zero tolerance to vandalism at the nation's seaports and called on all and sundry to partner the Authority in the auspicious task of hoisting the nation's flag amongst the comity of nations with efficient ports in the the world ■

### PORT IN FOCUS

**T**his is the busiest port in Africa. Durban is one of the largest cargo ports sub Saharan in Southern Africa, with at least 59 berths. To this day, the port continues to expand and develop new areas. The port is linked to critical industrial areas.

It has two floating docks, one of which is controlled by the South African National Ports Authority. This port is used by over 880 ships per month, and this number only increases every year.



## Port of Durban



## CONTINUED FROM LAST EDITION

**T**here are many nautical terms, acronyms, and abbreviations that facilitate communication on the seas and standardize the international nautical language. Whether you're a landlubber with dreams of sailing or just love the sound of nautical terms, you can learn some of the basic lingo used to travel on water.

### Commonly Used Nautical Terms

Important nautical terms include everything from the parts of a ship to how you'll speak to the rest of the crew.

### Terms for Nautical People and Actions

Each person who works or spends time on a ship has a specific word to describe their specific role in the voyage.

- Bimcosale - Bimco standard form of bill of sale
- BPI - Baltic Panamax Index
- DGPS - Differential Global Positioning System
- Dlong - Difference in Longitude
- DNC - Digital Nautical Chart
- DOC - Document of Compliance (as per ISM Code)
- DSV - Diving Support Vessel
- Dwt - Deadweight Tonnes
- DX.90 - Format for digital cartographic data
- ECDIS - Electronic Chart Display and Information System
- ECS - Electronic Chart System
- EEZ - Exclusive Economic Zone
- EN - European Standard
- EPIRB - Emergency Position Indicating Radio Beacon
- EPS - IMO performance standard for ECDIS
- FO - Fuel oil
- FPSO - Floating Production, Storage and Offloading System
- FSA - Formal Safety Assessment
- HO - Hydrographic Office, observed height
- HP - High pressure
- HSC - International Code of Safety for High-Speed Craft, IMO
- HSWA - Health and Safety at Work Act
- IBCS - Integrated bridge control system
- IGS - Inert Gas System
- IICL - Institute of International Container Lessors
- ISM - Code International Safety Management Code, IMO
- IS - Information Systems
- ISSN - International Standard Serial Number
- IT - Information Technology
- Lash - Lighter Aboard Ship
- LOC - Letter of Credit, Letter of Compliance (USCG)
- LOR - Letter of Readiness
- LPG - Liquefied Petroleum Gas
- LR - Lloyd's Register (classification society)
- LSA - Life Saving Appliances, Lloyd's Standard Form of Salvage Agreement
- LST - Local Standard Time

## Common Nautical and Sailing Terms With Abbreviations

- LW - Low Water, Winter Load Line (timber)
- MAIIF - Marine Accident Investigators' International Forum
- Marisat - Maritime Satellite System
- Mb - Megabyte
- MDO - Marine Diesel Oil
- MEO - Medium Earth Orbit (satellite configuration)
- MERSAR - Merchant Ship Search and Rescue Manual
- NDT - Non-destructive Testing
- NFTZ - Non Free Trade Zone
- OMBO - One Man Bridge Operation
- OOD - Officer of the Deck, Officer of the Day
- OOW - Officer of the Watch
- OPA 90 - Oil Pollution Act of 1990 (USA)
- OPPR - Oil Pollution Preparedness and Response
- PSC - Port State Control
- PV - Pressure/Vacuum, Prime Vertical
- QA - Quality Assurance
- RCC - Rescue Coordination Centre
- RCDS - Raster Chart Display Systems
- RNC - Raster Navigational Chart
- SCOPIC - Special Compensation P&I Clause
- SCR - Special Casualty Representative (P&I)
- SMC - Safety Management Certificate (as per ISM Code)
- SPI - Ship-Port Interface, IMO
- SPM - Single Point Mooring
- STCW - International Convention on Standards of Training, Certification and Watchkeeping, IMO
- TFLL - Tropical Fresh Load Line
- TLL - Timber Load Line
- TPI - Tonnes Per Inch Immersion
- UFL - Upper Flammable Limit
- UPS - Uninterrupted Power Supply
- UTC - Universal Time (Coordinated)
- VDR - Voyage Data Recorder
- VDU - Visual Display Unit
- WL - Water Line
- WT - Watertight
- ZD - Zone Description

### Nautical Knowledge

Nautical terms, acronyms, and abbreviations are important to communicate effectively at sea. Now that you know some official maritime abbreviations and terms, get inspired for your own aqua adventure with motivational pirate quotes.

With help from [www.yourdictionary.com](http://www.yourdictionary.com)



## China Floats First 24,000 TEU Boxship Built for Evergreen

China's Hudong Zhonghua Shipbuilding, a division of CSSC, floated Evergreen Line's newest containership which is being called the world's largest containership based on rated capacity. The new ship, named Ever Alot, is the same dimensions as the previous class of ultra-large containerships built by Samsung, but features a design developed by the Chinese shipbuilder and will have a rated capacity of 24,004 TEU compared to the 23,992 of the Ever Ace introduced in the summer of 2021.

The order for the vessel was initially placed in November 2019 with CSSC calling for four ships and expanded in June 2021 to the current six ships. Hudong Zhonghua was assigned the task of designing the vessels and building the lead ship of the class.

The vessels were designed using the latest green principles to maximize efficiency. Built following TIER III specifications, the vessels will reportedly be high efficiency and energy saving. Employing Hudong's bulbous bow design, large-diameter propellers, and energy-saving ducts, the ship will have advantages of speed and low energy consumption. They are also being outfitted with hybrid scrubber desulfurization devices.

Like the other vessels of the A-class, the newer Ever Alot will measure 1,312 feet in length with a 202-foot beam. The total height will be 109 feet. The Ever Ace is 241,960 dwt and the new vessel is expected to have a

similar tonnage.

In order to be able to build these new vessels and maintain semi-tandem construction to deliver a new ship every two months, Hudong Zhonghua took over the operations of Changxing Shipbuilding's number one dry dock. The dry dock was lengthened from 1,700 feet to 2,165 feet in 2020. The yard now reports that it has an annual production capacity to build five to six ultra-large containerships. They said that Dock 1 "has become the busiest specialized production facility for large containerships in China."

CSSC reports that Hudong Zhonghua received orders for 13 large containerships in 2021 and delivered six. The yard's orderbook currently stands at 19 large containerships due for delivery by 2025.

The new vessel is part of an overall expansion and modernization of Evergreen's operations. Alphaliner currently reports that the company has the largest order book based on the number of vessels of the large carriers, and second in capacity to MSC's orderbook. Evergreen has a total of 607,402 TEU on order. In addition to the ultra-large vessels, Evergreen this year ordered 24 feeder vessels with a capacity between 1,800 and 3,000 TEU from CSSC. That order followed 20 boxships each with a 15,000 TEU capacity ordered from Samsung Heavy Industries. According to Evergreen, the goal is to establish one of the youngest, most technically advanced, and sustainable containership fleets.



# NPA Unveils Ultra Modern Records Centre

In order to sustain operational efficiency, the Management of the Nigerian Ports Authority (NPA) has commissioned a state-of-the-art ultra modern e-Documents Management and Records centre at its Corporate Headquarters in Marina Lagos.

The Acting Managing Director of the Authority, Mohammed Bello Koko who unveiled the ultra modern Records Management and Solution Centre described it as a testament of the Management's relentless efforts aimed at comprehensively improving the Agency's position at developing seamless customer based services and operations.

He highlighted the fact that it is the Strategic intent of the Authority to sustain competitiveness in the sub-region by giving priority to documents safety through automation and digitalization

Bello koko stated that in adherence to the Authority's plan to deploy a 360 degree Document Management solution, management aspires to migrate from physical archiving to digitalization up to work flow via Electronic Documents Management Solution (EDMS) with strategies to localise same at Port locations as functional retention centres.

At the moment the Authority has two other functional retention centres in Apapa and Port harcourt to serve the lagos and eastern ports respectively. This is in addition to another record centre undergoing automation located along the Apapa port area.

The NPA Acting Managing Director added that the speed and seamless nature of the EDMS in records storage and processing has a bearing on the organization's desire in achieving customer satisfaction and excellence whilst promoting the Ease of

doing Business.

He said: "In fact this event is very much in synchronization with our drive towards attaining compliance status of the International Organisation for Standardization (ISO).

The ISO frame work for records Management, positions organisations like the NPA to reap the benefits of enhanced records Management.

This he said, includes meeting legal obligations for accurate storage and retrievals" adding that the documents Management Solutions would institute a clear regime of improved accountability and transparency in addition to strengthening our auditing system and training process to world class standard.

The Documents solution centre which is of American model, will not only serve as a source for information storage and retrieval but as a reservoir of data of enduring values.

Bello Koko

further expressed confidence at the realization of the Authority's vision of deploying a single window to access records across all Port locations.

While the Documents solution Centre is expected to serve as an antidote to vandalism, theft and arson, the Acting Managing Director In his closing remarks, enjoined all staff of the Authority to take ownership of the facility, reminding them to deepen their maintenance culture while also admonishing them not to let the investment in the project be a wasteful venture.

It is envisaged, that before the end of 2021, the pilot project of the end-to-end documents management solution would have been achieved ■





# Nigeria Is Poised To Become

**N**igerian Ports Authority (NPA) Acting Managing Director, Mohammed Bello-Koko, says the NPA is poised to leverage Nigeria's status as Africa's biggest economy to actualise the country's maritime hub status in the region.

This will be achieved through investments in modern deep seaports that would attract very large merchant vessels with the attendant multiple socio-economic benefits, as well as boost port revenue performance.

Bello-Koko made the remarks at the first retreat for the reconstituted board of Directors of the Authority, with the theme 'Expanding the Frontiers of Service Excellence'.

A lot has been done to actualise these aspirations, he said. In the last few months most of the identified constraints to efficient movement of cargoes to and from port locations have been resolved, Bello-Koko said.

"Nigeria accounts for about 70 percent of cargoes imported into West and Central Africa and the country controls an impressive stretch of the Atlantic Ocean. Nigeria's rich aquatic endowments and her border with landlocked nations makes development of deep seaports a huge potential revenue earner for the nation.

## Earning Hub Status

"The move towards earning the status of hub in the region is in line with our new vision statement which was adopted at the recent NPA Management retreat, 'To Be The Maritime Logistics Hub For Sustainable Port System In Africa,'" he said.

Describing the board retreat as very timely, he said that it signposts a unity of purpose and shared vision, where the executive management is working closely with every section, unit, department, division and directorate, to embrace an all-inclusive strategic outcomes for the NPA with the requisite buy-in of the Board.

He appealed to the Board for an understanding of the executive committee's limitations in carrying out some of the goals and objectives, which he said the Board



must have noticed while touring the ports ahead of the retreat.

Nevertheless, he highlighted recent interventions that led to significant improvement in terms of ship and cargo dwell time at the port. However, some of the benchmarks still to be achieved remain dependent on outside forces requiring concerted inter-agency actions.

These, he said, face systemic administrative constraints and bureaucracy, including conflicting directives from the agencies operating within the port value chain and reporting to different supervising ministries with jurisdictional overlaps and duplication of functions.

## Dredging

He told the Board that in addition to revenue from traditional port

operations, the NPA is seeing to expand revenue streams. "Unlike the practice in our sister francophone countries where government funds dredging of ports, we are responsible for funding ours which put a lot of strain on our resources and capacity to invest in critical port infrastructure," he pointed out.

"We are facing decaying port infrastructure, for example sections of the quay aprons or walls at Tin Can Island, Onne, Delta and Calabar ports are collapsing and require huge funds to repair them.

"With the increasing pressure to remit more revenue to the Consolidated Revenue Fund (CRF) of the Federation, it has become very difficult to have sufficient funds to attend to these decaying facilities, hence the need to explore alternative funding sources outside



# West Africa's Maritime Hub



the traditional port service offerings.”

Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko (standing right) addressing participants at the NPA Board Retreat in Abeokuta, Ogun State. Picture: NPA

Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko (standing right) addressing participants at the NPA Board Retreat in Abeokuta, Ogun State. Picture: NPA

Bello-Koko pointed to prime real estate which the NPA owns and which could serve as alternative funding sources outside the regular budget.

“NPA has a lot of high value landed properties in Onne, Snake Island, and Takwa Bay that are designated free trade zones and mostly allocated but with poor arterial road network and

other infrastructure to make them attractive for private investments which would bring good revenue to the Authority and Federal Government.

“Management will need the support of the Board to drive the process of alternative revenue sources to actualise the lofty aspirations of the Authority,” he said.

## Financial Institutions

Bello-Koko advised that correspondences had been opened with some multilateral financial institutions to access long term low interest credit for port infrastructure upgrades and expansion.

The Acting MD also touched on efforts by the management to make Nigerian seaports more business friendly. “We have been able to deploy technology to address the perennial traffic gridlock that has been frustrating the conduct of business around the

Lagos ports corridor. A software application code named ‘eto’ is gradually restoring sanity to trucking business despite the initial teething problems and resistance by vested interests hitherto profiting from the chaos.”

## Truck Terminals & Barges

The Authority has accredited 33 private truck terminals within the Lagos area, in addition to the Lilypond Truck Transit Park and Tin Can Island Port Truck Transit Park, to ensure trucks do not park indiscriminately on the access roads and would only be allowed to transit to the port after obtaining electronic tickets via the ‘eto’ call-up platform.

The Authority is collaborating with the Lagos State Government to ensure enforcement and compliance with the e-call up system, he said.

Other solutions being implemented is the push to link all seaports to the national rail network as well optimise the use of the inland waterways through the transfer of cargo or containers via barges.

Currently, the Authority is streamlining barge operations to ensure efficiency, safety and cost effective cargo delivery for increased port revenue.

## \*Bonny Deepsea Port\*

In his address he included acknowledging recent steps taken by the Ministry of Transportation and the NPA towards the timely execution of the new green-field deep seaport to be built in Bonny, Rivers State.

The Bonny seaport project, boosted by two major railway projects, would massively transform the economic landscape of the country, particularly the South South and South Eastern regions.

Meanwhile, on the South Western axis is the Lekki Deep Seaport which should be operational next year.

The two port projects will usher a new vista of economic prosperity and further consolidate the country's status as gateway to the African economy, he noted ■

*\*Culled from Africa Ports and Ships*

## Safety and Security of Seaports remains our priority - Bello-Koko

**T**he Acting Managing Director of the Nigerian Ports Authority (NPA) Mohammed Bello-Koko has reaffirmed Management commitment at ensuring that the safety and security of businesses and personnel at the nation's seaports are not compromised.

He assured that the NPA will continuously strive to reposition the Port sector operations and service delivery with a view to achieving its full potentials and optimization in line with International best practice.

The MD spoke when a delegation of the Western And Central Africa Port Security (WeCAPS) experts team led by Thomas Kieler of the European Union and its Liaison Officer in Nigeria paid him a visit at the Authority's Corporate Headquarters in Lagos.

Represented by the NPA General Manager, Health, Safety and Environment, Engineer Olukayode Omiwole, the NPA helmsman reiterated Management's determination to collaborate with relevant agencies in areas of technical support and assistance that would boost the Authority's operations and services within Sub Saharan Africa and beyond.

He added that NPA will welcome

collaborations and support from WeCAPS in the areas of capacity development, improved technical support through security patrols, detection of suspicious items, prevention of threats at the Seaports by way of eliminating proliferation of small arms, and the redefinition of roles and functions of different agencies in the Ports to avoid duplication of functions amongst others.

Leader of WeCAPS delegation had informed the NPA Management that it was in Nigeria as part of its tour of some African countries within the Sub Saharan

Africa to discuss with various Port Management bodies on ways to support improved operations, service delivery, security and safety of the African Ports.

Both Parties agreed that deepening mutual relationship would assist in boosting the economy of African nations while recognizing a credible roadmap towards repositioning the maritime sub sector for global acceptance.

The two leaders were of the view that Nigeria with a robust sub sector and a leading African country within the Gulf of Guinea should take advantage of the numerous benefits from WeCAPS with a view to harnessing her potentials optimally for the benefit of all.



## Data keeping central to success of Nigerian ports operation — Bello-Koko

**T**he Acting Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko has reiterated the importance and economic benefits of data keeping in the day to day operations of the nation's sea ports which he said has enabled the agency to attain its successes over the years.

He said the present state of development across the country's ports is being achieved largely due to the records retrieved from the NPA's database that helps guide its attention to areas of priorities, allocation of resources as well as planning for the future.

Mr Bello-Koko, who spoke at a meeting with the Executive Members of the Nigerian Statistical Association (NSA) in Lagos affirmed that the management under him places seriousness on the training of its workforce in record keeping in order to

meet global standards.

According to him, the NPA will continue to provide relevant and necessary tools in the area of capacity building for the workforce especially as it concerns knowledge in data management which has been helpful to its daily operations.

Mr. Bello-Koko said "NPA depends on the feedback from the data division for all we do. The division provides a platform through which we plan and commit resources either in dredging, maintenance, traffic management and most especially during the Authority's budget presentation and defense before relevant government agencies"

While he commended the long lasting relationship and synergy that has existed between both parties, he assured the group of the commitment of the management to place premium on suggestions and advice from the body in view of the caliber of professionals in the group and the quantum of knowledge at

their disposal.

Speaking on the need to have more NPA staff join the statistical organisation, the CEO pledged to increase membership of the association and particularly further improve synergy and collaboration on training of its workforce on courses that would add value to them and the agency.

He also promised to look into challenges of remitting subvention to the NSA.

The Head of the Statistical Data Association, Dr. Ebuh Godday had earlier solicited for further collaborations particularly in membership drive of staff of the NPA and the remittance of subvention to the association's purse.

Dr. Godday added that the body, which was founded in 1976, strives for capacity building and advocacy thus bridging the training gaps necessary for optimal development.

He said the association is also concerned with the management of human and financial resources using empirical data that is reliable, available, has integrity and timeliness amongst others.



## Ships' Newbuilding Activity Higher in 2021

The newbuilding market, especially for bulkers and containers has been much more active during 2021. However, the end of the year has seen a decline in activity. In its latest weekly report, shipbroker Allied Shipbroking said that "activity in the newbuilding market was unimpressive during this past week, as the Christmas holidays trimmed potential for new deals to take shape. However, two fresh orders in the dry bulk market were seen, reflecting the robust sentiment in the sector that has been witnessed throughout the whole of the year. 2021 has been a remarkable year for the dry bulk market with record high freight earnings being noted and strong activity seen in the secondhand market compared to previous years. In the newbuilding front, it was also a much improved year with several deals emerging during the past months, nourished by the positive momentum and the healthy outlook. However, considering the new highs noted in the freight market, activity remained at rational levels, a fact that could give a fresh boost in the market over the coming years. In contrast to the dry bulk market, interest for tanker new ordering has been limited this year. Severely hurt sentiment as part of a never emerging rebound in earnings has capped interest amongst potential buyers. At the same time, increases in newbuilding prices have further trimmed interest for new projects".

In a separate note, Clarkson Platou Hellas added that "in dry bulk this week, CMB ordered a further two firm 210k dwt Newcastlemaxes at CSSC Beihai. The vessels are reported to have an Ammonia ready notation

and bring their current series to eight Vessels at the yard, with these two Vessels set to be delivered within 2H 2024. Huaxia Financial Leasing ordered two firm 64k dwt Ultramaxs at Nantong COSCO (NACKs), with delivery expected within 2023.

Huaxia Financial Leasing also declared options for four 63.5k dwt Ultramaxs at Chengxi, with delivery of the vessels set for 2024. In Containers, it was reported that TS Lines ordered a further two 7,000 TEU Containerships at Shanghai Waigaoqiao. The order brings their series at the yard to six, with deliveries expected within 4Q 2024. In the ferry market, Grandi Navi Veloci (GNV) reportedly ordered two firm 1,500 passenger, 3,100LM RoPaxes at GSI Nansha, with delivery of the vessels slated for 2024", the shipbroker said.

Meanwhile, in the S&P market this week, Xclusiv Shipbrokers noted that "on the dry S&P,

the VLOC "Sakura" – 229K/2010 Namura was reported sold to clients of Berge Bulk for USD 21.5mil. Cobelfret are said to have sold their Post Panamax "Lowlands Light" – 88K/2017 Oshima for high 32's while TMS acquired the "Scarlet Albatross" 82K/2015 Tsuneishi for USD 31mil. A number of modern Handies were sold this week, with two noteworthy sales being the "Xing Yuan Hai" – 34K/2015 Namura and sister "Xing Jing Hai" – 34K/2015 Namura xs 22mil each. On the Tanker sale and purchase, notable this week is the "Astra" – 149K/2002 Sasebo sold for mid USD 13mil, while the MR Tankers the "Dong A Triton" – 50K/2015 HMD, "Dong A Krios" – 50K/2015 HMD and "Dong A Themis" – 50K/2015 HMD are sold to clients of Tufton for USD 90mils enbloc", the shipbroker concluded.

### COSCO: World's 1st zero-carbon smart terminal in the making

On December 15, the world's first smart green energy system for a zero-carbon terminal was successfully connected to the grid at the Second Container Terminal of Tianjin Port, COSCO SHIPPING Tianjin said.

COSCO SHIPPING Tianjin Goldwind New Energy, a joint venture between COSCO and Goldwind, has provided "zero-carbon" solutions for the smart container terminal at Section C of Tianjin Port, realizing 100% self-sufficiency in the provision of clean energy for the terminal.

Phase I of Tianjin Port Section C Terminal Smart Green Energy System Project includes two 4.5MW distributed wind turbines, which is expected to generate 23.3 million kWh of electricity annually and reduce the carbon emission by 20,600 tons per year, helping to achieve 100% self-sufficiency in energy consumption and zero-carbon emission throughout the whole phase.

### Inmarsat Launches 'World's Most Sophisticated Communications Satellite'

Global satellite communications company Inmarsat has launched its first next-generation satellite, known as the I-6. Billed as the most sophisticated commercial communications satellite ever launched, the I-6 F1 is the first of seven new fully-funded Inmarsat satellites to be launched by 2024. The satellite was launched by Mitsubishi Heavy Industries from Japan at 15:32 UK time on 22 December 2021.

The Inmarsat-6s (I-6) are Inmarsat's first ever dual band hybrid L- and Ka-band satellites, with increased capacity and new technological advances for ELERA's transformational L-band services alongside additional Global Xpress (GX) high-speed broadband capacity.

I-6 F1 is comparable in size to a London double-decker bus, with a deployed solar arrays 'wingspan' similar to a Boeing 767 and a 9 meter wide L-band reflector. Using its electrical propulsion system, the satellite will be raised to geostationary orbit (GEO) approximately ~22,500 miles above the Earth where it will undergo testing before entering service in 2023. Ground stations in Western Australia will support I-6 F1.

"This launch marks Inmarsat's newest technological leap forward as we maintain our strong commercial momentum and sector leadership," said Rajeev Suri, CEO of Inmarsat. "It gives me great pleasure and pride to confirm the successful launch of I-6 F1.

### A.P. Moller – Maersk Enters Strategic Partnership With Unilever On International Logistics

A.P. Moller – Maersk (Maersk) has announced the signing of an international freight supply chain management partnership with Unilever effective from 2022.

The four-year agreement will see the development and management of Unilever's International Control Tower Solution – an operational management solution which will consolidate the execution of its global ocean and air transport, with the aim of enhancing visibility, increasing efficiency and driving reductions in emissions across its operations.

Maersk will be providing operational management of international ocean and air transport, underpinned by Maersk's digital supply chain platform NeoNav, which serves as a core part of the agreement.

A next generation and first-of-its-kind solution, NeoNav unifies the physical and digital logistics worlds to give end-to-end transparency, control, and improved decision-making based on data insights, following industry standards to ensure the confidentiality and neutrality required from operational management providers.

As a part of the partnership, Maersk's logistics expertise, data insights and NeoNav management platform will bring further resilience, agility and end-to-end visibility to Unilever's supply chain, which covers more than 190 countries around the world.

"We are excited that Unilever has chosen our logistics expertise and our technological platform NeoNav to provide an overview of the links that make up its ocean and air logistics operations.

# More Supply Chain Chaos Expected as Omicron Forces Transport Workers to Quit

From seafarers refusing to get back on ships to truck drivers whose concern over Covid-related border closures trumps the lure of higher pay, the transport industry is bracing for another roller coaster year of supply-chain disruptions.

As omicron infections surge and governments tighten restrictions, logistics companies around the world, from global giants to small businesses, can't find enough staff. According to the International Road Transport Union, around one-fifth of all professional truck driving jobs are unfilled, despite many employers offering increased wages. Some pockets of shipping are also sounding the warning bell about future hiring prospects.

"2022 is shaping up to be another year of severe disruption, under supply and extreme cost for cargo owners," said Simon Heaney, an analyst at maritime research consultancy Drewry. "The virus is once again showing it's in charge," he said, predicting another 12 months of stretched labor and healthcare-related red tape.

As the mutated omicron variant takes hold, workers who deliver goods on ships and trucks are shouldering the brunt of a supply chain infrastructure still mired in chaos. Faced with long weeks of quarantine combined with the precarious nature of crossing borders and fears of getting sick, some people are refusing contracts while others are looking for work elsewhere, companies say.

In Romania, many truck drivers don't want to accept long-haul jobs into other parts of Europe, stung by last year's 30 mile (48 kilometer) traffic jams and waits of up to 18 hours at EU borders. Countries where infections are surging are particularly problematic, according to Alex Constantinescu, CEO of Alex International Transport 94 SRL, which operates 130

trucks that deliver pharmaceutical and food products throughout the continent.

Already faced with a driver shortage before the pandemic, the trucking industry's labor crisis has become more acute, he said. The company has had to raise wages by about 30% over the past three years.

## Quarantine Concerns

"Long hours on the road, sleeping in the cab and now not knowing if the people you interact with have the virus — truck driving isn't very attractive anymore," said Constantinescu, who founded the company 27 years ago. "I look behind me and I can't see any new generation of drivers. The pandemic has made this work very unattractive."

In the U.K., the ranks of heavy goods

vehicle drivers slumped by 23%, or around 72,000 people, in the second quarter compared to 2019, data from Logistics UK show. In China, it's the fear of draconian quarantines due to the government's Covid-zero strategy keeping drivers away. Just last week the entire western city of Xi'an, population 13 million, went into a snap lockdown after 127 cases.

"China has very strict policy measures to control flare ups and that's making truck drivers unwilling to go to some areas where they might be quarantined," said Salmon Aidan Lee, head of polyesters at energy consultancy Wood Mackenzie. "These harsh measures have further contributed to supply chain issues, and some polyester factories have had to shut" ■



*Trucks arrive to pick up containers at the Port of Los Angeles in Los Angeles, California, U.S*

## MSC In Exclusive Talks To Buy Bolloré's African Logistics For \$6.4 Billion

Mediterranean Shipping Co., the world's second-biggest container line has offered to buy the African transport and logistics business of Bolloré SA for 5.7 billion euros (\$6.4 billion) including debt.

Geneva-based MSC has been granted exclusivity until March 31 to put forward a formal bid, Bolloré, the Paris-based group founded by the family of French billionaire Vincent Bolloré, said in a statement Monday.

Bolloré shares climbed almost 12% in early trading Tuesday, their biggest jump since Feb. 15, and were priced up 10% at 4:77 euros as of 9:31 a.m. in Paris.

The French transportation and media conglomerate had appointed Morgan Stanley to seek buyers for Bolloré Africa Logistics, Le Monde reported in October, when it suggested that Denmark-based A.P. Moller-Maersk A/S, the world's No. 1 container shipper, and rival CMA CGM SA of France were interested in bidding.

## Yara Launches World's First Green Autonomous Container Ship

Norwegian fertiliser firm; Yara International has launched an electric and autonomous container ship, named Yara Birkeland, to support green shipping.

The new vessel is said to be the world's first such ship and completed its maiden voyage in the Oslo fjord.

It is expected to annually reduce 1,000t of carbon emissions as well as replace 40,000 trips taken by diesel-driven trucks.

The emission-free ship will commence commercial operations from next year.

Yara CEO Svein Tore Holsether said: "We have been looking forward to this day for a long time. Yara Birkeland will transport mineral fertiliser between Porsgrunn and Brevik and will contribute to significant emission cuts during transport."

"This an excellent example of green transition in practice, and we hope this ship will be the start of a new type of emission-free container ships. There are a lot of places in the world with congested roads that will benefit from a high-tech solution like this."





## NPA Shines At Annual Public Service Games

**T**he Nigerian Ports Authority's (NPA's) sports contingent came third at the 40th edition of the Annual Federal Public Service Games (FEPSCG) tagged 'Kwara 2021'.

The competition, which was among Ministries, Departments and Agencies (MDA) had over 70 MDAs in attendance of which only 54 of them made it to the medal's table.

At the 39th edition of the FEPSCG games held in Kano in 2020, NPA team emerged winner and took home the overall winners' trophy for the competition.

Speaking at the end of the 2021 edition, NPA's Team Manager, Mr. Charles Okaga appreciated the team performance at the games.

He attributed the turn of events to the fact that the NPA team was hurriedly put together and enjoyed only eight days of preparation.

He further stated that during the preparation for the competition, key members of the team sustained injuries and had to be dropped a few days before the start of the games.

Mr Okaga added that in the future, NPA's management would be persuaded to recruit more candidates with sporting talents.

Furthermore, the team manager also affirmed that the Nigeria Security and Civil Defence Corps (NSCDC) which came first at this year's games forayed into traditional areas of strength of the NPA's team where they usually win medals.

Mr Okaga, however, assured that the Authority will devote more time to training in the future with the hope of returning to the peak of the table in the next games.

In his own contribution, the administrator of the NPA Sports Association, Mr Adamu Babayo asserted that management will look into the need to upgrade sport facilities and give all the necessary backing and encouragement to sports men and women with the hope to regain lost grounds in the future.

## MEDALS TABLE

S/N	MDA	GOLD	SILVER	BRONZE	TOTAL NO MEDAL	POSITION
1	Nigeria Security & Civil Defence Corps (NSCDC)	35	4	1	40	1st
2	Federal Ministry of Works & Housing	14	3	11	28	2nd
3	Nigeria Ports Authority (NPA)	9	12	13	34	3rd
4	Federal Ministry of Youth & Sports Development	5	7	10	22	4th
5	Federal Ministry of Health	4	4	9	17	5th
6	Federal Inland Revenue Service (FIRS)	4	3	4	11	6th
7	Federal Ministry of Agriculture	4	2	5	11	7th
8	Office of the Head of Civil Service of the Federation	3	3	6	12	8th
9	Federal Ministry of Industry, Trade & Investment	3	2	2	7	9th
10	Federal Ministry of Water Resources	2	5	2	9	10th
11	Federal Ministry of Communications & Digital Economy	2	4	12	18	11th
12	Ministry of Defence	2	2	4	8	12th
13	Federal Ministry of Transportation	2	1	1	4	13th
14	Nigeria Television Authority (NTA)	2	-	1	3	14th
15	Federal Ministry of Environment	2	-	-	2	15th
16	Office of the Auditor General of the Federation	2	-	-	2	16th
17	Nigeria Civil Aviation Authority (NCAA)	1	5	6	11	17th
18	Federal Ministry of Humanitarian Affairs, Disaster Management & Social Development	1	3	5	9	18th
19	Office of the Governor General of the Federation	1	2	4	7	19th
20	Office of the Secretary to the Government of the Federation	1	2	5	11	20th
21	Federal Ministry of Women Affairs	1	1	-	2	21st
22	Federal Ministry of Power	1	1	-	2	22nd
23	National Orientation Agency (NOA)	1	-	2	3	23rd
24	Nigeria Air Service Management Agency (NASAM)	1	-	-	1	24th
25	Federal Airport Authority of Nigeria (FAAN)	1	-	-	1	25th
26	Federal Ministry of Education	-	7	6	13	26th
27	Ministry of Mines & Steel Development	-	3	7	10	27th
28	Nigeria Postal Service (NIPOST)	-	3	6	9	28th
29	Ministry of Interior	-	3	4	7	29th
30	State House	-	2	2	4	30th
31	Federal Ministry of Finance	-	2	2	4	31st
32	National Commission for Museum and Monuments	-	2	-	2	32nd
33	National Youth Service Corps (NYSC)	-	2	-	2	33rd
34	Federal Ministry of Aviation	-	1	5	6	34th
35	Federal Ministry of Science, Technology and Innovation	-	1	3	4	35th
36	Ministry of Niger Delta Affairs	-	1	3	4	36th
37	How Materials Research and Development Council	-	1	2	3	37th
38	Independent Corrupt Practices & Other Related Offences Commission (ICPC)	-	1	1	2	38th
39	Federal Ministry of Information & Culture	-	1	1	2	39th
40	Ministry of Petroleum Resources	-	1	1	2	40th
41	Bureau of Public Service Reform	-	-	1	1	41st
42	Supreme Court of Nigeria	-	-	1	1	42nd
43	Corporate Affairs Commission (CAC)	-	-	1	1	43rd
44	Federal Ministry of Police Affairs	-	-	1	1	44th
45	Federal Ministry of Justice	-	-	1	1	45th
46	Budget Office of the Federation	-	-	1	1	46th
47	National Bureau of Statistics (NBS)	-	-	1	1	47th
48	National Commission for Refugees	-	-	1	1	48th
49	National Health Insurance Scheme (NHIS)	-	-	1	1	49th
50	National Assembly	-	-	-	-	-
51	Federal Ministry of Labour	-	-	-	-	-

# Kamaru Usman

**K**amarudeen "Kamaru" Usman (born May 11, 1987) is a Nigerian-American professional mixed martial artist, former freestyle wrestler and graduated folkstyle wrestler. He currently competes in the welterweight division of the Ultimate Fighting Championship (UFC), where he is the reigning UFC Welterweight Champion. Usman was also The Ultimate Fighter 21 tournament winner. As of September 27, 2021 he is #1 in the UFC men's pound-for-pound rankings.

As a wrestler, Usman primarily competed at 84 kilograms, and was a 2010 US University World Team Member. Collegiately, he competed at 174 pounds, and was the 2010 NCAA Division II National champion, a three-time NCAA DII All-American and a NAIA National qualifier.



## Background

**U**sman was born in Auch, Nigeria. His father was a major in the Nigerian Army and his mother was a teacher. He has two brothers, Kashetu and Mohammed, of whom the former is a Doctor of Pharmacy and the latter is a mixed martial artist. Growing up with his mother and two brothers in Benin City, Usman struggled with the conditions in his environment during his childhood. Usman's father Muhammed Nasiru Usman, who became a pharmacist in the United States, brought his family into the country when Usman was eight years old, immigrating to Dallas, Texas.[18]

## Wrestling career

Usman started wrestling in his sophomore year in high school, at Bowie High School in Arlington, Texas. Because Usman's wrestling coach at the time had trouble pronouncing his first name Kamarudeen, he got the nickname "Marty" when he joined the team and it stuck with him during his amateur wrestling career. After compiling a 53–3 record in high school wrestling and placing third at the Texas state championships, Usman wrestled alongside Jon Jones at the senior national tournament before leaving for college.

In college, Usman wrestled in Iowa at William Penn University for one year, where he was an NAIA national tournament qualifier in 2007, but was

unable to attend the tournament due to a snowstorm; half of his team and his head coach, however, had left early for the tournament without him, which frustrated Usman and influenced him to leave William Penn. He later transferred to the University of Nebraska at Kearney (UNK), which had previously tried to recruit him under advisement of then-UNK wrestler Tervel Dlagnev, and subsequently helped the Lopers win their first-ever team title in 2008. Usman placed top 3 in the nation all three years he attended UNK and was a two-time national finalist. He became the NCAA Division II national champion at 174 pounds in 2010, finishing the season with a 44–1 record and 30 straight wins.

Shortly after his folkstyle career was over, Usman turned his attention to freestyle wrestling and became a resident of the United States Olympic Training Center, with hopes of making the 2012 Olympic team. Despite making the US University World Team in 2010, Usman was sidetracked by injuries and eventually abandoned his Olympic goal after failing to qualify for the '12 US Olympic Team Trials, turning his attention to mixed martial arts instead. Former National Football League (NFL) star Christian Okoye, who has the nickname "The Nigerian Nightmare" trademarked, gave his blessing for Usman to use it.







We believe **TIME** is of more value than money.

With quick turn-around time of vessels which is evident in our increased port operational efficiency, coupled with decreased port cost, the **Nigerian Ports Authority** is living to expectation in its mission at delivering Efficient Port Service in a Safe, Secure and Customer-friendly Environment.

**- Efficiency - Customer Satisfaction - Safety & Security - Innovation -**



## NIGERIAN PORTS AUTHORITY

*...To be the Leading Port in Africa...*

### *Our Port Locations:*

**Lagos Port Complex, Apapa**  
P.M.B. 1021 Apapa Lagos  
Email Address:  
a.apa@nigerianports.org  
lpcinfo@nigerianports.org

**Tin Can Island Port**  
P.M.B. 1201, Apapa, Lagos  
Email Address:  
ticipinfo@nigerianports.org

**Rivers Port, Port-Harcourt**  
Basket House, P.M.B. 5043  
Port-Harcourt - Rivers State  
Email Address:  
riversinfo@nigerianports.org  
gabubakar@nigerianports.org

**Calabar Port Complex, Calabar**  
New Calabar Port Complex  
P.M.B. 1014 Calabar,  
Cross-River State  
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## Nigerian Ports Authority

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