



“Good Times Are Here For Nigerian Ports”

BILINGUAL



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NPA: All Eyes On Non-Oil Export



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



The **Nigerian Ports Authority** provides professional port operations that meets the present and future needs of our customers.

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READY FOR THE DIGITAL SWITCH

The Mohammed Bello Koko led NPA Management towards the end of last year unveiled a five year digitalization roadmap after an extensive review of the Authority's decade old ICT strategy and work plan. The maritime industry is becoming smarter both at sea and in port, the NPA cannot afford to "siddon look".

The appointment of a tech savvy chief executive has clearly eased the transition of Nigerian Ports Authority into a digital sea-change. As the country's main gateway, the current administration's focus is on incremental deployment of appropriate IT systems to optimize cargo flows, ship movements and intermodal connections by road, rail and inland barges to the hinterland.

Even as we await commencement of commercial services at the Lekki Deep Seaport in the last quarter of this year, the visit in our waters of MV Stadelhorn (in 2020) and MV Lady Jane recently, has affirmed the Authority's technical and logistical capacity to handle the new generation cellular ships, tankers and bulk cargo carriers.

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. This Edition's lead story takes you through the digital strategy and actions of the Bello Koko led Management to ride the challenge of digitizing the nation's port ecosystem.

The Federal Government's decision to reduce the country's dependence on hydrocarbon exports as her main revenue source has seen a lot of interests being shown in non-oil exports. As the nation's gateway, the NPA has been working with relevant agencies of government and private investors, to drive the non-oil export trade. Our second lead story dissects the various interventions by the NPA to attract new investments and increase local capacity in the non-oil export value chain. The story is spiced by interviews with the Director General of the Manufacturers Association of Nigeria (MAN) and CEO of ESSLIBRA - operator of an export processing terminal.

We are pleased to share with you the views, actions and future plans of our amiable Managing Director when he spoke with the Editorial Team of NPT

shortly after his appointment was upgraded from acting to substantive, by President Muhammadu Buhari on 15th February 2022.

In similar vein, you will notice the introduction of "From the office of the CEO" in our content. It will be a regular feature in subsequent editions which will reflect the views of the Managing Director of the Nigerian Ports Authority on current issues in the organization and the Maritime Industry at large.

In our trending news segment, you get a panoramic analysis on the one year journey of the electronic call-up (scheduling) system for trucks ("Eto" application) and how it has revolutionize the delivery and evacuation of cargo at the ports. We also serve you a status report on the Authority's infrastructure renewal programmes across all port locations in the country, including the World Bank's impression of Nigeria's port concession model, among other important developments.

We equally have for your reading pleasure highly educative articles on interesting topics such port automation, environmental sustainability, intra-African trade and lots of human angle stories written by our resourceful contributors and in-house editorial members. The Edition also includes all your favourite regulars: Health, Cuisine, Palons Francias, Photoscenethesis, Sports and Travelogue.

Always remember we value your feedbacks and comments.




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Editor-in-Chief

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PRET POUR LE PASSAGE AU NUMERIQUE

Vers la fin de l'année dernière, la direction générale de l'Autorité portuaire du Nigeria (APN) sous la houlette de Monsieur Mohammed Bello Koko a inauguré une feuille de route sur la numérisation des ports, cinq ans après une révision exhaustive de l'ancienne stratégie et plan de travail relatifs à la TIC. L'industrie maritime est de plus en plus devenue plus intelligente surtout à la mer aussi bien que dans les ports. Les autorités portuaires du pays ne peuvent pas se permettre d'ignorer ce phénomène.

La nomination d'un chef exécutif bien rodé dans le domaine de la technologie a clairement facilité le passage de l'Autorité portuaire du Nigeria à la transformation numérique de notre espace maritime. En tant que point d'entrée principale à l'économie du pays, la préoccupation de l'actuelle administration porte sur le déploiement incrémentiel des systèmes appropriés des technologies de l'information pour optimiser le flux des marchandises, les mouvements de navires et la connexion intermodale par voies routière, ferroviaire et par cabotage interne vers l'hinterland.

Quand même nous continuons à attendre à ce que les services commerciaux puissent démarrer au niveau du port maritime en eau profonde de Lekki, les escales récentes dans nos eaux du navire MV Stadelhorn (en 2020) et du navire MV Lady Jane ont confirmé la capacité technique et logistique de l'administration portuaire à manutentionner les navires cellulaires, les tankers et les navires cargo de dernière génération.

Un port numérisé permettra de prendre des décisions opérationnelles bien averties, d'améliorer la collaboration parmi les parties prenantes, de réduire éventuellement le coût et aidera à donner pleine satisfaction aux attentes des clients. L'article à la une vous conduit à la stratégie et aux actions stratégiques de l'équipe de direction menée par Koko Bello pour faire face aux défis que posent la numérisation de l'écosystème portuaire de la nation.

La décision du gouvernement fédéral de réduire la dépendance de l'exportation des hydrocarbures comme une source principale de revenu a fait en sorte que beaucoup d'intérêts ont été manifestés concernant l'exportation des produits non pétroliers. L'APN, en tant que passerelle économique de la nation, a toujours collaboré avec d'autres agences compétentes du gouvernement et des investisseurs pour promouvoir le commerce des produits non pétroliers. Notre deuxième article du journal dissèque les différentes interventions apportées par les autorités de l'APN dans le but d'attirer de nouveaux investissements et renforcer la capacité au niveau de la chaîne de valeur non pétrolière. L'exposé a été assaisonné par l'entretien qui nous a été accordé par le directeur général de l'Association des Industriels du Nigeria (AIN) et le Président directeur général de l'ESSLIBRA – opérateur d'un terminal de traitement des produits à l'exportation.

Nous avons le Plaisir de partager avec vous les points de vue, actions et plans futurs de notre amiable Directeur général lorsqu'il a parlé avec l'équipe de rédaction de notre bulletin d'information portuaire « le Port Nigéria d'Aujourd'hui » immédiatement après sa promotion du statut de directeur général par intérim au statut du directeur général substantif de notre organisation par le Président Muhammadu Buhari le 15 février 2022.

Vous allez pareillement remarquer la nouveauté que représente l'introduction du "Message du Bureau du Président directeur général" dans le contenu de cette publication. Cet aspect figurera désormais régulièrement dans les éditions à venir et reflétera les points de vue du Président directeur général de l'Autorité portuaire du Nigeria sur les actualités réalisées au sein de l'organisation et de la chaîne maritime en général.

Dans le secteur des actualités, vous aurez une analyse panoramique d'une année de la mise en opération de notre système de rééchelonnement des mouvements véhiculaires qui consiste à l'appel électronique des camions "Eto" et comment ce dernier a révolutionné la livraison et l'évacuation des marchandises dans les ports. Nous vous présentons également dans cette édition un rapport d'étape

sur le programme de renouvellement des infrastructures portuaires de l'Autorité partout dans tous les milieux portuaires du pays. Nos rapports situationnels feront aussi état de l'impression que la Banque mondiale formule sur le modèle de concession portuaire du Nigeria parmi tant d'autres évolutions marquantes.

Nous avons aussi pour le confort de votre lecture des articles de grande valeur éducative sur les sujets intéressants tels que l'automatisation des ports, la durabilité portuaire, le commerce intra-africain et beaucoup d'autres récits sur le développement de la main d'œuvre lesquels ont été rédigés par nos collaborateurs ingénieurs et les membres de l'équipe rédactionnelle de la maison. Cette édition comprend également tous vos favoris réguliers : santé, cuisine, parlons français, sports et voyages.

Souvenez-vous toujours de ce que nous apprécions vos réactions et commentaires au sujet de notre publication.



(Signature)

Chief Nasiru Ibrahim
Éditeur en chef



NIGERIAN PORTS AUTHORITY

VISION

To be the Maritime Logistics Hub for Sustainable Port Services in Africa

MISSION

To Deliver Efficient Port Services in a Safe, Secure and Customer-friendly Environment

CORE ESSENCE

A National Brand Asset Anchored on Service Excellence

CORE VALUE

■ Security ■ Efficiency ■ Customer Satisfaction ■ Integrity
■ Safety ■ Collaboration ■ Innovation

FROM THE DESK OF THE CEO

I will want to thank Almighty Allah, my profound gratitude to His Excellency President Muhammadu Buhari GCFR for this incredible opportunity to serve the nation as the Managing Director of the Nigerian Ports Authority.

A special appreciation to the Honourable Minister of Transportation, the Rt. Hon. Rotimi Ameachi, whose recommendation played a significant role in my confirmation.

“With my experience as the Executive Director F&A and later Acting Managing Director, I will continue to work with all stakeholders to create an institution that is responsive to the expectations of the government, maritime industry, and the general public.

As we move to complete the Lekki Deep Seaport, we are open to investments to develop other strategic deep seaports in the country.

While also pursuing rehabilitation of decaying ports infrastructure, improving marine services, cutting down expenditures, improving revenue, and pursuing aggressively recovery of debts, we will however not relent on our core mandate – trade facilitation, easing gridlock in the ports, and encouraging the full utilization of the Eastern Ports.

Our vision is to have a fully automated port system that will fit into global port standards.

I am not unaware of the enormity of the task reposed on me. I will, therefore, carry it out with utmost diligence and put the national interest ahead and above anything else.

I want to extend my profound gratitude to the Board, Management, and staff of the Authority for their support and professional relationship.

Special gratitude to my friends and family especially, for their understanding and perseverance, and the general public for their kind words and best wishes. I feel greatly honoured and do not take your words for granted”.



Mohammed Bello Koko
MD, NPA

MOT DE BIENVENUE DU PRESIDENT DIRECTEUR GENERAL

Permettez-moi de remercier en premier lieu le Tout Puissant Allah et d'exprimer par la suite ma profonde reconnaissance à Son Excellence Président Muhammadu Buhari GCFR de l'incroyable opportunité qu'il m'a accordée de contribuer ma quote-part au progrès de la nation en tant que Président directeur général de l'Autorité portuaire du Nigeria.

Ma profonde reconnaissance va également à l'Honorable Ministre du Transport, le Très Honorable Rotimi Ameachi, dont la recommandation a joué un rôle significatif dans ma confirmation à ce poste de Président directeur général.

“Avec mon expérience en tant que Directeur exécutif de l'Administration et des Finances et plus tard Directeur général par intérim, je continuerai à collaborer avec toutes les parties prenantes dans le but d'asseoir une institution qui donnera pleine satisfaction aux attentes du gouvernement, de l'industrie maritime et du grand public.

Au moment où nous nous battons pour finaliser les travaux de construction du port maritime en eau profonde de Lekki, nous sommes prêts à accueillir des investissements pour la construction des autres ports maritimes en eau profonde stratégiques dans le pays. Tout en poursuivant la réhabilitation des infrastructures portuaires vétustes, l'amélioration des prestations maritimes, la réduction des dépenses administratives, l'amélioration des revenus et la poursuite agressive du recouvrement des dettes, nous n'allons pas pour autant nous laisser dans l'accomplissement de notre mandat qui consiste à la facilitation des échanges, la réduction de l'embouteillage dans les ports et à l'encouragement de la population à l'utilisation des ports de l'Est.

Notre vision est de créer un système portuaire complètement automatisé et qui répond aux normes portuaires mondiales. Je suis bel et bien conscient de l'énormité de la tâche qui m'incombe à la tête de notre organisation et je m'efforcerai à l'accomplir avec diligence tout en hissant l'intérêt national au-dessus de tout autre intérêt.

Du coup, permettez-moi d'exprimer mes vifs remerciements au Conseil d'Administration, à la Direction et au personnel de l'Autorité pour leur appui et leur rapport professionnel. Mes reconnaissances spéciales vont également à mes amis et à ma famille pour leur compréhension et leur persévérance et au grand public pour sa gentillesse et sa solidarité.

Je me sens vraiment honoré de collaborer avec vous tous et je ne prends pas à la légère toutes les remarques que vous me faites pour le progrès de notre bien commun”.



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NPA: All Eyes On Non-Oil Export

Ibrahim Nasiru with additional report by Kingsley Ukabiala, Iguoba Bethel, Omidiji Olubiye and Muhammad Anas

The Nigerian economy has been a monolithic one, with revenue generated largely from crude oil over the years, and accounting for about 90 per cent of the nation's foreign exchange earnings for decades.

With the current dwindling global oil prices, it is time to examine the need to diversify the economy and effectively diversify into non-oil exports.

According to data from the Nigerian Export Promotion

Council (NEPC), the Federal Government has set aside N50 billion for an export expansion programme for products such as cocoa beans, sesame seeds, cashew nuts, urea, cigarettes, aluminum ingots, finished leather, soya beans meal, cocoa butter, processed frozen shrimps, crabs, etc.

In 2019, Nigeria generated the sum of N1.74 billion from non-oil exports and it gradually rose to N2.074 billion in 2021. It has a potential to generate about US\$1 billion by 2025.

Recently, the Vice President, Yemi Osinbajo, noted at



a seminar that Nigeria's semi-finished products have high patronage in Italy, India, Spain, South Asia and China. He disclosed that the N50 billion Export Expansion Facility Program (EEFP) will drive economic growth through exports and help to cushion the effects of COVID-19, thus safeguarding jobs and creating new ones to accelerate the diversification of the economy.

The facility is also intended to increase Nigeria's export capacity in the immediate future and provide support to Micro, Small & Medium Entrepreneurs (MSMEs). According to the NEPC, "EEFP strategic goal is to provide key support mechanisms and incentives to raise the number of exporters that can penetrate the global market with competitive products that have global acceptance."

In 2021, the Federal Ministry of Industry, Trade & Investment launched the first online Grant Management Portal for Non-oil exports in Nigeria with support from the EEFP and the Export Development Fund. Another goal of the EEFP includes shoring up foreign exchange, create jobs, and expand the possibilities for economic growth.

The Emerging Role Of NPA

Seaports are at the core of international trade as over 90% of the world's trade is moved by ships transiting between harbours and terminals. Port efficiency enables a country's trade to be competitive; it translates to significant savings for integrators in the logistics supply chain, ship capital costs for carriers and inventory holding outlays for shippers.

According to available data, 22% of 191 million metric (MT) tons of cargo handled in the nation's seaports in 2019 were exports.

In order to service this huge volume of exports, the management of NPA has created a Special Window to give priority time for goods to get to the port despite the gridlock.

The economic diversification agenda of President Muhammadu Buhari-led Federal Government meant the country would be relying less on oil and gas proceeds and more on the export of agro and finished goods. The Nigerian Ports Authority (NPA), as the main gateway to the national economy, after the government's plan was unveiled began a rebuilding process to reposition the country's port system as efficient non-oil export gateways, boost the country's foreign exchange earnings, strengthen local production capacity, and expand employment generating opportunities, among other benefits.

A major intervention introduced by the Authority is the concept of dedicated export processing terminals or export parks in appreciation that export trade relies heavily on efficient port infrastructure and lower clearance costs. The establishment of export processing terminals (EPTs) near port locations across the country would enable non-oil exports to be inspected, packaged and certified, with final customs clearance obtained, to expedite easy access to the ports for onward shipment overseas.

First-Step-in

A property of the NPA, the off-dock Lilypond Container Terminal located at Ijora in Lagos was leased out in 2006 to a private port operator that was expected to redevelop the facilities therein, to enhance cargo operations at the Lagos Port Complex, Apapa. Overtime, this objective could not be easily achieved and upon the expiration of the lease, the Authority took steps to convert the terminal into a truck transit park in response to the serious traffic challenge arising from lack of holding bays for cargo trucks doing business in Apapa.

Following the roll out of the Economic Recovery and Growth Programme (ERGP) by the Federal Government which emphasized increased non-oil export trade, the NPA's early step was the establishment of a logistics base for non-oil exports at the Lilypond Terminal to cater for farm products and other perishables. The terminal with a capacity to house over 15,000 boxes was reconfigured to enable the storage, stuffing and packaging of agro-produce, prior to delivery onboard ships. In 2017, the then Minister of Agriculture, Chief Audu Ogbe, was at the facility to flag off some containers loaded with yam for export to Europe.

The Lilypond off-dock terminal in Ijora, became the

country's first one-stop agro-export logistics base. The facility offer exporters the enabling environment to carry out their transactions at a reduced cost and time, thereby increasing their competitiveness in the international markets. The centrality of the Ijora terminal to the two major ports in Lagos made it very suitable as a non-oil export logistics hub in the State.

Expanding the Horizon

Last year, the NPA invited interested parties to apply for certification of their facilities, to serve as export processing centers on behalf of the ports. The Authority and the Nigerian Export Promotion Council (NEPC), resolved to work collaboratively with third party off-dock terminals on quality control and regulatory validation of exports to prevent delays at the port.

The public notice that was jointly issued by the two agencies stipulates that owner/promoter of such an export processing facility must provide evidence of incorporation with the Corporate Affairs Commission (CAC); the facility must obtain the Nigeria Customs Service (NCS) registration as a designated location for cargo inspection and shall have working spaces for NCS and other approved inspection agencies.

In addition, the facility shall have warehouse infrastructural facilities for stuffing and consolidation of cargo; the facility shall deploy adequate cargo handling equipment capable of loading/offloading 20 TEU and 40 TEU boxes; the facility shall have a land size of a minimum of 10,000sqm capable of accommodating 100 trucks and a warehouse facility; the facility shall have installed weigh bridge; the floor of the facility shall be paved with perimeter fence, an automated gate control with 24hr electricity, water supply and adequate security; and the facility shall have a food canteen and adequate conveniences.

In March this year, NPA's Managing Director, Mohammed Bello Koko, led a team to flag-off a certified non-oil export processing terminal at Ibeshe-Ikorodu in Lagos state, the first of 10 such facilities under its public private partnership arrangement. The facility named *EssLibra Terminal* is able to provide all export activities such as stuffing, storage, on-site customs clearance, inspection and barging services. It covers an area of 120,000sqm that includes a trailer park, roro facility and fuel dump. The operator will also provide 100 dedicated trucks, seven marine barges, two cranes and eight container handlers, among other on-demand cargo equipment.

Speaking at flag-off, Bello Koko entreated all agencies of government involved in export processing value chain to deploy adequate manpower and assets, as well as work in synergy to ensure efficiency and quick turnaround in the processing of export cargoes. He commended the management of *EssLibra* for the quality of utilities at the terminal; he assured them of the readiness of NPA to remove all impediments against the seamless handling of



Bello Koko

locally manufactured goods, commodities and mineral exports.

The NPA Managing Director charged the operators of the terminal to resist the temptation to shift from export processing for which the facility was built, as the rationale is to fast track the inspection, consolidation and packaging of export-bound cargo in order to make the country's exports internationally competitive. He noted that, "we took cognizance of local content in the certification process of this terminal and this is why I expect the host community to take ownership of this terminal and support its operations, in view of the multiplier benefits to the host community and residents".

Setting New Target

The goal of establishing 10 export processing parks near port locations across the country is geared towards boosting the country's non-oil exports trade by 50 percent in the next two years.

As explained by the NPA Managing Director, "these export processing terminals will enjoy world-class facilities, including cargo handling equipment and cold chain infrastructure, such that non-oil exports are



CBN US \$200BN NON-OIL EXPORT FACILITY

The Central Bank of Nigeria in February introduced a value-adding export facility that would provide concessionary and long term funding for businesses in the non-oil export business. Under the “RT200 FX Programme, which stands for the Race to US\$200 billion in Foreign Exchange repatriation, the scheme covers a set of policies, plans and programmes geared towards the goal of US\$200 billion in foreign exchange earnings by Nigeria, exclusively from non-oil exports, over the next 3 to 5 years.

The RT200 FX Programme is predicated on five key anchors:

Value-Adding Exports Facility: concessionary and long term funding for business people who are interested in expanding existing plants or building brand new ones for the sole purpose of adding significant value to non-oil commodities before exporting same. Loans to companies wishing to expand or build new plants that will generate verifiable export proceeds for the economy shall be at 5 percent per annum for 10 years loans, inclusive of 2 years moratorium.

Non-oil commodities expansion facility: concessionary funding to significantly boost local production of exportable commodities. This includes a geographic prioritization of specific cash crops across the country which Nigeria is best suited to produce efficiently.

Non-oil forex rebate scheme: a special local currency rebate scheme for non-oil exporters of semi-finished and finished produce, who show verifiable evidence of exports proceeds repatriation sold directly into the Import and Export (I&E) window, to boost liquidity in the market. An exporter shall enjoy a rebate on each dollar proceed from non-oil exports that is sold into the market through the I&E window.

Dedicated non-oil export terminal: support

the construction/establishment of a dedicated non-oil export terminal, partner with State Governments that have existing ports in the

development of world class infrastructure needed for non-oil exports

Bi-annual non-oil export summit: a periodic agenda setting forum of stakeholders in the non-oil export value chain, to discuss the issues, challenges and opportunities in the non-oil export trade. The summit will bring together all the relevant parties in the export business including bankers, customs officials, the Nigerian Ports Authority, the Nigerian Export Promotion Council, clearing agents, cargo airlines, shipping lines, logistics companies, insurance practitioners etc.

processed in a cost effective and time saving manner. These facilities will connect players in the agro industry value chain, such as farmers, processors, exporters, logistics service providers, financing institutions and relevant agencies of Government at the Federal and State levels. The food and agro-allied sector holds tremendous potential to transform Nigeria into a first world economy if properly managed. With her vast array of exportable products, the establishment of technology driven export processing centers close to all major seaports in the country will be a game changer”.



Emefiele

Increased Exports from the Eastern port axis

The positive strides happening in Lagos to grow Nigeria's earning capacity from non-oil export trade is playing out along the Eastern port corridor.

In February, 2021, the Onne Port in Rivers State, received its first-ever ship laden with 120 containers of 20-foot equivalent units (TEUs) of cocoa beans laden, destined for Antwerp, Belgium. The export containers were transported by a tug-propelled barge through Cotonou Port in Benin Republic. The boxes were received at the WACT Terminal within the Onne Port



Complex.

The non-self-propelled barge, christened *Shallom III*, with a capacity of 150 units 20 TEUs, driven by a tug boat. Prior to this export voyage, the barge had made two inland water sailings to the WACT Terminal when it transferred empty 71 x 40 TEUs from Onne Port to Calabar Port, whilst it lifted empty 79 x 40 TEUs from Onne Port to Calabar Port in the second voyage.

The barge, operated by Messrs Connect Rail is said to enjoy a long term contract to move fully laden as well as empty containers between Onne and Calabar.

Bello Koko described the development as a major milestone in the management's drive to reposition the country's non-oil export trade and enhance the utilization of Eastern Ports. "Onne Port is primed to take advantage of barge operations to facilitate increased traffic having embraced the Barge Standards Operating Procedures (SOP) as provided by the Authority to suit its peculiarities".

He assured that the NPA under his watch would continue to give preference to export cargo, having established dedicated non-oil export centres inside the port. "Achieving this feat is a testament to the efforts by Nigerian Ports Authority to stimulate maritime activities at the Eastern seaports by providing tariff reliefs to shipping lines and consignees doing business at the ports located in Calabar, Warri, Rivers and Onne", he said.

In furtherance of this too, the Nigeria Customs Service (NCS), Onne Port Command, recently issued a statement that it facilitated export cargoes worth N109billion in the first quarter of 2022. The Command's Public Relations Officer, Ifeoma Onuigbo Ojekwu, on behalf of Comptroller Auwal Mohammed, said that tonnage of the exports stood at 320,245.34mt with a free on-board (FOB) value of N109billion. The exported products included sesame seed, ginger, hibiscus, fluorite ore, lead ore, palm kernel shell,

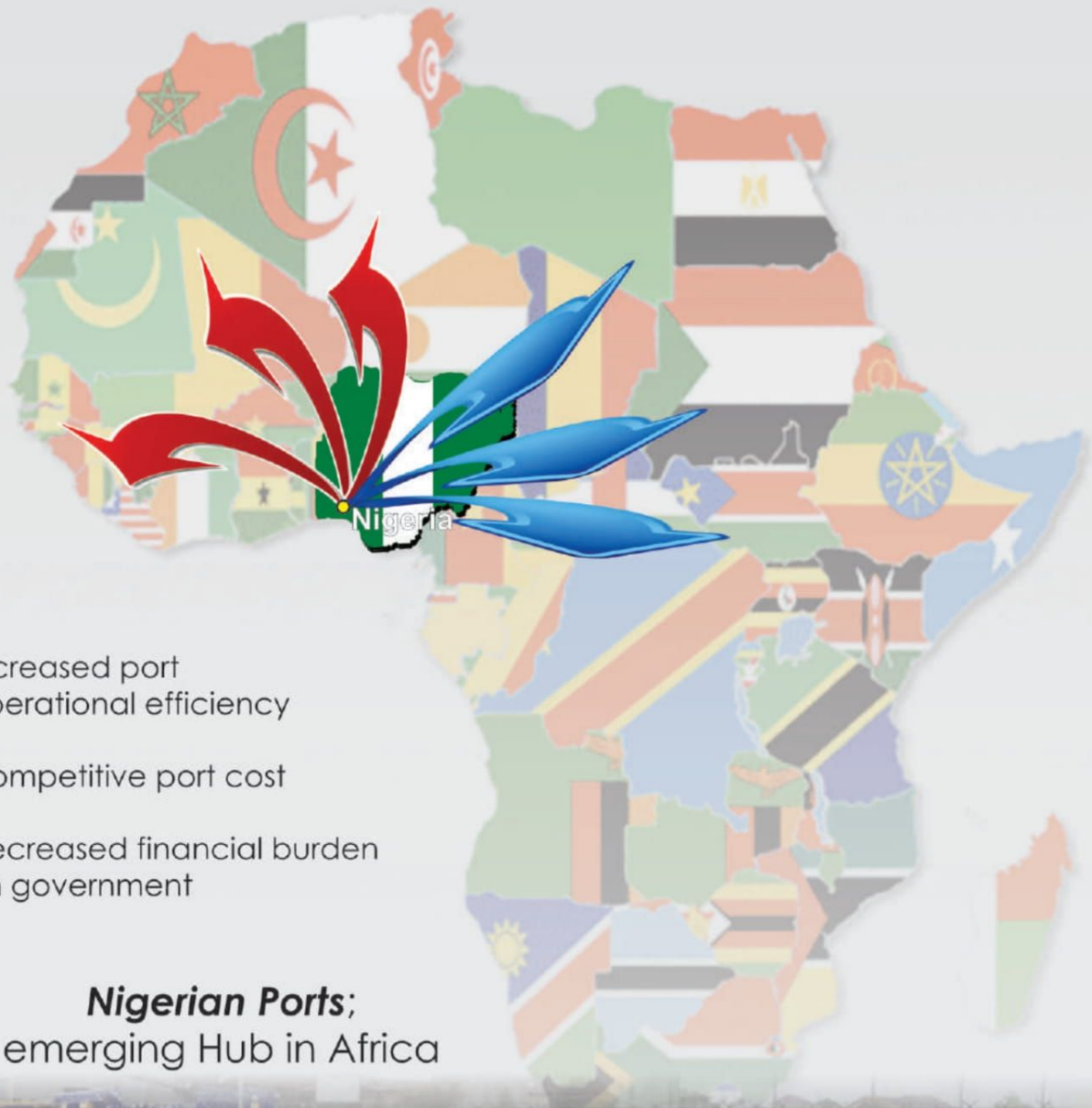
cotton, float glass, aluminum ingot, urea, colombite ore, cashew nuts, tin ore and printed sack.

Strategizing for Global Competitiveness

While also spreading the word about the new export drive at the NPA Special Day at the 43rd Kaduna International Trade Fair this year, Bello Koko restated the Authority's commitment to simplify and ease the cost of transacting business at the port for Nigerian exporters. The NPA, he explained has initiated several strategies that would enable unhindered movement of non-oil exports across the country's borders.

He told stakeholders at the trade fair that, "We have made it clear to the terminal operators that priority should be given to the export of agricultural produce and solid minerals. The Nigerian port industry remains a prime economic driver, bearing in mind that 85% by volume of the country's trade are handled through the port system. Nigeria should be the hub of international trade in Africa, being the largest economy on the continent. If we can harness those immense talents of our huge, enterprising, intelligent and determined youths, along with the vast array of natural resources we are endowed with, Nigeria will be among the first world countries in a decade".

The Management of NPA in the last two years has invested heavily on a functional intermodal cargo distribution system to tackle the menace of vehicular traffic congestion along access corridors to the port. This includes the use of freight rail from the Lagos ports and utilization of water barges to move bulk goods and containers more efficiently. Trucks doing business at the port have been captured on the electronic call-up system (Eto) to improve travel time and return on logistics investments for the transport companies.



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APN : Tous les yeux braqués sur les exportations non pétrolières

Par Ibrahim Nasiru avec un reportage supplémentaire de Kingsley Ukabiala, Iguoba Bethel, Omidiji Olubiyi et Muhammad Anas

L'économie nigériane a été une économie monolithique, avec des revenus provenant largement du pétrole brut depuis des années et elle représente environ 90 pourcents des recettes de la nation en devises étrangères.

Avec la situation mondiale actuelle des prix du pétrole constamment à la baisse, il est opportun de penser à la

nécessité de diversifier l'économie et de s'orienter résolument vers les exportations non pétrolières.

Selon les données obtenues auprès du Conseil nigérian de Promotion des Exportations (CNPE), le gouvernement fédéral a mis de côté 50 milliards de naira pour asseoir un programme qui vise à l'expansion de l'exportation des produits non pétroliers tels que fèves de cacao, graines de sésame, noix de cajou, urée, cigarettes, lingots d'aluminium, cuir fini, fèves de soja, beurre de cacao, crevettes transformées et surgelées et crabes congelées, etc.

En 2019, le Nigeria a généré une somme de 1.74 milliards



de naira à partir de l'exportation des produits non pétroliers et ce montant s'est élevé à 2,074 milliards de naira en 2021. Le pays a le potentiel de générer environ 1 milliard de dollars en 2025.

Tout récemment, le Vice-Président de la République, le Professeur Yemi Osinbajo, a déclaré que les produits semi-finis du Nigeria sont hautement recherchés en Italie, Inde, Espagne, Asie du Sud et en Chine. Il a fait remarquer que le Programme d'Agrandissement des Installations destinées aux Exportations (PAIE) aidera à la promotion de la croissance économique à travers les exportations et permettra de réduire les effets de la COVID 19 et par la sécuriser les emplois aussi bien que créer de nouveaux emplois dans le but d'accélérer la diversification de l'économie.

Les dispositions visent également à renforcer la capacité d'exportation du Nigeria dans l'avenir immédiat et pourvoir de l'appui aux entrepreneurs dans le secteur des micros, petites et moyennes entreprises (SPME). Selon le CPEN,

“l'objectif stratégique du PAIE est de mettre à disposition des mécanismes d'appui cruciaux et des mesures d'encouragement susceptible d'accroître le nombre d'exportateurs capables de pénétrer le marché mondial avec des produits compétitifs qui jouissent d'une acceptation universelle.”

En 2021, le Ministère fédéral de l'Industrie, du Commerce et des Investissements a lancé le premier portail internet pour la gestion des exportations non pétrolières au Nigeria avec le concours du PAIE et du Fonds de Développement des Exportations. Un autre objectif du PAIE est d'augmenter les recettes en devises étrangères, créer des emplois et élargir les possibilités de croissance économique.

Le rôle émergent de l'Autorité portuaire du Nigeria (APN)

Les ports maritimes constituent l'épicentre du commerce international du fait que plus de 90% du commerce mondial sont transportés par les navires transitant entre les ports et les terminaux. L'efficacité des ports permet au commerce d'un pays d'être compétitifs, elle se traduit en épargnes significatives pour les intégrateurs dans la chaîne d'approvisionnement des logistiques, les coûts maritimes pour les transporteurs et en termes de dépenses sur les stocks pour les chargeurs.

Selon les données disponibles, 22% les 191 millions tonnes métriques manutentionnées dans les parts maritimes du pays étaient des exportations. Dans le but de pouvoir gérer ce volume d'exportations, la direction générale de l'APN a créé un créneau spécial pour accorder un temps prioritaire afin de permettre aux marchandises de parvenir au port nonobstant d'emouteillage de l'alentours du port.

Le programme de diversification économique de l'administration fédérale dirigée par le Président Muhammadu Buhari entend amener le pays à dépendre moins des recettes du pétrole et du gaz et plus des revenus provenant de l'exportation des produits agricoles et finis. Après le dévoilement du plan par les autorités fédérales, l'Autorité portuaire du Nigeria, en tant que porte d'entrée principale à l'économie nationale, a commencé le processus de la reconstruction pour repositionner le système portuaire du pays et le transformer en porte d'entrée efficace pour les exportations non pétrolières afin de booster les recettes du pays voire des devises étrangères, renforcer la capacité de production locale et élargir les opportunités de génération d'emplois, parmi tant d'autres bénéfices.

Une intervention majeure qui avait été introduite par l'Autorité est la notion du commerce à l'exportation qui se repose largement sur une infrastructure portuaire efficace et des coûts de dédouanement beaucoup plus abordables. La création des terminaux de transformation des exportations (TTE) près des milieux portuaires partout dans le pays va certainement permettre à ce que les exportations non pétrolières soient contrôlées, emballées et certifiées avec l'obtention du certificat de dédouanement de la douane ce qui facilite l'accélération d'accès aux ports pour un

transbordement vers l'étranger.

Premier Pas Dedans

Une propriété de l'APN, le Terminal à Conteneur hors du lieu portuaire de Lilypond situé dans la ville d'Ijora à Lagos a été concessionné en 2006 à un opérateur portuaire privé qui était supposé de redévelopper les installations qui s'y trouvaient dans le but de rehausser les opérations de manutention des marchandises au sein du complexe portuaire de Lagos à Apapa.

Cet objectif ne pouvait pas cependant être atteint après un intervalle et à l'expiration de la concession, la Direction générale a pris des mesures pour convertir le terminal en un parc de transit des camions en réaction au problème sérieux d'embouteillage qui fait suite à l'absence des plateformes d'attente pour les roulottes qui exercent leurs métiers à Apapa.

Suite à la mise en place du Programme de Relance et de Croissance Economique (PRCE) par le Gouvernement fédéral lequel programme mettait l'accent sur le commerce accru des exportations non pétrolières, la toute première démarche entamée par l'APN était la création d'une logistique pour les exportations non pétrolières au Terminal de Lilypond pour s'occuper des produits agricoles et des autres produits périssables. Le terminal avec une capacité pour contenir plus de 15.000 boîtes a été reconfiguré pour permettre au stockage, au rembourrage et à l'emballage des produits agricoles, avant la livraison à bord des navires.

En 2017, le Ministre de l'Agriculture d'alors, le Chef Audu Ogbe, a rendu une visite aux installations pour mettre en opération certains conteneurs chargé d'ignames pour exportation en Europe.

Le terminal hors lieu portuaire de Lilypond à Ijora est devenu ainsi la première base logistique unique destinée aux produits agricoles. L'infrastructure pourvoit aux exportateurs l'environnement favorable à la réussite de leurs affaires tout en réduisant le coût et la période de transaction, accroissant ainsi leur compétitivité sur les marchés internationaux. La centralité du terminal d'Ijora aux deux ports majeurs à Lagos le rend très approprié en tant que hub logistique non pétrolier dans l'Etat de Lagos.

Elargissement de l'horizon

'an passé, l'APN a invité les parties prenantes à adresser, au nom du port, une demande pour la certification de leurs infrastructures afin de leur permettre de servir de centres de traitement des produits à l'exportation. Les autorités portuaires aussi bien que le Conseil de Promotion des Exportations du Nigeria (CPEN) ont convenu de collaborer avec les terminaux hors lieu portuaire sur le contrôle de la qualité et la validation réglementaire des exportations en vue d'éviter des décalages inutiles au port.

La notification publique qui avait été communiquée conjointement par les deux agences stipule que le propriétaire/promoteur de telle infrastructure de



Bello Koko

transformation des exportations doivent fournir une preuve d'enregistrement auprès de la Commission nationale d'Enregistrement des Sociétés (CES) ; l'infrastructure doit se munir d'un certificat d'enregistrement auprès du Service de la Douane du Nigeria (SDN) en tant que destination désignée pour l'inspection des marchandises et doit disposer des espaces de travail pour le Service de la Douane du Nigeria et les autres agences d'inspection approuvées par le gouvernement.

L'infrastructure se doit aussi de disposer d'une infrastructure de stockage pour l'embourrage et la consolidation des marchandises; l'infrastructure déploiera des équipements de manutention adéquats capables de charger et décharger des boîtes de 20 et 40 TEU, l'infrastructure doit disposer d'une superficie minimale de 10.000 mètres carrés capable de contenir 100 camions et d'une infrastructure d'emménagement; l'infrastructure doit avoir un pont-bascule installé, le plancher de l'infrastructure sera pavé avec une clôture, un contrôle automatisé de la porte d'entrée avec un approvisionnement 24 heures sur 24 en électricité, un approvisionnement en eau potable et une sécurité adéquate ; et l'infrastructure doit disposer d'un restaurant et de toilettes adéquates.



Au mois de mars de cette année, le Président directeur général de l'APN, Monsieur Mohammed Bello Koko, a conduit une équipe au lancement officiel d'un terminal certifié pour le traitement des exportations non pétrolières à Ibeshe-Ikorodu dans l'Etat de Lagos, première infrastructure de ce genre dans le cadre du partenariat public privé. L'infrastructure dénommée Terminal d'Esslibra est capable de réaliser toutes les activités d'exportation telles que les service d'embarquement, de stockage, de dédouanement sur terrain, d'inspection et de barge. Elle occupe une superficie de 120.000 kilomètres carrés qui comprend un parc à roulottes, une infrastructure de quai et de ramsgate et un largage du carburant. L'opérateur mettra également à disposition 1.000 camions dédiés, sept barges maritimes, deux grues et huit manutentionnaires des cargaisons parmi tant d'autres équipement de marchandises sur demande.

Prenant la parole lors d'une cérémonie de lancement, Bello Koko a invité toutes les agences du gouvernement qui participent à la chaîne de valeur de la transformation des produits destinés à l'exportation de déployer une main d'œuvre et



Emiefele

CREDIT DE 200 MILLIARDS DE DOLLARS AMERICAINS DESTINES A L'EXPORTATION DES PRODUITS NON PETROLIERS

La Banque centrale du Nigeria a introduit en février 2022 un crédit à l'exportation avec une valeur ajoutée qui pourvoira un financement concessionnaire ou à long terme en faveur des entreprises dans le secteur de l'exportation des produits non pétroliers. Dans le cadre du Programme FX RT200, qui signifie course au rapatriement des devises étrangères dans l'ordre de 200 milliards dollars américains, le programme couvre une série de politiques, plans et programmes permettant au Nigeria la réalisation exclusive d'une recette de 200 milliards de dollars américains à partir de l'exportation des produits non pétroliers dans l'intervalle de 3 à 5 ans.

Le programme FX RT200 est essentiellement fondé sur cinq ancrages notamment :

Crédit d'exportation à valeur ajoutée : un financement concessionnaire ou à long terme destiné aux hommes d'affaires qui cherchent à agrandir les installations existantes ou construire toute une nouvelle installation qui est capable de générer des produits vérifiables à partir de l'exportation en faveur de l'économie au rythme de 5 pourcents par an contre un prêt de 10 ans, y compris un moratoire de 2 ans.

Crédit à l'expansion des marchandises non pétrolières : un financement concessionnaire visant à financer de manière significative la production locale des marchandises exportables. Ceci comprend une priorisation géographique des cultures commerciales spécifiques partout dans le pays ; ce que le Nigeria est bien placé de réaliser très efficacement.

Programme de ristourne en devises étrangères pour les exportations non-pétrolières : un régime spécial de ristourne locale destinée aux exportateurs des produits non pétroliers finis et semi finis qui présentent des preuves de rapatriement des gains issus de l'exportation des produits vendus directement dans le cadre de la fenêtre d'importation et d'exportation (I&E) lequel vise à booster la liquidité du marché. Un exportateur bénéficiera d'une ristourne sur chaque produit en dollar à partir des exportations non pétrolières vendues au marché à travers la fenêtre d'importation et d'exportation.

Terminal dédié aux exportations non pétrolières : appui à la construction ou à l'établissement d'un terminal voué aux exportations non pétrolières en partenariat avec les autorités des Etats fédérés qui disposent de ports et ce dans le souci de développer des infrastructures de classe mondiale qu'il faut pour les produits non

pétroliers.

Sommet semestriel sur les exportations non pétrolières : un forum des parties prenantes dans la chaîne de valeur des exportations non pétrolières visant à établir un programme permettant d'examiner des questions, difficultés et opportunités relatives au commerce des exportations non pétrolières. Le sommet réunira tous les acteurs compétents dans le domaine de l'exportation y compris les banquiers, les officiers de la douane, l'Autorité portuaire du Nigeria, le Conseil nigérian pour la Promotion des Exportations, les transitaires, les compagnies aériennes, les compagnies maritimes, compagnies de logistiques, professionnels d'assurance, etc.

d'actifs adéquats aussi bien que travailler en synergie pour assurer l'efficacité et le retour rapide dans la manutention des marchandises destinées à l'exportation. Il a félicité la direction de l'EssLibra pour la qualité des infrastructures et du terminal et les a rassurés de la disponibilité de l'APN à lever tous les obstacles à l'harmonieuse manutention des biens et marchandises fabriqués localement aussi bien que les minerais destinés à l'exportation.

Le Président directeur général a prié les opérateurs des terminaux de résister à la tentation d'abandonner la transformation des exportations pour laquelle l'infrastructure a été construite car la raison derrière tous ces efforts est d'accélérer l'inspection, la consolidation et l'emballage marchandises destinées à l'exportations dans le but rendre compétitives les exportations du pays sur le plan international. Il a fait remarquer que "nous avons pris bonne note du contenu local dans le processus de la certification de ce terminal et c'est pour cette raison que je m'attends à ce que la communauté hôte s'approprie de ce terminal et appuie ses opérations en raison des effets multiplicateurs qu'elle peut procurer à la communauté hôte et aux résidents".

Etablissement d'un nouvel objectif

Le but de la création des 10 parcs de traitement des exportations très proche des zones portuaires partout sur le territoire de la nation est de booster les exportations non pétrolières du pays de 50 pourcents dans les deux prochaines années. Comme il a été expliqué par le Directeur général, "ces terminaux pour le traitement des produits à l'exportation jouiront des infrastructures de classe mondiale, y compris des équipements pour le traitement des exportations et l'infrastructure frigorifique si bien que les exportations seront traitées de manière cout efficaces et qui permet de faire économie de temps.

Ces infrastructures relieront les acteurs dans la chaine de valeurs tels que les paysans, transformateurs, exportateurs, prestataires de services de la logistique, institutions financières et d'autres agences compétentes du gouvernement tant qu'au niveau fédéral qu'au niveau étatique. Le secteur agroalimentaire possède une immense potentialité pour la transformation du Nigeria en une économie de première classe mondiale s'il est bien géré. Avec ses nombreux produits exportables, la création des centres de traitement des exportation axés sur la technologie près des principaux ports maritimes dans le pays permettra au changement de la situation actuelle".

Exportations accrues de la zone portuaire de l'Est

Les réalisations positives qui s'opèrent à Lagos dans le but d'accroître la capacité du Nigeria d'avoir des recettes à partir du commerce des exportations non pétrolières se manifeste le long du corridor portuaire de l'Est du pays.



En février 2021, le Port d'Onne dans l'Etat de Rivers a accueilli son tout premier navire avec 120 conteneurs de 20 TEU de fèves de cacao destinés à Anvers, Belgique. Le conteneur à exportations était transporté par un ensemble remorqueur-chaland en passant par le Port de Cotonou en République du Bénin. Les boîtes avaient été reçues au Terminal WACT au sein du Complexe Portuaire d'Onne. La barge porte-wagon, baptisé comme Shallom III, avec une capacité de 20 TEU à 150 unités conduit par un remorqueur.

Avant ce voyage d'exportation, la barge avait effectué deux voyages sur les voies fluviales au Terminal WACT lorsqu'elle a transporté un conteneur vide de 71 x 40 TEU d'Onne à Calabar alors qu'elle a transporté un conteneur vide de 79 x 40 TEU du Port d'Onne au Port de Calabar lors du deuxième voyage. La barge exploitée par la Société Connect Rail paraît jouer d'un contrat à long terme pour transporter des conteneurs chargés et vide entre Onne et Calabar.

Bello Koko a décrit le développement comme un point tournant dans les efforts de la direction pour repositionner le commerce des exportations non-pétrolières et de rehausser l'utilisation des ports



de l'Est. « Le port d'Onne est bien placé pour saisir l'avantage qu'offre des opérations des barges pour faciliter un trafic accru ayant endossé les procédures opérationnelles standards (SOP) conformément à ce qui est prévu par l'Autorité pour convenir à ses réalités particulières.”.

Il a rassuré que l'APN sous sa direction continuera à accorder la préférence aux marchandises d'exportation, ayant établi des centres d'exportations non pétrolières dans les enceintes portuaires. La réalisation de ceci est un témoignage aux efforts de l'Autorité portuaire du Nigeria de stimuler les activités maritimes dans les ports maritimes de l'Est du pays en accordant des vacances fiscales aux compagnies maritimes et aux consignataires qui font affaires dans les ports situés à

Calabar, Warri, Rivers et Onne, a-t-il dit.

Dans la poursuite de cet objectif, le Service nigérien de la Douane (SND) à travers son Commandement du Port d'Onne a récemment fait une déclaration au terme de quoi il a facilité l'exportation des marchandises d'exportation à concurrence de 109 milliards pendant le premier trimestre de 2022. Le responsable des relations publiques, Ifeoma Onuigbo Ojekwu, a déclaré au nom du Contrôleur de la Douane

Auwal Mohammed, que le tonnage d'exportation s'est élevé à 320.245,34 tonnes métriques avec une valeur franco bord de 109 milliards de naira. Les produits exportés étaient entre autres les graines de sésame, le gingembre, l'hibiscus, le minerai de fluorite, le minerai du plomb, les cosques de noix de palme, le coton, le verre flotté, le lingot d'aluminium, l'urée, le minerai de colombite, les noix de cajou, le minerai d'étain et le sac imprimé.

Monter une stratégie pour une compétitivité mondiale

Tout en répandant les bonnes nouvelles concernant les nouveaux efforts déployés de promotion des exportations à l'occasion de la Journée spéciale de l'APN lors de la 43e Foire commerciale internationale de Kaduna cette année, Bello Koko a réitéré à nouveau l'engagement de l'Autorité portuaire du Nigeria à simplifier et libéraliser le coût de la conduite des affaires au port en faveur des exportateurs nigériens. L'APN, a-t-il expliqué, a initié plusieurs stratégies qui vont permettre à une libre circulation des exportations à travers les frontières du pays.

Il a réitéré devant les parties prenantes à la foire commerciale que “nous l'avons déclaré très clairement aux opérateurs des terminaux qu'une priorité devrait être accordée à l'exportation des produits agricoles et aux minerais solides. L'industrie portuaire nigérienne demeure toujours un promoteur économique fondamental eu égard au fait que 85% du volume du commerce du pays sont manutentionnés à travers le système portuaire. Le Nigeria devait être le point d'éclatement du commerce international en Afrique, étant donné qu'il est la plus grande économie du continent. Si nous pouvons rehausser ces immenses talents de la jeunesse qui est à la fois magnifique, entrepreneur, intelligent et déterminé; en même temps que les grandes ressources naturelles dont nous sommes dotés, le Nigeria sera parmi les pays du premier monde dans une décennie.

La direction générale de l'APN a réalisé beaucoup d'investissements, au cours de ces deux dernières années, sur un système de répartition des marchandises dans le but d'aborder les menaces provenant de circulation le long des voies d'accès au port. Ceci inclut le recours au transport ferroviaire des ports de Lagos et l'utilisation des barges d'eau pour transporter les marchandises à vrac et les conteneurs. Les camions qui font affaires au port ont été consignés dans le système d'appel électronique (Eto) en vue d'améliorer la période de voyage et le retour sur les investissements relatifs à la logistique pour les compagnies maritimes.



MOHAMMED BELLO KOKO:

Delivering A Digital Port Ecosystem In Nigeria

**Ukabiala Kingsley, Adesanwo
'Sola, Omidiji Olubiyi with
contribution from Ismail Anienu**

Digitalization is a trend that has changed the way ports are managed and the way freight logistics are arranged. Port digitalization enables efficiency optimization and smooth flow of cargo. The transition towards a digital or smart port is a difficult and complex process;

however the accrued benefits for ports include; improved productivity, security, revenue and sustainability.

Over the years, it has become quite obvious that existing port capacity is inadequate to service an economy the size of Nigeria. Whilst the two major ports in Lagos from where about 70 percent of the country's trade are handled, are clearly punching above their weight, the river ports in Warri, Port

Harcourt and Calabar are grossly under-performing due to physical limitations and security concerns.

Aware of the huge capital investments needed to expand and rehabilitate these ports, the “New Sheriff” at the Nigerian Ports Authority (NPA), Mohammed Bello Koko, has adopted the digitalization of port processes to drive growth and efficiency at the nation’s ports and speed-up the flow of goods.

After he assumed office as acting Managing Director of the NPA in May 2021, Bello Koko did a review of the growth trajectory of the leading international ports in Europe and Asia and after due consultations, he put forward a new roadmap on the Authority’s capabilities to adopt and implement reliable and robust technologies that will raise the bar in port operations in Nigeria to the “gold standard” of digitalization.

The digital port transformation agenda of the Authority is anchored on three pillars: Paperless Procedures; Port Automation and Smart Technologies.

The journey began in 1975 when the NPA as a service port deployed a computerised payroll management system to administer its billing, statistical and accounting activities. By 1992, the deployment of personal computers was done at each port location to ease data management. However, information sharing was difficult as there was no internet connectivity between the ports during this period.

In 2011, the Authority reviewed its ICT strategy in line with its new role as landlord and technical regulator of the ports. The new strategy focused on enterprise computing and networking, along with a centralised and shared database. The objectives of this new approach include the full integration of the port operating systems 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 utilizes data for better decision making.

While sharing his digital transformation vision for the ports in Nigeria, Bello Koko said, “we have



adopted and began the implementation of a five-year plan for the attainment of a fully-digitized port system in Nigeria”.

Explaining further, the Managing Director said: “Our goal is to ensure the full digitalization of all aspects of service delivery at the port. In other words, ships calling Nigeria do not need to fill papers, print documents and all that, because there is what we call electronic Ship Entry Notice (eSEN) and our billing system has been automated. What we’re trying to achieve now is bring all relevant parties involved in cargo handling on a single platform, from the entry of the ship that means the harbour department gets to have information that they need at the right time – right down to loading of the cargo and also the trucking and logistic companies.

“We are working with the International Maritime Organization (IMO) and they are assisting us in the deployment of the port community system, which is not to take over the e-customs project or any other IT platforms that are currently being used by other government agencies. What it does is that it enables information

sharing and the processing of ship entries, offloading of the cargo, to evacuation of the cargo. Parties in this port community system will be the NPA, shipping companies, terminal operators, haulage companies, freight forwarders and other relevant trade parties.

“We are currently trying to integrate the Electronic Data Interchange (EDI) system of the shipping companies to the “Eto” platform; this will bring greater synergy to traffic management at the port. So, what we are doing is deliberate investment with a definitive timeline. There is a roadmap for all these things that I just mentioned, we’re working with the shipping companies, terminal operators and relevant agencies of government, it is all-integrated and it makes everything almost seamless”.

According to Bello Koko, today, the international supply chain is struggling to cope with serious supply chain disruptions. The Authority’s focus is on the automation than the size of the port, in order to optimize

productivity and meet the expectations of port users. “Our plan is to leverage on smart technology to speed-up the flow of trade, in and out of the port. The use of technology helps in making better informed operational decisions, increase port efficiency, improve collaboration amongst stakeholders, lowers port costs and ultimately help to meet the ever-increasing customer expectations in a timely manner”.

He added that so far, the NPA has deployed a portfolio of systems and infrastructure towards the actualization of its ICT objectives. 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.

Expectedly, the decision to deploy smart solutions in revenue collection and reconciliation has led to an appreciable increase in the Authority’s earnings. Six months after Bello Koko assumed office as NPA’s helmsman, the Authority generated over N256 billion and remitted to the Consolidated Revenue Fund over N89 billion, the highest earning in the organization’s history.

What did Bello Koko do? He explained that: “What I did first was to encourage our ports to be revenue-focused; we started holding the port managers responsible for revenue optimization at their port locations. We took deliberate steps to improve the efficiency of our billing system. “We blocked leakages and simplified

the process, which also contributed to the increase in our revenue flow. I believe we would surpass even the target we have set for ourselves at the end of our first business cycle”, he said excitedly.

The port industry in Nigeria can attest to the improvement in service delivery with the steps taken by the port administration to reduce human interference in the port processes. The strategy of focusing on automation despite the constraint of space at the port has yielded significant positive outcomes.

Being a tech savvy person, Bello Koko says he will continue to introduce digital solutions in the affairs of the nation’s seaports, no matter the resistance. “We will continue on this trajectory along with entrenching world class corporate governance principles and practices in our operations and service offerings as part of our port future development”.

About NPA’s New Sheriff

Mohammed Bello Koko ran the affairs of the Nigerian Ports Authority as acting Managing Director from May 6th, 2021. He had earlier served as the Executive Director Finance and Administration, until February 15th 2022, when he was made the substantive Managing Director.

Bello Koko was born on the 25th March 1969 in Koko-Besse Local Government Area of Kebbi State. He attended the Federal Government College in the old Sokoto State for his secondary education, which he completed in 1986. In 1992, he bagged a B.Sc degree in Management Studies from the University of Sokoto and a Master’s degree in Business Administration (MBA) in 1995 from the Usman Danfodio University, Sokoto.

Bello Koko started his banking career with FSB International Bank Plc in Port Harcourt, Rivers State in 1996 as an Executive Trainee. He rose to several positions amongst which are Banking Officer Credit and later Senior Ranking Officer, Senior Treasurer Officer, Senior Banking Officer-Energy Sector (ENSEC) in charge of managing various oil and gas related accounts of multinationals and their sub-contractors. He was Assistant Manager (Credit & Marketing) and Head, Branch Credit Risk Analyst, and later Deputy Branch Manager.

He joined Zenith Bank in 2005 as a Manager and Team Head, Public Sector and Large Corporate. He rose to the position of Senior Manager and Head of Public Sector Banking; Assistant General Manager/Zonal Head for Public Sector and later Zonal Head in-charge of branches under the Rivers/Bayelsa zone of the bank. He rose to be Deputy General Manager/Zonal Head, which made him a member of the bank’s executive management team, a position he held from 2013 – 2015 when he was appointed as Executive Director Finance and Administration of the Nigerian Ports Authority.





“May Mohammed Bello Koko’s Road Be Rough”

Omidiji Olubiya and Amusa Omolola

Nigeria’s celebrated social critic, the late Dr. Tai Solarin, in his evergreen article published by Nigerian Tribune on 1st January, 1964, buttressed the struggles a man must face before he succeeds in life. To an average reader, the statement made by the renowned columnist, Dr. Solarin, might sound ominous, however that is not the purpose of this article. For students of literature and history, such a phrase has literary meanings.

Dr Solarin expatiated further, “May your road be rough. I am not cursing you, I am not cursing you, I am wishing you

what I wish myself every year. I therefore repeat: May you have a hard time this year; may there be plenty of troubles for you this year, if you’re not so sure what you should say back, why not just say “same to you”? I ask for no more!”

Our successes are conditioned by the amount of risks we are ready to take. The big fish is never caught in shallow waters. You have to go into the open sea for it.

You cannot make omelets without breaking eggs. Remember that, there is no gain without pain. A life which is going to be abundant, must have plenty of hills and valleys, it must have plenty of sunshine and rough weather. It must be packed with days of



danger and apprehension.

Life would be worthless within the lot. We do not achieve much in this country because we are all scared of taking risks.

The Managing Director Sir, this is an open response to your maiden address to the entire workforce after your appointment as the substantive Managing Director of NPA.

To many, the above caption from a distance might look ominous and misconstrued, but this is not the case. We decided to go back to our literary constituency to sermonize you and our esteemed readers. It is an appeal to all. Please enjoy this piece. Once more, may your road be rough.

Since we became part of the Nigerian Ports Authority (NPA) about two decades ago, we have served under many Chief Executive Officers who have managed the Authority's affairs to the best of their knowledge and abilities.

Many of these CEOs on assumption of office did not address us formally of their plans for the organization. They did so informally during their stay in office. They all planned and promised to do more than their predecessors, especially in the area

of repositioning Nigeria as maritime hub in the sub-region.

We were therefore, not used to receiving direct communication from a new Managing Director like you did recently via a memo to individual email boxes. But, you changed that tradition. For doing this, Congratulations Mr. Mohammed Bello Koko!

Your confirmation as the Managing Director after 10 months in acting capacity was greeted with a sigh of relief by the workforce, who had wished for continuity instead of having a 'new face' who would have had to start from the scratch, thus slow down things.

Mr Bello Koko Sir, in the email you sent, you appreciated us for the level of commitment and professionalism whilst you were in office in acting capacity. You also called for a two-way communication with Management. You further assured us of this continuous exchange of information via official e-mails. Good start Sir, at least our voices and views would be heard, instead of through third parties!

Sir, you called for speed and diligence from us in the area of job schedule. We promise to give our best.

We are elated at your resolve to operate an open door policy. You made mention of celebrating employees who have been exceptional in their assignment, this is long overdue.



Quoting you sir, you wrote: "To create and sustain the excellence that is expected of us as the gateway to the national economy, there is a pressing need to significantly improve the timeliness of communication between management and members of staff. To this end, I have directed the ICT division to put mechanism in place to ensure seamless communication via e-mails, at all levels within the Authority".

Suffice to say that we were happy that our amiable Managing Director acknowledged the staff's contributions and commitment which has resulted in the biggest remittance ever by the Authority to the Consolidated Revenue Fund (CRF) of the Federation for the year ending 2021.

Sir, may we commend you for your positive steps and measures towards solving the traffic gridlock within the Apapa axis. The two Lagos ports; Tin Can Island Port and Lagos Ports Complex have been greatly hampered in the delivery and evacuation of cargoes from the terminals to consignees.

While as acting Managing Director, you worked hard to bring an end to this menace with your team through rejigging the 'Eto' application. The electronic call-up system faced a lot of teething challenges, ranging from

human interference to slow deployment of the right technology. Also, the "bad guys" had tried to frustrate your efforts, but you kept your eyes on the ball. Today, Apapa, is good to go!

You have led from the front on the actualization of the Lekki Deep Seaport project, expected to be commissioned in the last quarter of 2022. This is the first Deep Seaport in Nigeria, built on 90 hectares with a depth of 16.5 metres as against the 13.5 metres depth of the current busiest seaport in the country. With a capacity of 2,000,000 TEU per annum, the project is expected to attract those mega box carriers to visit Nigerian waters.

Quoting you again Sir, "we are determined to encourage export through the nation's seaports. The government at the centre has decided to embrace non-oil exports in view of the fall in the prices of crude oil".

It is obvious that you're leveraging on your experience as a former investment banker to win the trust and confidence of local and foreign investors to move into the export trade corridor.

We recall your visit recently to Ikorodu to flag off a non-oil export processing terminal, the first of 10 similar facilities to be sited across Lagos and Ogun States. There you charged all agencies to deploy adequate personnel and work in synergy, to ensure efficiency and quick turnaround in the processing of export cargoes while you admonished the terminal management against deviating from the original plan.

Our MD Sir, we celebrate your vision for the organization especially in the area of automation of procedures and processes to meet the expectations of our esteemed stakeholders. Please be assured of our unalloyed support.

On the serious matter of staff welfare, you assured us that you are aware of the effect of inflation on our take-home, which is likely to affect our output at the workplace. Sir, you are very correct. The cost of living is rather high. Is it the cost of rice, garri, electricity or house rent? Oga, please, do something!

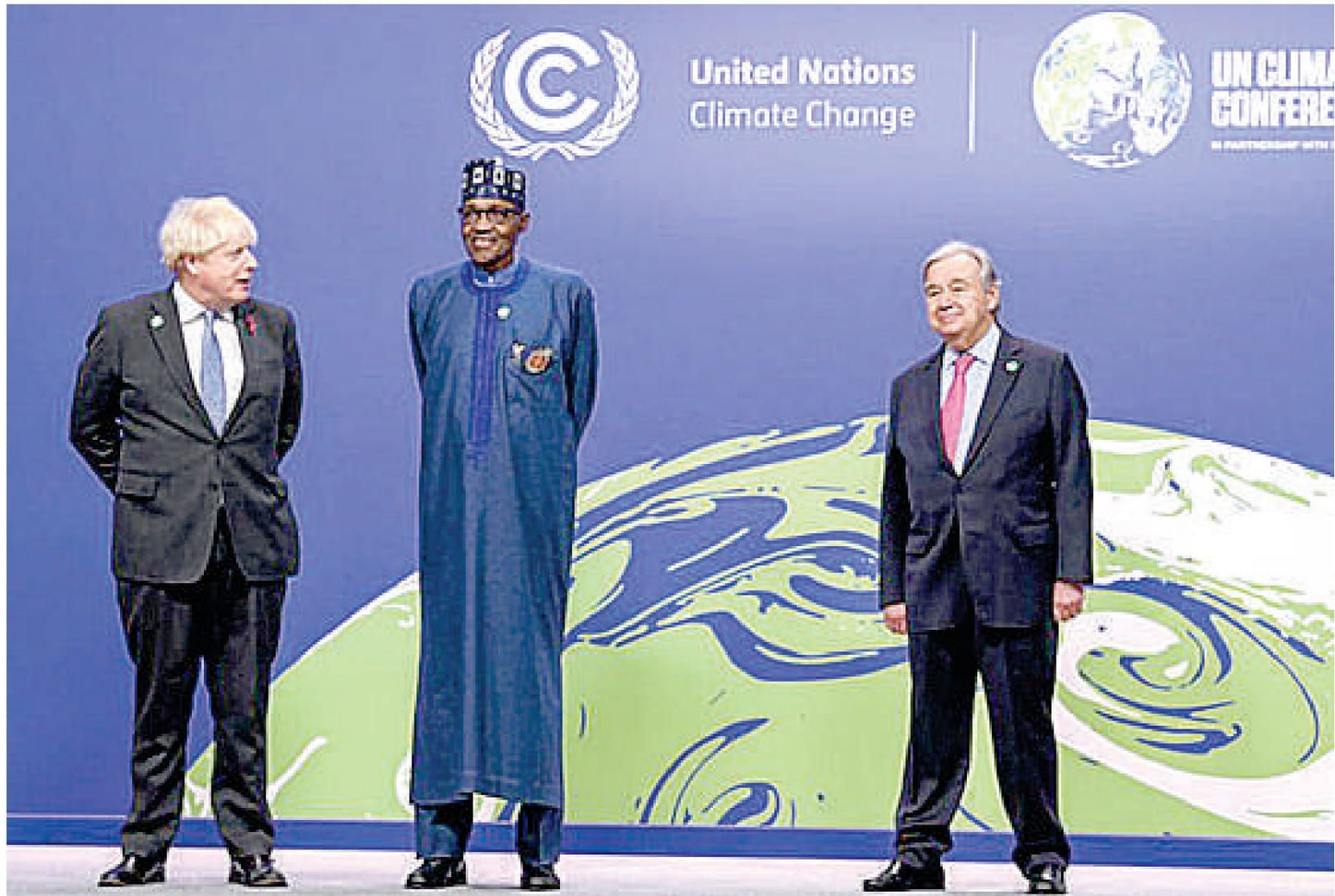
Yes, we heard you clearly when you said, "this Management is not oblivious of rising inflationary trends, and work is at advance stage for an upward review of salaries. This is in addition to September 2021 review of staff fringe benefits, such as travel and other allowances, in response to current economic realities". With this, we are hopeful.

Furthermore, Bello Koko has assured the workforce of his commitment to manpower development through training and re-training to effectively equip us to meet emerging challenges in the line of duty.

Sir, you mentioned that the current Management under your leadership would reward hard work and good conduct, but will not condone laziness and indiscipline. That's the way to go!

Sir, we are confident that your lofty agenda will be achieved through mutual understanding and collaboration between Management and the workforce. We shall support you all the way. We thank you for your show of love in the area of staff welfare.

Sir, congratulations once again on your appointment. May your road be rough, just as we wish ourselves.



President Muhammadu Buhari with British Prime Minister Boris Johnson and UN Sec Gen, Antonio Guterres at the 2021 COP 26 in Glasgow, Scotland (UK).

Harnessing Nigeria's Non-Oil Sector: The Blue Economy As An Economic Diversification Opportunity

Lawrence Kuroshi, PhD

Background

The use of non-renewable fossil-based energy is unsustainable and poses existential threat to life on the planet over the long term. A renewed global drive for net-zero carbon emission was therefore initiated at the 26th United Nations Climate Change Conference of Parties (COP26) which took place in Glasgow, the United Kingdom from October 31st to November 13th 2021. At the

conference, the United Nations (UN) Secretary General, António Guterres called for a global coalition to achieve a net-zero carbon emission in economic activities of nations.

He emphasized the necessity for governments to develop a significantly more ambitious net-zero pathway attainable by 2030 through their Nationally Determined Contributions (NDC) in line with the United Nations Framework Convention on Climate Change (UNFCCC). Nigeria's representation at the conference was led by President Muhammadu Buhari where he presented Nigeria's commitment to reduce its carbon emission to net-zero by 2060.

Notwithstanding the momentous net-zero commitment from major world economies (G-20) who control 70% of the world economy and 65% of the global carbon emissions, the target of limiting global average temperature rises to 1.5°C from pre-industrial global average temperature set by the COP or the Paris Agreement still remains a pipe dream.

According to Mr Guterres, the highly industrialized or high income economies (OECD countries) need to have far reaching NDCs in their policies and plans that could ensure the complete phasing out of the use of coal (a major CO₂ emission source) by 2030 while the rest of world can have 2040 as their target.

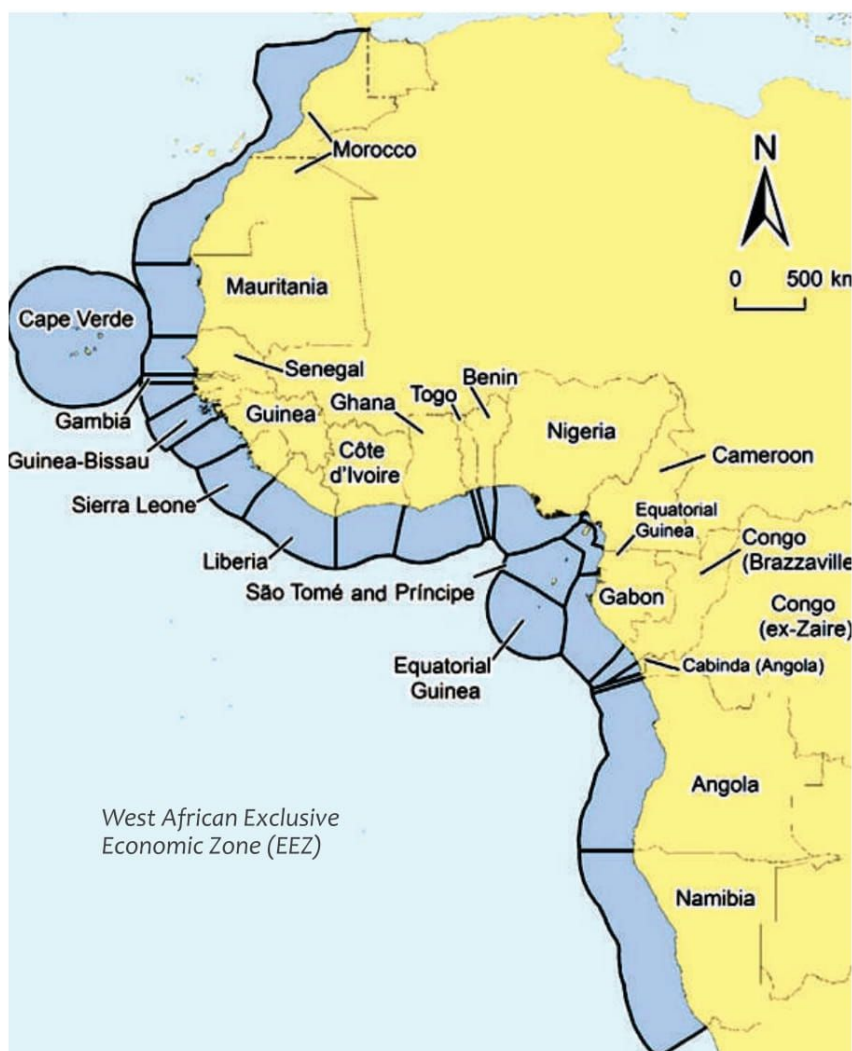
Adapt Or Perish

As part of a Green Climate Fund, developed economies, Multi-lateral Development Banks (MDBs), and other donors have been called upon to support developing economies especially the Least Developed Countries (LDCs) and Small Island Developing States (SIDS) in both their climate resilience and adaptation efforts.

The developed economies have already made a climate finance commitment of \$10 billion dollars annually to developing economies as aid towards the global net-zero carbon emission agenda. This global drive to net-zero carbon emission could be said to be an unwelcomed threat to heavy fossil fuel-based economies like Nigeria. It is a call to 'adapt or perish'.

As the 17th biggest greenhouse house emitter in the world and second only to South Africa in Africa, the Nigerian government is committed to 47% reductions in greenhouse gas emissions by 2030 as part of her Nationally Determined Contributions (NDC).

The recent interests in the Nigerian Ports Authority (NPA) to reduce the carbon intensity of ships as well as the interest in blue-hydrogen production by the Nigerian National Petroleum Corporation (NNPC) attests to the nation's commitment to the NDC climate change target. This is definitely a promising in-country



decarbonization opportunity for the country.

Although the drive could mean a reduction in revenue from crude oil for Nigeria, it also presents an opportunity for economic diversification away from oil. A massive array of non-oil-based opportunities for revenue and job creation exists within the ocean environment. The ocean space is, therefore, not an empty expanse of water but a reservoir of enormous wealth for global and national prosperity.

In this regard, international law has provided countries with universally recognized sovereign rights in relation to the conservation or exploitation of natural resources (minerals, living species etc.) of the seabed, its subsoil and superjacent

waters. The rights and responsibilities to sustainably exploit these potentials within the Exclusive Economic Zone (EEZ) of Nigeria for example is enshrined in the EEZ Act E7 Law of the Federation of Nigeria, 2010.

The EEZ Act also gives Nigeria power to create security zones around economic infrastructure such as oil production platforms (artificial Islands) and the adoption of other related safety measures. Additionally, Article 28 of the African Charter on Maritime Security and Safety and Development in Africa otherwise referred to as the Lome Charter stipulates therein the power of States to prevent the illegal exploitation and theft of marine resources. Exploiting the opportunities inherent within the oceanic environment has given rise to the concept of Blue Economy

which is currently generating a lot of discussions globally because of the intrinsic potentials locked within the oceanspace.

What Is Blue Economy?

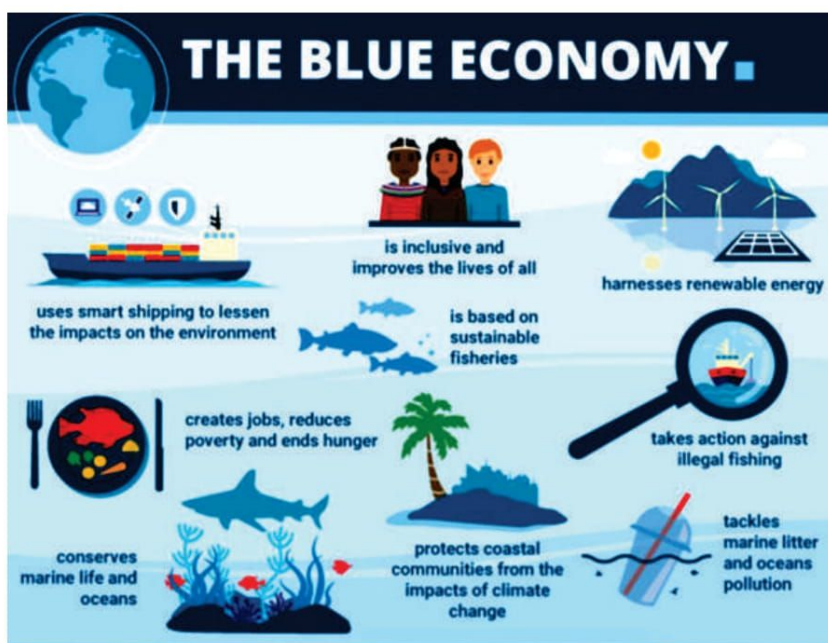
Blue Economy is a relatively new global initiative which conceptualizes the oceans as a significant element in economic development and wealth creation. It is defined by Professor Gunther Pauli, the first person to coin the term as that “which encompasses activities geared towards achieving economic growth and development based on ocean activities whilst also considering the social and environmental outcomes of these activities”.

The concept opens up new governable spaces within the coastal and marine regions and further rationalizes the sustainable beneficial exploitation of the resources therein. It presents strategies that will ensure that the concept of the oceans as 'development spaces' is strengthened by ensuring that economic activities especially those occasioned by shipping and provision of port services to ships do not compromise the long-term capacity of the ocean ecosystems to support those activities. The concept further seeks to change the traditional perception of the ocean as a means of indiscriminate resource extraction and waste dumping to one which prioritizes environmental sustainability and preservation.

Nigeria's Expanded Sustainable Blue Economy Committee

The value of the global Blue Economy is estimated to be \$296 billion with a potential to create about 49 million jobs. Nigeria with a coastline of about 853km or 530miles and EEZ which extends up to a distance of 200 nautical miles from the baselines from which the breadth of the territorial waters of Nigeria is measured. Also, in volumetric terms, Nigeria annually has 267.3 billion m³ of surface water and 52 billion m³ of ground water available for use, but unfortunately only less than 10% are utilized.

On the 17th of January 2022, the Expanded Nigerian Sustainable Blue Economy Committee was inaugurated



**Offshore Oil Infrastructure*

by the Vice President, Prof. Yemi Osinbajo with membership drawn from heads of traditional maritime agencies such as: Nigerian Ports Authority (NPA), Nigerian Maritime Administration and Safety Agency (NIMASA), and Maritime Academy of Nigeria (MAN). The expanded committee also included other stakeholders such as all the Governors of the 10 littoral states in Nigeria including Borno State, the Chief of Naval Staff, Comptroller General of Customs, Nigerian Economic Summit Group (NESG), Chief Executives of some Financial Institutions, Lake Chad Basin Commission, the Ministers of Foreign Affairs, Power, Finance, Environment, Trade and Investment, Agriculture and Water Resources.

The inaugurated expanded committee has the Vice President as its Chair, while the Honorable Minister of Transportation, Rt Hon. Rotimi Amaechi is the Vice Chair. The Vice President in his remarks referred to the Blue Economy as a new frontier for economic development and a means of diversifying the economy through the use of resources from oceans, seas, rivers and lakes for the wellbeing of mankind. The Honorable Minister of Transportation in corroboration opined that the concept could

improve government revenue, creating employment and growing Nigeria's gross domestic product (GDP).

Nigeria's Blue Economy: Potential Opportunities

The development of a flourishing Blue Economy is a key pillar for economic and social transformation. Some of the benefits and enablers of developing a sustainably managed Blue Economy that will offer significant opportunities for Nigeria's economic growth include:

1. Port Operations, Shipping and Maritime Transport - as an ocean based activity; well-developed port operations can bring about increased foreign exchange earnings for the ports and the nation. It can enhance economic diversification and opportunities for trade in overseas markets. Recently, a Nigerian concept for managing ship's ballast water in ports was successfully presented at the International Maritime Organization (IMO) meeting and subsequently received the organizations (IMO's) thumbs up for implementation. The concept has the potential to generate revenue for the ports.

2. Sustainable Fishing and Aquaculture - Nigeria has the largest inland aquaculture production in Sub-Saharan Africa as well as one of



*The Blue Economy Concept



The development of a flourishing Blue Economy is a key pillar for economic and social transformation

the highest total fish catch by volume and species on the continent. The potential for substantial revenue generation, job creation, and food security as well as economic diversification is huge in aquaculture and fishing if only due attention can be paid to the subsector.

3. Renewable Marine Energy - The drive for decarbonization of factors of production to enhance climate change resilience, mitigation and adaptation calls for more attention to alternative sources of energy such as renewable marine energy from tidal waves, submarine geothermal resources, wind turbines offshore and marine biomass. These are potential opportunities for green investments, job creation and revenue generation.

4. Marine Biotechnology - The marine environment of Nigeria is rich in biodiversity which if harnessed and commercialized can generate enormous revenue for the economy. There is a huge potential for development of novel and breakthrough drugs from new marine plants and animals via advanced marine bio-prospecting technology.

5. Marine and Coastal Tourism - Tourism is a great employer of labor globally with about 10% of the

population employed in the sector. Nigeria's marine and coastal tourism potential is enormous but highly underdeveloped. With a coastline stretching 853km, Nigeria has some of the largest beaches in West Africa. Some potential marine recreational opportunities can be in sunbathing, wind surfing, scuba diving, boating and deep sea diving. These are globally great sources of foreign exchange for countries and local economies.

6. Seabed Exploration - Aside oil and gas the seabed is also very rich in minerals such as nickel, cobalt, iron and manganese which could be great sources of revenue for the economy if properly harnessed.

Conclusion

Although the Sustainable Blue Economy concept offers a unique opportunity to address complex and inter-connected challenges that have economic, social, environmental and cultural dimensions, it however does that without compromising economic growth. The concept, if implemented can contribute to improving ocean health and achieving a significantly broad range of sustainable development outcomes with respect to shipping and port activities in Nigeria. Other potential windows of opportunity for Nigeria and Nigerians could be in employment and income generation, foreign direct investment opportunities, foreign exchange generation, growth in GDP, improved marine environmental quality, and the protection of cultural heritage amongst many others.

This ocean based economy could create strong bedrock for economic renaissance for Nigeria if managed via proper planning and inter-sectorial coordination of public-private partnerships and investments. Nigeria, therefore, needs to act expeditiously to exploit this alternative source of revenue that could serve as a complement to oil in the short and medium term and a comparative replacement over the long term.



“Good Times Are Here For Nigerian Ports”

In this exhaustive interview with members of the Editorial Team of Nigerian Ports Today, Managing Director, Nigerian Ports Authority; Mohammed Bello Koko took time off his very busy schedule to speak on different areas of interest. He spoke about where NPA was before his emergence as the Managing Director and his vision to make Nigerian ports more efficient, competitive and profitable.

Congratulations on your confirmation as the substantive MD of the NPA.

Thank you

Sir, as the Managing Director now, what will you be doing differently from when you were in acting capacity?

The confirmation of my appointment has spurred me to sustain and indeed surpass the superior performance we were able to achieve whilst in acting capacity. To this end, I will like to express my profound gratitude to Almighty Allah for His enabling grace, to His Excellency, President Muhammadu Buhari for this incredible opportunity to serve our dear country Nigeria in this capacity. I will also like to specially appreciate the Honorable Minister of Transportation, Rt. Hon. Rotimi Amaechi, whose strong

recommendation of our efforts and initiatives played a significant role in my confirmation. My appreciations also goes to my family and friends, too numerous to mention, for their goodwill and support.

NPA, under my watch will vigorously pursue the rehabilitation of decayed ports' infrastructure, improve operational efficiency, instill transparency, minimize costs, maximize revenue generation, and institute measures to recover our lingering debts. We will certainly, not relent on our core mandate.

I'm not oblivious of the enormity of the responsibility reposed on me. Together with my team, I am poised to execute this task with utmost diligence and professionalism that places the highest premium on national interest. Our goal is to bequeath a fully

automated port system that operates in line with global best standards.

What is your take on the electronic call-up system for trucks? Are there areas you will like to tinker with, especially since the system has been in operations for about a year already?

I can unequivocally say that our electronic booking and scheduling system for trucks, called “Eto” has positively revolutionized the process of delivery and evacuation of cargo at the port. Those in the business can attest to this. There has been a remarkable improvement in terms of trip per time as well as return on logistics investments for transport owners. We are aware that some of the challenges are yet to disappear, notably along the Tin-Can Island Port corridor, but by and large, the system has restored order and also significantly brought down arbitrary haulage charges imposed on shipments being transferred out of the port. I was part of the team as Executive Director Finance and Administration that midwifed the “Eto” system, so I played a role from the beginning.

When I was appointed Acting Managing Director in May 2021, we critically appraised the concerns raised by stakeholders and most of these concerns were frontally addressed. Some of the lapses we observed include the limited deployment of access control systems that ought to have been in place at the satellite truck parks. We also identified the non-deployment of physical infrastructure like bollards, as well as the CCTVs and automated gates. So we sat down with the system managers and we gave them a deadline to deploy these things.

The essence of “Eto” is to streamline the movement of 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 the necessary things were done, the travel time for trucks improved significantly. We introduced timelines or time-belts to guide the movement of trucks to and from the port. We approved more truck parks and requested that the system operator fast tracks the deployment of IT and other physical equipment to ensure that only trucks that are captured on the manifest get to enter the ports.

Today, the gridlock on the Ijora axis leading to the port has disappeared; residents of Apapa now commute freely and get to their homes without suffering several hours in traffic. Sanity has been restored on the Apapa Wharf end. The concern now is at the Mile 2 to Tin-Can Island Port, where the road reconstruction is at the final stage. As soon as the entire stretch is completed, the agelong Apapa gridlock will no longer be a reoccurring headline.

You have hinted at introducing the electronic call-up system in Onne port. Are you still on this, and how soon will it happen?

Yes, we are working towards the deployment of a call-up system in Onne Port as soon as the necessary conditions are in place. A study is currently being carried out on the workability of the project. Ultimately, our goal is to



**KOKO: Use of barges has come to stay as an integral part of our port intermodal system”*



Our goal is to bequeath a fully-automated port system in line with global best standards

establish high capacity truck parks close to all our port locations across the country, we will observe the growth in cargo traffic before deploying the electronic call-up system. Gradually we will introduce truck call up systems at various ports as the need arises.

You’re passionate about getting the ports in the East to be as busy as those in Lagos, what is your blue print; starting with the port in Port Harcourt?

One of the goals that I set for myself is to reposition the ports in the East to be as attractive as the ones in Lagos. Already, steps are being taken on the construction of a new deep seaport in Bonny; this will be a direct investment by a Chinese company. A location has been identified that has a natural draft of about 16 meters. The new port in Bonny will be a game-changer like the Lekki deep seaport that will soon become operational in Lagos.

With regard to Rivers Port in Port Harcourt, what you have there is a river port that has passed its prime. We are in discussion with the BUA Group on its rehabilitation and

they have submitted interim designs on the collapsed quay apron which our people are now studying; prior to granting necessary approvals and to sign-off the reconstruction works.

However, the draft limitations still exist, our technical people are studying the situation whether we will allow them to go deeper or they should remain at the current depth. If they go deeper, it means in the future, we may start to think of how to dredge. The fact of the matter is that the Port Harcourt port has reached the end of its lifespan, but it is still in service, and with the right upgrades it will continue to serve.

Still on Eastern ports, the Calabar channel requires dredging to attract bigger vessels to the port. Do you have that in your work plan as well?

For Calabar port, the major constraint is the dredging of the access channel. There is a court case between NPA and a certain company that was initially asked to dredge that place. So, we haven't been able to dredge the channel owing to litigation, but we are set once the impediments are vacated.

Is the NPA also considering a review of tariffs to encourage importers to patronize the ports in Rivers, Delta and Cross Rivers States?

We have already taken steps in that regard. Not too long ago, the Authority granted tariff discounts on harbor dues to boost shipping traffic to the Eastern ports. I recently embarked on an infrastructure assessment of ports in Rivers State and also engaged stakeholders doing business at these ports. There has been some noticeable improvement in terms of cargo and ship traffic, including export cargo. However, we're not resting on our oars; we are considering another regime of incentives that would further push patronage of the Eastern ports. I can assure you that these incentives would soon be made public and implemented.

What is the NPA doing to encourage the use of barges to freight cargoes into and out of the ports; this should improve cargo dwell time

Multimodalism is the way forward and as such the use of barges has come to stay as an integral part of our port intermodal system. We now see barges being used for cargo movement; barges are being used to transport non-oil exports, to evacuate empties and cargo laden containers from the major seaports to off-dock terminals within and outside our shores. Currently, thousands of containers are moved by barges every month, saving shippers valuable time and money. We have issued about 59 barge licenses of varying sizes to different companies. Our target is to increase the volume of cargo being moved via barges to at least 15 percent of our annual throughput by the end of next



My first order of business was to encourage our ports to be revenue-focused

year. We are also concerned about the quality of these barges, so we have created minimum safety standards similar to the framework for trucks. We have come up with an SOP (Standard Operating Procedures) as a requirement that you need to meet for you to be licensed. We have a department overseeing this. We need to ensure the quality and safety of these barges, and also ensure that operators are using the right equipment and crew members are certified, among other requirements. We have put a stop to night barge operations and the issue of double stacking of containers. We have seen very remarkable improvement in the quantity of cargo being moved by barges. We are working towards introducing an electronic call-up system for barges as well.

The African Continental Free Trade Agreement (AfCFTA) offers Nigeria opportunity to upscale her export potentials. How prepared is the Authority to drive the country's non-oil export?

The Nigerian Ports Authority, working with sister agencies and stakeholders will ensure Nigeria takes full advantage of the continent's free market regime. Ours is to provide an enabling environment for ease of doing export business in line the Federal Government's

agenda on the diversification of the economy from sole reliance on crude oil. We have been engaging the terminal operators to give priority to non-oil exports, in particular agro-exports and solid minerals. This will stimulate our local economy, create thousands of jobs and increase revenue for government. We have designated the Lilypond Container Terminal as a specialized processing and handling facility for non-oil exports, especially locally-manufactured goods, agriculture commodities and perishables. The plan is to establish similar one-stop export dedicated terminals near all port locations in the country. We recently concluded work; in partnership with Nigerian Export Promotion Council (NEPC) on the certification of 10 Export Processing Terminals spread across Lagos and Ogun states.

We are recording some improvements in the non-oil exports traffic in the last two business cycles. Our administration has prioritized the expansion and renewal of port infrastructure, including IT systems, to bring down handling costs of Nigeria's trade in the continent and globally.

The place of ICT in the future of ports cannot be overemphasized. What are your plans for an IT-driven port system in the country?

Our goal is to ensure the full digitalization of all aspect of service delivery at our ports, now and in the future. In other words, visiting ships do not need to fill papers, print documents and all that, because there is what we call electronic ship entry notice and our billing system has been fully-automated. What we're trying to achieve now is bring all relevant parties involved in cargo handling value chain on a single platform; from the entry of the ship - that means the harbour department gets to have information that they need at the right time - right down to loading of the cargo and also the trucking and logistic companies.

Under the technical guidance of the International Maritime Organization (IMO), we are working on the deployment of a Port Community System (PCS). This PCS is not to take over the E-customs project or any other IT platforms that is currently being used by other government agencies. What it does is that it enables information sharing and processing of ship entries, off-loading of the cargo, to evacuation of the cargo. Parties in this port community system will be the NPA, shipping companies, terminal operators, haulage companies, customs, freight forwarders and other relevant trade parties.

We are currently trying to integrate the Electronic Data Interchange (EDI) system of the shipping companies to the "Eto" platform; this will bring greater synergy to traffic management at the port. So, what we are doing is deliberate investment with a definitive timeline. There is a roadmap for all these things I just mentioned. We're working with the shipping companies, terminal operators and relevant agencies of government, it is all-integrated and it makes everything almost seamless.

You have done quite well in terms of NPA's revenue performance. How do you intend to sustain this?

Six months after I assumed office as Acting Managing Director, we were able to generate about N256 billion and we remitted to the Consolidated Revenue Fund over N89 billion. My first order of business was to encourage our ports to be revenue-focused. We started holding the port managers responsible for revenue optimization at their port locations. We also have improved the efficiency of our billing system. We have blocked leakages and simplified the process, which also contributed to the increase in our revenue flow. I believe we would surpass even the target we have set for ourselves at the end of our first business cycle.

We have seen that the measures we introduced have yielded the desired outcomes, therefore we will continue on this trajectory by entrenching world-class corporate governance principles and practices in our operations and service offering.

Let's not forget that the Lekki Deep Seaport will come on stream later this year, this will no doubt have a positive impact on our earnings. We are optimistic that the rail would soon become part of our port intermodal system; this will complement the barge system already in place. All these developments would further enhance our revenue profile; reduce transit cost and time for vessels, among other benefits. I dare say the good times are here. So far this year, we have contributed over N30b to the Consolidated Revenue Fund.

What should the workers expect from your administration?

Staff development and welfare remain our priority. We are committed to the enthronement of a corporate culture that gives equal opportunities and ensures our staff operate in line with industry best standards. Since I assumed office, we have been running an inclusive leadership style; every staff is important. There is no room for discrimination or favouritism of any kind. We will continue to encourage and deepen the bond between management and staff. We will also motivate and reward competence and good behaviour; we will do everything necessary to nurture a happy, committed and efficient workforce.



We are considering another regime of incentives that would further push patronage of the Eastern ports



A NATIONAL BRAND ASSET ANCHORED ON SERVICE EXCELLENCE

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The **Nigerian Ports Authority (NPA)** aims to provide professional port operation which meets the current and future needs of our customers.

Applying a proactive and innovative approach in managing the Ports in Nigeria maximises operational efficiencies and provides real value for money to all our stakeholders and port facility users.

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

Nigerian Ports Authority

...To be the Maritime Logistics Hub for Sustainable Port Services in Africa...

Our Port Locations:

Lagos Port Complex, Apapa
P.M.B. 1021 Apapa Lagos.
lpcinfo@nigerianports.gov.ng

Tin Can Island Port
P.M.B. 1201, Apapa, Lagos.
tcipinfo@nigerianports.gov.ng

Rivers Port, Port-Harcourt
Basket House, P.M.B. 5043
Port-Harcourt -Rivers State.
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Delta Ports, Warri
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Calabar Port Complex, Calabar
New Calabar Port Complex
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Onne Port Complex, Onne
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Mr. Segun Ajayi-Kadiri, mni

Growth Of Nigeria's Non-Oil Exports Remains Positive

– Manufacturers Association Of Nigeria

Director General of the Manufacturers Association of Nigeria (MAN), Mr. Segun Ajayi-Kadiri, mni – is an international trade relations expert. He shares his thoughts with **Nigerian Ports Today** on the state of non-oil export trade in the country and measures to support local manufacturing for improved cross border trade.

Can you briefly give an overview of the present state of the manufacturing sector in Nigeria?

The manufacturing sector was negatively impacted by COVID-19 pandemic in the year 2020. However, with the lessening of the restrictions on businesses in 2021 and increased manufacturing operations, the sector has continued to improve in terms of productivity and general performance. Data from the National Bureau of Statistics (NBS) shows that the growth of the sector remains positive across all quarters of 2021 with an average growth rate approximately 3.5% for the year. The trend is corroborated by the scores of manufacturers as measured by Manufacturers CEO Confidence Index (MCCI) in the Nigeria economy, which since Q3 2021 has been above the

50 benchmark points and reaching 55.4 points in Q4 2021. MAN's MCCI is quarterly survey of the manufacturing sector to gauge the confidence of manufacturers in the business environment and by extension the entire economy. It is therefore important to recognize the efforts of manufacturers, who, inspite of the overwhelming business constraints, have gone beyond boundaries to sustain production.

What are the challenges the sector is facing, and steps towards ameliorating them?

The sector is confronted with a plethora of challenges ranging from macroeconomic, regulatory, logistics and market to environmental issues. However, standing out

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among the challenges is the variability in the triadic rates: high and rising inflation rate, double digit lending rate and unfavourable exchange rate parity.

Inflation rate averaged 15.67% in the last quarter 2021; maximum lending rate stood at 27.3% in the same quarter; and official foreign exchange averaged N411.41/US\$ also in fourth quarter of 2021. Of course one does not need to be an oracle to know that the unfavourable trends exhibited by the rates discourage significant investments in the sector and are responsible for the high cost of production and poor competitiveness of the manufacturing industry in the Nigeria.

Generally, the challenges of the sector are numerous and can be ranked as follows: (i.) High cost of local and imported raw materials; (ii.) insecurity across the country/Insecurity at the industrial areas, (iii.) Inadequate skilled manpower/skilled labour shortages; (iv.) high cost of transportation; (v.) frequent changes in government policies; (vi.) increase in exchange rate/forex instability; (vii.) inadequate access to fund/High interest rate on commercial bank loans; (viii.) poor distribution channel/bad Road networks; (ix.) high cost of electricity/lack of steady power supply; (x.) lack of patronage/lack of patronage by MDAs; (xi.) multiples taxes and levies; (xii.) over-regulation by G]government agencies; (xiii.) gridlock at the national ports; (xiv.) high inflation; (xv.) High cost of adopting advanced technology

We recommend as follows, One, further give incentives for investments in the development of raw-materials locally through the backward integration and resource based industrialization initiatives. Need for Government to call for more investors to key into these initiatives with appropriate and definite incentives. For instance, there is need for urgent investment and production of Active Pharmaceutical Ingredients (API) in the country; investment and production of machines; iron and steel; petrochemical materials, and so on, to support manufacturing activities.

Two, give specific attention to the security of life and investment in industrial areas; properly delineate and upscale security infrastructure in the various industrial areas in the country, particularly in the northern part of the country for priority attention. Government should also quickly invest in modern security gadgets such as drones, camera, etc. for robust monitoring of the areas.

Three, ensure effective allocation of available forex to productive sectors, particularly the manufacturing sector for importation of raw materials and vital machines and equipment that are not available locally.

Four, need to align academic curriculum with industrial skill needs and requirements to guarantee sustainable development of skilled manpower for the industries.

Five, need to resuscitate the existing national refineries to produce petroleum products locally, embark on the rehabilitation of major highway corridors, improve trade facilitation infrastructure and deepen the ongoing development of rails system to change narrative on operating environment from being high cost to low production cost environment.

Six, need to allow industrial policies in the country to gestate with proper monitoring and evaluation rather than jettisoning or altering them unduly frequently.

Seven, sustain the Eligible Customer Initiative to ensure that more electricity is supplied to the manufacturing



Mr. Segun Ajayi-Kadiri, mni

sector.

Eight, strengthen the Bank of Industry (BOI) and Bank of Agriculture (BOA) to adequately provide liberal finance for the manufacturing sector.

Nine, monitor the implementation of Executive Order 003 to ensure compliance by MDAs so as to boost activities in the manufacturing sector;

Ten, publish the list of approved harmonized taxes and levies for the manufacturing sector by the Joint Tax Board (JTB) to address the issues of multiples taxes and levies. Eleven, rationalize Government Ministries, Departments, Agencies, parastatal and Commissions to resolve the issues of over-regulation and duplication. And last but not the least; improve the time taken to clear machines and raw-materials at the national ports while making the link road accessible.

In view of the dwindling price of crude oil globally, how has your sector fared?

Well, available data says crude oil prices are rising. For instance, crude oil prices have been on the rise since the beginning of 2021. The price of Bonny Light averaged US\$79.35 per barrel in the fourth quarter of 2021: it was US\$82.90 in October, US\$80.73 in November and US\$74.43 in December 2021. In the first two months of

2022, the price of Bonny Light has been well above the \$62 per barrel oil price benchmark of 2022 budget. With the war between Russia and Ukraine, it has gone beyond \$100 per barrel mark.

The issues about forex in the country, I believe is more about finding the best possible and productive way of managing the available forex. However, manufacturers, as earlier mentioned, have gone beyond boundaries to sustain manufacturing in the country. They operate a very high cost of production and continued to internalize some of the cost so as to present their products at a saleable price in the market. With this, they have been able to grow the sector and maintain a stable contribution to the Gross Domestic Product.

What is your view on the diversification of the Nigerian economy from reliance on oil exports?

I believe the Nigerian economy is already diversified considering the numbers of sectors, sub-sectors and industry products. The challenge is revenue diversification, particularly export revenue. However, achieving revenue diversification will require supporting economic activities in the diversified sectors of the economy. The challenges of industries and the proposed remedial actions as earlier mentioned will go a long way in addressing the issue. It will also require export-oriented policy that will encourage producers to export Nigerian products to earning foreign exchange. At the moment, Export Expansion Grant (EEG) which was designed to boost export of Nigerian products has suffered a lot of setbacks. The recent performance review of the scheme shows that it should be re-engineered and re-focused to enable it achieve its cardinal objectives.

Are you satisfied with government's actions towards growing non-oil export trade?

The subsisting policy of government geared towards non-oil sector export is the Export Expansion Grants (EEG). Recently, the Scheme has witnessed a number of changes in implementation modality. However, going by the huge number of outstanding claims and the years of delay for such payments, one may be right to say that the scheme needs to be re-engineered to make it effective and achieve its founding objectives.

Would you say your sector has benefitted from this scheme?

At the inception of EEG, the manufacturing sector and the economy benefitted as the volume and value of Nigeria's non-oil export grew tremendously. For instance, Nigeria's non-oil export grew by 197% from USD1billion in 2006 to USD7.2 billion in 2013. The scheme also contributed significantly to the employment of more than 11 million citizens of Nigeria in the non-oil sector; majority of whom were employed during the active regime of EEG. Furthermore, EEG was at the forefront of the industrial expansion and new market penetration of made-in-Nigeria goods witnessed from 2006 to 2013. However, when the

scheme was suspended in early 2014, the direct impact of EEG was a drastic decline of Nigeria's non-oil export by 62% within one year from USD7.2billion in 2013 to USD2.71billion by 2014. Since then, non-oil exports barely recovered as it stood at US\$4.2 billion at the end of 2019. Certainly, if EEG becomes functional again, the whole economy will benefit.

How prepared is your group towards this diversification drive?

It cannot be overemphasized that manufacturing is the key to future of the nation's economy. No economy develops without a vibrant manufacturing sector. As an Association, we constantly engage Government on the support of the manufacturing sector which no doubt can drive revenue diversification.

Through publications and presentations, the Association has contributed significantly to government's industrial policy formulation, particularly those designed to support manufacturing and industrialization of the country. The MAN Blueprint for accelerated development of the manufacturing sector in Nigeria, over the years, has provided the critical inputs to the Nigerian Industrial Revolution Plan (NIRP), a key industrial policy paper that is still being consulted by the Government of the day and the Economic Recovery and Growth Plan (ERGP) which extricated the economy from recession in 2017.



Our value as an Association to the nation's economy is tied to our vision and mission statement

What is your take on the Nigerian Ports Authority infrastructural capacity to drive this policy?

In the last few years, various reforms have been implemented, particularly by the Presidential Enabling Business Environment Council (PEBEC) to reposition Nigerian ports to function effectively. The national single-window platform to reduce the number of agencies at the ports and quicken delivery processes, investments in ports infrastructure, to mention just a few.

However, feedback from our members suggest that the single window platform may not be functioning effectively and that the scanners at the ports are not functional, so it obvious that more work will be needed at the nation's seaports.

Moving forward, how can MAN continue to add value to the nation's economy?

Our value as an Association to the nation's economy is tied to our vision and mission statement. Our vision is: To be the key driver for industrialization, sustainable economic growth and development in Nigeria while our mission includes: One, MAN promotes the interest of manufacturers by deepening its advocacy and partnership with national and international economic actors in Government, Organized Private Sector, host communities and other stakeholders to foster its proactive role in policy formulation and implementation. Two, MAN promotes manufacturing sector competitiveness, contribution to job creation and Gross Domestic Product through commitment to research and development, new technologies and environmental sustainability.

Stimulating Non-oil Exports Is A Priority To NPA – Yemi Adunola

Yemi Adunola is the Chief Executive of Esslibra, the firm that manages the Export Processing Terminal in Ikorodu-Lagos. In this exchange with NPA, he gives an insight on Nigeria's non-oil export terrain and the commitment of the NPA towards boosting the non-oil sector in the country.

Can you briefly give us an insight on the state of non-oil export drive in Nigeria?

There is a huge drive for non-oil export from both the private sector and the federal government. It has become quite clear that we cannot depend on oil revenues and need to look at other sectors as our reserves continue to dwindle. The private sector is also looking at exports as a means of subsidizing their forex requirements for raw materials and other import needs. If you are a major importer in Nigeria, it has become quite clear that you need to have a reliable and relatively cheap means of foreign exchange which can only be achieved by being an exporter yourself.

What are the challenges the sector is facing and steps towards surmounting them?

There are various challenges hampering the growth of the sector that needs to be looked at critically. Some of the major issues are, infrastructural deficits such as non-availability of good roads, warehousing, efficient and transparent means of transportation, regulatory bottlenecks, non availability of containers to send out exports, challenges accessing the port to name a few.

In the past couple of years, you have seen positive strides both from the private sector and the federal government. Various initiatives such as the DEW (Designated Export Warehouses) promoted by the Minister of Trade and Investment via the Nigerian Export Promotion Council and of course the recently rolled out Designated Non-Oil terminals by the Nigerian Port Authority are steps in the right direction that also encourages the private sector to invest in export logistics support businesses and export financing.

In view of the dwindling price of crude oil globally, how has your sector adapted to filling the gap in the area of boosting the Gross Domestic Product (GDP) of the nation?

We see this as an opportunity to revive the sector and have invested heavily in infrastructure such as the 120,000sqm facility in Ibeshe, Ikorodu. We have also invested and supported tech aggregation companies such as Sabiroad Haulage which is providing truck aggregation services and using technology to provide visibility and real time updates from farm to the port of loading. The Non-Oil export terminals will create at least 300+ direct employment in each location and you can imagine the multiplier effect and the ecosystem around such facilities once they are fully up and running.

What is your view on the diversification of the Nigerian economy thereby prioritizing alternative sources of revenue?

Diversification is a must for our continued existence as we strive towards self-sustainability as a nation. We must reduce our balance of trade deficit and the only way we can continue to do that is through export. It is also important to state that our export drive should not also only be limited to raw materials but also finished goods. For example, we will still find ourselves in the same predicament if we are only focused on raw materials export and the foreign exchange generated will still have to be used to buy finished goods at a much higher rate. We have to encourage local production and export to neighbouring countries.

Are you satisfied with government policy towards stimulating non-oil exports to desirable growth?

I am impressed and encouraged with the attention being given to this sector and hope the focus and support stays as there is still a lot to be done. The MD of NPA has stated this is a priority for him and has been really supportive with this drive.

Do you think your sector would benefit from this policy?

Being in the logistics support services industry, we would of course benefit when there is growth in the sector. The growth will also allow us to invest more and build additional capacity to further drive the economy.

How prepared is your firm towards this diversification drive?

This is something we have been pushing for years and are fully prepared for the growth expected in the non-oil export sector. As mentioned earlier, we have invested a



The only way we build capacity and growth is by giving local talent opportunities and training teams so there is continuity with knowledge transfers

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lot in terms of infrastructure such as terminals and warehouses. We have also invested in equipment such as cranes, weight bridges, reach stackers, barges and trucks. We are also firm believers that technology will play a big role in making the sector more efficient and are looking at this area also closely.

Do you think the Nigerian Ports Authority has the infrastructural capacity to implement this policy?

There are clearly a lot of stakeholders involved in order to make this a success, but we are extremely happy that NPA is taking the lead on this, and Mr. Koko has assured us of his unwavering support in removing all bottlenecks and challenges that might come about with regards the shipping aspect of these non-oil exports.

Moving forward, how critical is the non-oil export to the nation's economy?

As mentioned earlier, it is critical that we diversify our economy not only for foreign exchange but for sustainability, economic growth and sovereign independence. We cannot rely solely on food and other consumables importation as a nation.

What is the place of the new CBN's e-invoicing in promoting exports?

While we understand the need for the CBN to control inflow and outflow of foreign exchange to ensure funds being requested are for genuine purposes and the right export inflows are being remitted back to the country, we also need to be careful that policies introduced don't hamper the ease of doing business and create additional bottlenecks in an already complex process. The effect of this policy is yet to be seen but the general feeling is this would hamper the freeflow

Against the downturn of the economy, please tell us your blueprint in contributing in prioritising employment thereby helping in galvanizing the youth towards social stability?

As mentioned to the Managing Director of the NPA during his recent visit to our facility, we are firm believers in local content and developing local capacity. Our facility was 100% locally funded, with 100% local management team, and 99% local team. The only way we build capacity and growth is by giving local talent opportunities and training teams so there is continuity with knowledge transfers. In our short period in Ikorodu, we are one of the largest employers in the area and have boosted the local ecosystem with various businesses supporting our facility springing up daily.

Yemi Adunola, Chief Executive of Esslibra

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Stories compiled by **Olusola Akosile**

APAPA GRIDLOCK: NPA AND LASG INTENSIFY COLLABORATION TO BRING RELIEF ON PORT ACCESS ROADS

Determined to put an end to the intractable traffic gridlock on the access roads leading to the country's two busiest ports in Apapa, the Management of Nigerian Ports Authority (NPA) led by its Managing Director, Mr. Muhammed Bello-Koko met with the Executive Governor of Lagos State, Mr. Babajide Sanwo-Olu to adopt stronger measures to curb corrupt practices and alleged extortion of truck drivers by traffic and security operatives along the Lagos Ports corridor.

Speaking at the meeting, the Lagos State Governor, Mr. Babajide Sanwo-Olu assured that the State is going to work closely with the NPA in ensuring that the truck call-up system is a success and the nation's economy benefits optimally.

During his interactive session with stakeholders, Governor Sanwo-Olu called on all port users to be alive to their responsibilities in putting an end to the gridlock in Apapa.

ETO CALL-UP: NPA TO DENY UNSAFE TRUCKS ACCESS INTO THE PORTS

After series of consultations with stakeholders, including the leadership of the various trucking groups doing business at the Port, the Nigerian Ports Authority (NPA) has mandated the implementation of Minimum Safety Standards (MSS) scheme for trucks, anchored on the "Eto" platform, effective Thursday 1 July 2021.

This action by the Authority is in furtherance to the understanding reached with the Lagos State Government (LASG), as a panacea 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.

Hence forth, only trucks verified 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 by the NPA.

FRENCH AGENCY PARTNERS NPA ON PORT INFRASTRUCTURE MASTERPLAN

Agence Française de Développement (AFD), a public sector funding agency promoted by the French Government, has expressed its readiness to support the Nigerian Ports Authority (NPA) in her quest to modernize and expand port infrastructure in Nigeria.

A high-level team from AFD and the Lagos Metropolitan Area Transport Authority (LAMATA) met with the Management of NPA to discuss credit support options for port infrastructure renewal, among other critical transport assets in the State.

The Managing Director, Muhammed Bello -Koko, told his guests that the Authority welcomes every support to retool and upgrade port infrastructure in Nigeria to world class status. He indicated the desire of the NPA to collaborate with development partners like AFD, as its credit support does not require sovereign guarantee, and it comes with flexible moratorium and repayment plan.

NEW GUIDELINES FOR BARGE OPERATIONS AT NIGERIA'S SEAPORTS TAKES EFFECT SEPTEMBER 1, 2021

The Management of Nigerian Ports Authority (NPA) has made public a regulatory framework for the operation of barges across the nation's seaports under a new Standard Operating Procedure (SOP), which must be strictly adhered to by all



Further to this development, the Authority is poised to review the modalities for the registration of "barge operating license" with emphasis on operators meeting the minimum safety standards ((MSS) of their barges. Failure to meet this requirement will bar an operator from using the port channel.

Under the new set of regulations, an electronic call up system is being developed for deployment on barge operations in which barges would remain at their anchor until they are called to pick or discharge cargo. This is aimed at streamlining their movements to reduce congestion and possible threat to ocean going vessels.

NPA MD CALLS FOR IMPROVED SYNERGY BY SISTER AGENCIES FOR COST EFFICIENT PORT SERVICES

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello-Koko, says the Authority is poised to actualize the country's drive as the maritime hub in the region, through investments in modern deep seaports that would attract very large merchant vessels with the attendant multiple socio-economic benefits, including high port revenue performance.

Bello-Koko made the comment at the first retreat for the reconstituted board of Directors of the Authority, with the theme "Expanding the Frontiers of Service Excellence", held in Abeokuta, Ogun State.

Speaking on the new direction and measures being put in place to actualize the Authority's vision, the acting Managing Director explained that a lot has been done, especially in the last few months to resolve most of the identified constraints to efficient movement of cargoes to and from port locations.

"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 huge market and her maritime border with landlocked nations make development of deep seaports a key driver of economic growth", he said.

A new vision statement was adopted at the NPA Management retreat, "To Be the Maritime Logistics Hub for Sustainable Port System in Africa".

NIGERIA, COTE D'IVOIRE TO STRENGTHEN MARITIME TRADE RELATIONS

The Nigerian Ports Authority on behalf of the Federal Republic of Nigeria is ready to nurture economic relations with the Republic of Cote d'Ivoire, especially in port and shipping services, to strengthen the capacities of both countries to participate competitively in global and regional trade.

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello-Koko made the disclosure while receiving a delegation from the Republic of Cote d'Ivoire who paid him a courtesy visit at the NPA's corporate headquarters in Marina, Lagos.

The NPA Boss stated that the Nigerian Government under the able leadership of President Muhammadu Buhari has introduced far reaching reforms to facilitate cross border trade, particularly nurturing a multimodal port system to

reduce the cost of shipments in and out of the country.

The Buhari administration has also invested heavily in major public infrastructure upgrades, including construction of modern rail lines and new seaports, to boost the international competitiveness of the country's trade as well as positioned Nigeria as gateway to the African economy, he said.

He informed the Ivorian delegation that one of the green-field ports, the Lekki Deep Seaport capable of handling ultra large cargo vessels, is scheduled to commence business by the third quarter of 2022. He also highlighted efforts by the Authority to give priority to non-oil export trade, stating that export processing terminals are now being established, to take advantage of opportunities under AfCFTA. He entreated Ivorian businesses to increase their share of trade with Nigeria.

NIGERIAN PORTS TO BECOME FULLY DIGITAL BY 2025 – MOHAMMED BELLO-KOKO

The 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 ecosystem 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 dependence on network infrastructure, along with a centralized and shared database.

NPA MANAGEMENT APPOINTS THREE NEW PORT MANAGERS, REDEPLOYS OTHERS

In the quest to fine-tune operational efficiency at the ports, the Management of NPA has announced the appointment of three new Port managers.

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



MOHAMMED BELLO-KOKO

The erstwhile Port Manager Tin-Can Island Port, Engr. Yunusa Ibrahim Anji moves to the headquarters as Assistant General Manager Port Engineering while Dantsoho M. Abubakar, former Port Manager Onne now becomes Technical Assistant (Special Duties) to the Managing Director.

Other appointments include Okaga Charles Bamidele, Principal Manager Traffic, is now Technical Assistant Marine and Operations to the Managing Director. Leoso Akintunde Oladipo, Principal Manager Traffic LPC, becomes Traffic Manager of the port, while Aliyu Abubakar, Principal Manager Traffic, Kirikiri Lighter Terminal takes over as Traffic Manager, Dangote Jetty, Lekki.

NPA ANAN CHAPTER INAUGURATED

The Nigerian Ports Authority (NPA) Chapter of the Association of National Accountants of Nigeria (ANAN), has been inaugurated, with a charge to advance the science and values of accountancy in the administration of Nigerian Ports.

The Lagos Mainland Branch of ANAN, led by Evangelist Akinola Soares, was at the Authority's headquarters recently to inaugurate the new chapter, the first of its kind in the country's transport sector.

The ANAN Lagos Mainland Branch delegation was received by the Ag. Managing Director, Mohammed Bello Koko represented by the General Manager Finance, Mr. Sylvanus Ezugwu, along with ANAN members serving at the NPA.

Speaking at the brief ceremony held in the conference room of the Managing Director, Evangelist Soares stated that the visit offered his team an opportunity to interact with Management of NPA as well as engage its members with the view to deepen accounting education and practice in the operations of the Authority.

NPA APPOINTS SEVEN NEW GENERAL MANAGERS AND 10 ASSISTANT GENERAL MANAGERS

The Nigerian Ports Authority has announced the appointment of seven General Managers and 10 Assistant General Managers. This is in line with the Management's commitment to employees' motivation and service excellence.

The new General Managers are Moltok Josephine Adar, formerly the Asst. General Manager - Overseas Office is now General Manager Serviccom; Ahmad M. Umar, formerly 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, Odunsi Opeoluwa, former 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.

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

NPA CLAMPS DOWN ON ILLEGAL JETTY AND BARGE OPERATORS

Following incessant reports of abuse of process in the running of barges and private jetties, the Nigerian Ports Authority (NPA), has clamped down on unseaworthy barges while three unapproved jetties have been sealed.

A statement issued by the Authority said that the decision followed the establishment of an inter-agency committee comprising of

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Agency (NIMASA), Nigerian Inland Waterways Authority (NIWA) and the Lagos State Inland Waterways Authority (LASWA).

NPA MOVES TO IMPROVE TRANSIT TIME AND SECURITY ON TINCAN ISLAND PORT CORRIDOR

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello-Koko, led senior officials of the Authority on an assessment visit to the Tin-Can Island Port with a view to resolve all impediments to the smooth flow of traffic and effective security, within and around the port complex.

The Managing Director, who also visited the Sunrise Bus Stop area of the Apapa - Mile 2 highway which had become a failed passage, noted that the poor road situation within this corridor (the major artery in and out of the Tin Can Island Port) remains a huge concern to the Authority.

The NPA MD described the improved traffic situation along the Tin-Can Port approach, compared to what it was some months back, as one of the positives from the synergy between the NPA and the Lagos State Government (LASG), to check indiscriminate parking on the road an end the menace of touts and other criminals along the corridor.

He observed that some of the internal roads within the Port Complex are in a state of disrepair, but assured that the Authority, in concert with other relevant agencies of Government and the National Assembly, would mobilize resources to fix these roads.

NPA PARTNERS U.K. BORDER FORCE ON PORT SECURITY AND TRADE FACILITATION

The Nigerian Ports Authority, (NPA) will be partnering with the United Kingdom Border Force, on port security and facilitation of legitimate movement of persons and goods at all seaports in the country.

The partnership will cover security measures, coordination, information sharing and joint operations, to check persons or activities that may cause harm to operations and investments in the nation's port industry. It will safeguard shipping and cargo traffic, improve intelligence gathering and deepen revenue from maritime trade.

NPA's acting Managing Director, Mohammed Bello-Koko, described the partnership with the UK Border Force as a strategic alliance with long term economic benefits to Nigeria and Britain.

The acting MD who was represented by the Executive Director, Marine and Operations, Hon. Onari Brown, eulogized the UK Agency for the good work it is doing to safeguard the economic and national interests of Britain. He expressed confidence in the partnership to engender efficiency and value addition in all aspects of port business in Nigeria.

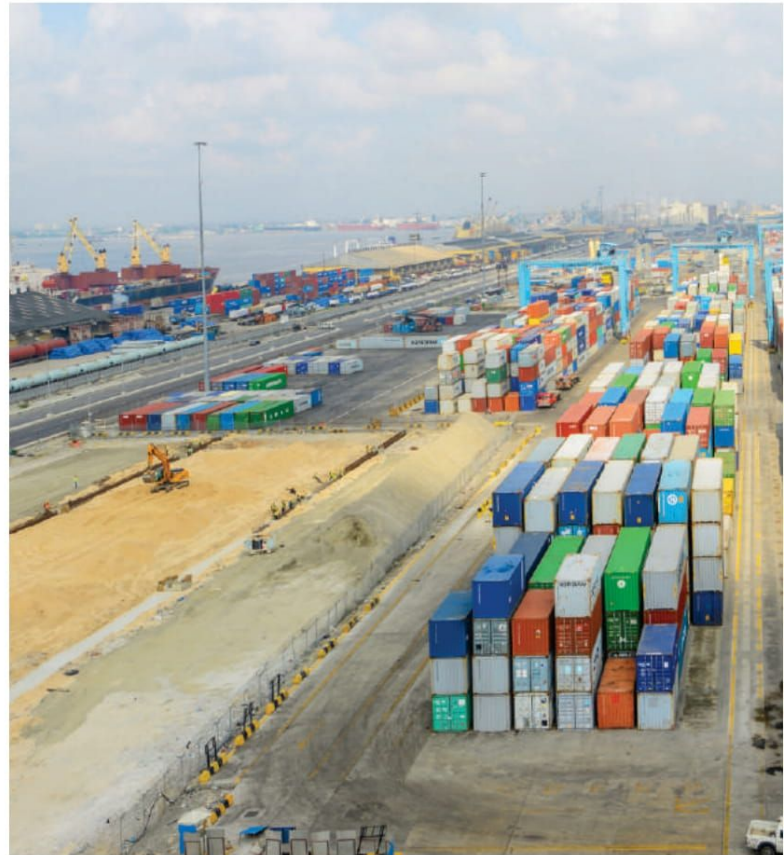
NPA UNVEILS AN ULTRA MODERN RECORDS CENTRE

To sustain operational efficiency, the Management of Nigerian Ports Authority (NPA) has commissioned a state-of-the-art E-Documents Management and Records Centre at its corporate headquarters in Marina, Lagos.

The Managing Director of the Authority, Mohammed Bello Koko while unveiling the ultra-modern Records Management and Solution Centre described it as a testament of the Management's relentless efforts aimed at providing seamless customer-based services and operations.

He highlighted the fact that it is the strategic intent of the Authority to become very 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 3600 Document Management solutions, NPA Management is working to migrate from physical archiving to digitalization of the organization's work flow, and intends to localize same at port locations in the country.



NPA WILL RESOLVE BOTTLENECKS AGAINST TRUCK CALL-UP SYSTEM – MOHAMMED BELLO-KOKO

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello-Koko, has assured port users of his administration's commitment to speedily resolve all teething challenges against the smooth implementation of the electronic call-up system for trucks doing business at the port.

Bello-Koko made the pledge while interacting with truck owners and drivers during his visit to the Lilypond Terminal in Ijora, earlier today, for a firsthand assessment of the IT physical infrastructure built for the call-up system, which is domiciled in the terminal.

The visit, according to the Managing Director, is to enable him re-evaluate the performance of the truck call-up system three months after it was deployed, and also engage directly with the service users to appreciate their concerns and those bottlenecks arising from their subscription of the traffic management platform.

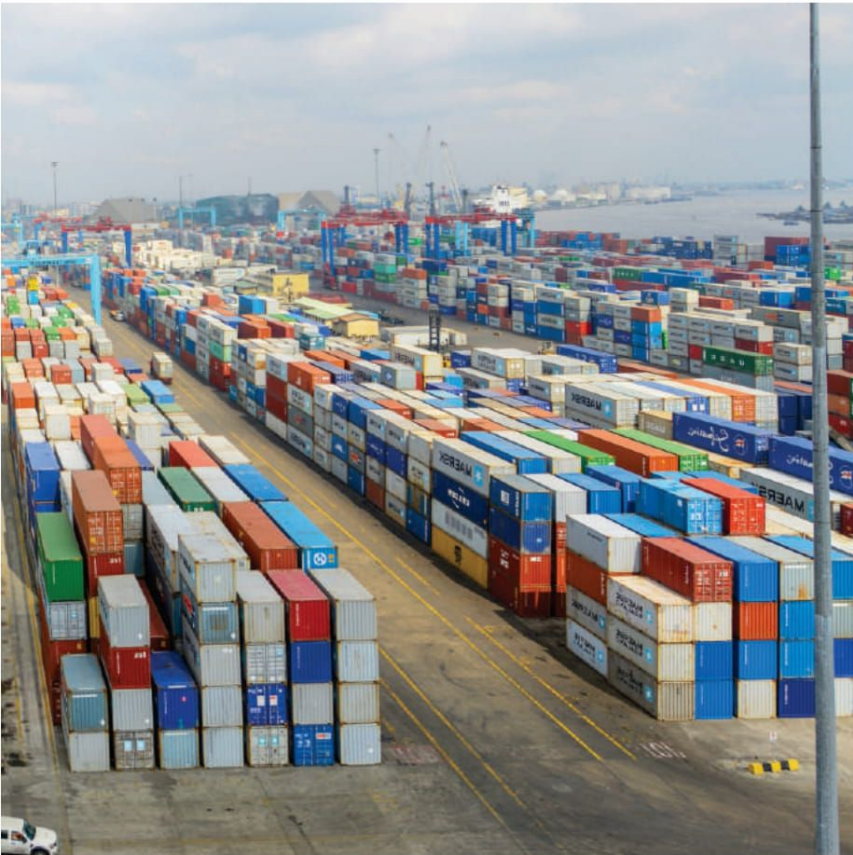
Bello-Koko said all teething issues arising from the truck call-up system will be addressed progressively, stressing that both the online scheduling process and truck transit arrangement would be fine-tuned to check against manipulation and other related irregularities.

The NPA Boss explained: "we will ensure that the entire process is fully automated and secured to prevent counterfeiting, while priority will be given to export cargoes in line with the economic diversification agenda of the Federal Government."

NPA WOOS MARINE POLICE, FRSC ON FREE TRAFFIC FLOW ON SEAPORT CORRIDORS

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko has called on the newly appointed Assistant Inspector General of Police in-charge of Maritime Security as well as the Nigerian Navy to end the incessant attacks on vessels and port facilities around the waterfronts and port channels.

The NPA MD has also charged the Federal Road Safety Corps (FRSC) on the need for free flow of traffic on all port corridors



with a view to ensuring efficient and effective handling of cargoes in and out of the nation's seaports.

He spoke during a meeting between the AIG Maritime, Amadi John Ogbonnaya; Commander of the NNS Beecroft, Lt Commander A.S Manga; and Sector Commander of the FRSC, Matthew Cyril Zango and representatives of other government agencies operating in the maritime industry.

NPA'S JOINT VENTURE PRODUCES FIRST FEMALE TUGBOAT CAPTAIN IN WEST AFRICA

Managing Director of the Nigerian Ports Authority, Mohammed Bello-koko, has restated that the Authority will continue to empower and provide opportunities for women in the maritime industry, while taking deliberate steps to nurture young female maritime professionals.

Bello-Koko gave the assurance at a reception in honour of the country's first female Azuimuth Stern Drive (ASD) Tugboat Captain, Canus Ebinipre Robinson, hosted by LTT Coastal and Marine Services, the contractor managing the Authority's harbourcrafts.

He described Nigerian Ports Authority as an equal opportunity organization that is always delighted to be associated with exceptional feats especially when accomplished by our female professionals. "In our drive to improve operational efficiency, we recently invested heavily on the acquisition of world class tugs to boost towage and mooring operations at the port, so the news of increasing availability of local talent and expertise to handle sophisticated high performance vessels such as the ASD is heart gladdening for us", he said.

WE'RE REPOSITIONING NPA FOR EFFICIENCY, SAFETY AND ACCOUNTABILITY- BELLO KOKO

Managing Director of the Nigerian Ports Authority NPA, Mohammed Bello Koko, has assured that the Authority under his watch is working tirelessly to reposition the nation's port industry for greater efficiency, safety and accountability.

Bello-Koko, who spoke at the just concluded strategic retreat organized for the top management cadre, disclosed that his administration's aim is to create and sustain a competitive edge for Nigeria's trade by offering best-in-class port services to ships calling at the nations' harbours and terminals.

He disclosed that as part of efforts to position the Authority to be very efficient and accountable, the NPA Management intends to focus on the full automation of its operations as well as address infrastructural gaps in the system.

SWAIMS PARTNERS NPA ON MARITIME SECURITY AND SAFETY

Member countries of the European Union under the aegis of the "Support for West African Integrated Maritime Security" (SWAIMS), has pledged to partner the Nigerian Ports Authority (NPA) to address maritime security and safety within the country's waters.

The SWAIMS project, funded by the European Union, provides support to ECOWAS Countries and Mauritania in the drive to fight against piracy and related crimes in the sub-region, provide technical assistance on the anti-piracy and nautical security services, among others.

The SWAIMS delegation on a working visit to the Authority identified electronic management control, deepening of International Ships and Ports Facility Security (ISPS) Code compliance and sustenance, security surveillance and deterrence as critical areas of concern. The team said it will also provide capacity building on Standard Operating Procedures (SOPs) as well as radar surveillance on cyber security.

SWAIMS team led by Dr. Alex Klein, were received by the Executive Director Marine and Operations, Hon. Onari Brown, on behalf of the Managing Director, Mohammed Bello Koko, affirmed that it is expedient to intimate policy makers of the cost of insecurity in order to take the drive to the next level, stressing that insecurity encourages inflation, high operating costs and impacts negatively on standard of living.

The MD in his remarks stated that issues of maritime insecurity had heightened thus the need to tackle it frontally. He urged the SWAIMS team to diligently concentrate on the theme of their operation which he said the Authority identifies with.

WE ARE DETERMINED TO TRANSFORM OUR SEAPORTS INTO WORLD CLASS STATUS – BELLO KOKO

The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko, has assured the global maritime community to expect world class standards and best practices in the handling of ships and cargo in all seaports in the country.

Bello-Koko made the remark while addressing members of the Senate Committee on Privatization and Commercialization led by Senator Theodore Orji, on a visit to the NPA, in line with their oversight responsibility.

According to Bello Koko, the Authority has created the enabling environment for a well-structured inter-modal system for seamless connectivity of the water ways, rail and road transportation, to foster improved service delivery as well reduce operating costs for ships and other port users.

He noted that the various reforms rolled out by the Federal Government have had a significant positive impact on port productivity, stressing that the dividends are evident in the areas of reduced cargo dwell time, improvement in cargo throughput, ship turn-around time and drastic reduction in security incidents within and around the port environs.

The NPA MD called for increased synergy with Nigeria Customs Service (NCS) and other agencies of government involved in the examination and clearance of cargo, to ease the cost of doing business at the port.

Gothenburg Targets Becoming E-Methanol Hub with Ship-to-Ship Bunkering

The Port of Gothenburg, Sweden is taking steps to position itself as a leader for the emergence of renewable methanol as a marine fuel. The port is establishing the framework for ship-to-ship bunkering and taking steps to build the supply of the alternative fuel as it targets Maersk and X-Press Feeders, which are both scheduled to introduce some of the first methanol-fueled container feeder ships by 2023.

“From the Port of Gothenburg, we want to support this by enabling these vessels to take bunker at their convenience,” said Christoffer Lillhage, Senior Business Development Manager Energy at the Gothenburg Port Authority. “Therefore, we are happy to share that we have received acceptance from the Swedish Transport Agency for the general methanol operating regulations for ship-to-ship bunkering.”

To speed the development of the infrastructure, the Gothenburg Port Authority is releasing general methanol operating regulations for ship-to-ship bunkering. Publishing of the regulations was the result of the general approval from the authorities. Port officials noted that each terminal will do a complimentary risk assessment, but that it would be “more of a formality” now that the general guidelines are in place.

“Now we hope to see Maersk, X-Press Feeders, and many other shipping lines routing their new methanol vessels to the North of

Europe,” said Elvir Dzanic, CEO at the Gothenburg Port Authority.

The Port of Gothenburg has already handled methanol in the port. They noted that Stena Line started bunkering its ferry Stena Germanica in 2015 with methanol using a truck-to-vessel process. To support the large-scale use of methanol, however, the port is targeting ship-to-ship bunkering and is also making arrangements to set up a value chain by 2024 with the ambition to become the primary bunkering hub for renewable methanol in Northern Europe.

“Together with industry front runners in the field of E-fuels such as Liquid Wind and their partner Ørsted, we are working to make this

a reality,” said Lillhage. “We are planning for large-scale storage of methanol with storage operators in the port when the demand is in place. We encourage methanol producers and stakeholders in the industry to reach out and start a dialog with the Port of Gothenburg as we have set the aim to become a bunker and storage hub for methanol/eMethanol.”

By 2030, the Port of Gothenburg has set out an ambitious target to reduce shipping emissions by 70 percent within the port area. Port officials note that one key step to reaching this goal is to provide a variety of shipping fuels that contribute to bringing down emissions. They believe that renewable products like eMethanol will be one important fuel to reach net-zero targets and can also represent a significant future business opportunity for the port and its suppliers.



China Pushes for Implementation of Tanzania's Bagamoyo Port

China is pushing authorities in Tanzania to kickstart the implementation of the \$10 billion Bagamoyo port project. It has been about one year since President Samia Suluhu Hassan promised that country would revive the controversial development.

Chinese ambassador to Tanzania Chen Mingjian said that China is hoping to engage in discussion with Tanzanian authorities on restarting the project, which was unceremoniously halted by former President John Magufuli on the basis that the terms of agreement between Tanzania and Chinese company China Merchant Holdings (CMH) were exploitative.

“We also expect that relevant Tanzanian authorities and potential Chinese investors could have further discussion and make substantial progress on the restart of the Bagamoyo port project,” Mingjian told a local daily newspaper.

She added that China, which is undertaking numerous

megaprojects in Tanzania - like the \$2.9 billion Julius Nyerere hydropower project and the \$1.3 billion standard gauge railway project - wants to deepen bilateral relations with the East African nation.

“At present, President Samia Suluhu Hassan is leading Tanzania towards greater economic and social development. Our two countries are working closely to implement the Belt and Road Initiative (BRI). We will inherit and carry forward our traditional friendship, supporting leading Chinese companies to participate in major projects under the BRI,” said Mingjian.

President Suluhu announced plans to revive the Bagamoyo port project in June last year, although the actual process is yet to kick off.

ICS: 500 Seafarers Aboard 100 Ships Remain Trapped in Ukraine

More than two months after the invasion of Ukraine, the International Chamber of Shipping reports that while there has been progress that a significant number of seafarers and vessels remain trapped and in danger. Working with the United Nations, the ICS prepared data illustrating the danger while also renewing calls for actions to facilitate the evacuation of the remaining seafarers.

The ICS calculates that approximately 500 seafarers remain trapped on vessels stuck in Ukrainian ports. They believe that as many as three-quarters of seafarers have now been evacuated from their vessels. The ICS commended the rescue effort taken by flag states, port states, and labor supply states, as well as governments, shipowners, unions, international aid agencies, and seafarer charities.

"While we are relieved that around 1,500 have been successfully evacuated, our focus is on those still onboard," said Natalie Shaw, director of employment affairs at ICS. "We will continue to do all we can to facilitate their safe passage out of the affected areas and, in the meantime, work with aid agencies to ensure the delivery of humanitarian aid

to those still affected."

A month into the conflict, the ICS reported that it believed there were 2,000 seafarers aboard ships trapped at Ukrainian ports in the Black Sea and the Sea of Azov. They point to the success of removing many of those seafarers while highlighting that skeleton crews remain aboard many ships. The urgency has increased as Russia continues to bombard many of the seaports. Further, while it only confirmed what was already happening, Ukraine's Ministry of Infrastructure also issued a new order this week to keep the seaports

of Mariupol, Kherson, Berdiansk, and Skadovsk closed, "until Ukraine regains control over them."

The ICS calculates that 74 or more vessels are stuck in or near the major seaports of Mykolaiv (25), Chornomorsk (23), Kherson (16), and Odesa (10). They report that actual numbers might vary because some ships have turned off their AIS. In addition, there are smaller numbers of ships at local ports including Berdyansk (8), Pivdennyi (6), Mariupol (5), Nika Tera (2), Ochakiv (2), Izmail (1), and Yuzhny anchorage (1).



Seafarer Pleads Guilty to Stabbing Bosun Aboard Boxship MSC Ravenna

A crewmember of the boxship MSC Ravenna has pleaded guilty to stabbing and killing a crewmate while under way in the Pacific in 2020. Witnesses to the attack reported that the two men had an argument about crew change shortly before the incident.

Prosecutors allege that Philippine national Michael Monegro, 43, attacked his supervisor with two knives on September 20, 2020, when the Ravenna was about 80 nm off the coast of Southern California. The victim, bosun Manolito Santillan, died from the stab wounds aboard the ship. Other members of the crew witnessed the attack, including the captain and the chief engineer.

According to a crewmember who witnessed the assault, Santillan mentioned crew change before Monegro assaulted

him. Two witnesses heard Monegro say, "You are the one that destroyed my family," wrote FBI Special Agent Matthew Parker in an affidavit.

In his plea agreement, Monegro said that he only ceased stabbing the victim when he became too tired to continue. After it was over, the captain of the ship convinced Monegro to surrender the knives, and Monegro was detained in a cabin.

According to prosecutors, Monegro has pleaded guilty to one count of "committing an act of violence against a person on board a ship that is likely to endanger the vessel's safe navigation," a charge that carries a maximum sentence of life in prison and a fine of up to \$250,000, plus restitution. Sentencing is scheduled for September 12.



Diabetes & Diet:

7 Foods That Control Blood Sugar

When you have type 2 diabetes, what you eat can help you control your blood sugar, stave off hunger, and feel full longer.

"Diabetes is when your blood sugar or glucose levels are higher than normal. It's carbohydrate foods like breads, cereals, rice, pasta, fruits, milk, and desserts that can cause this rise," says Maggie Powers, PhD, president-elect of Health Care & Education at the American Diabetes Association. Learn more about managing blood sugar spikes after meals.

Your eating plan should focus on the amount and type of carbs you put on your plate throughout the day, Powers says.

But it's also important to have foods you enjoy. You want to eat enough so you feel satisfied and avoid overeating

and poor choices. Here are seven foods that Powers says can help keep your blood sugar in check and make you happy and healthy to boot.

1. Raw, Cooked, or Roasted Vegetables

These add color, flavor, and texture to a meal. Choose tasty, low-carb veggies, like mushrooms, onions, eggplant, tomatoes, Brussels sprouts, and low-carb squashes, like zucchini.





Try them with dips such as low-fat dressings, hummus, guacamole, and salsa, or roasted with different seasonings such as rosemary, cayenne pepper, or garlic.

2. Greens

Go beyond your regular salad and try kale, spinach, and chard. They're healthy, delicious, and low-carb, Powers says. Roast kale leaves in the oven with olive oil for quick, crunchy chips. You can also mix greens in with roasted veggies to add texture and a different flavor, or serve them with a little protein, like salmon.



3. Flavorful, Low-calorie Drinks

Plain water is always good, but water infused with fruits and vegetables is more interesting. Cut up a lemon or cucumber and put it in your water, or make ice cubes with some flavoring in them. If you're not a hot tea drinker, try cold tea with lemon or a cinnamon stick.

"Not only are these beverages low-carb, they can also help fill you up so you don't crave other foods," Powers says.



4. Melon or Berries

Did you know that 1 cup of either of these has just 15 grams of carbs?

"It's a little more expensive, but it's a healthy treat packed with nutrients and fiber, and it's a little bit sweet," Powers says.

For a different twist, mix the



melon or berries with plain yogurt, or put them in ice cubes.

5. Whole-grain, Higher-fiber Foods

Fill up on these to keep from overeating or choosing the wrong foods.

Try legumes like dried beans, peas, and lentils. You can even enjoy a black bean and corn salsa with your raw vegetables.

"These foods still have carbs, but they have interesting flavors [that help keep you satisfied]," Powers says.



6. A Little Fat

Good fat choices include olive oil, avocado, and fatty fishes – think salmon served on a bed of lettuce, for example.

Bonus: The fat from the fish serves as a dressing for the salad, Powers says.



7. Protein

Powers recommends Greek yogurt, cottage cheese, eggs, and lean meats. And don't forget treats.

"Peanut butter on a celery stick is a good fat and protein mix for a healthy, satisfying snack," she says.

You can also snack on a lower-fat cheese stick or a beef jerky stick – but keep an eye on how much sodium is in them, she says.

Overall, your eating plan "shouldn't be boring. It should include the foods you love with a balance of carbohydrates."



When younger we make various choices without the future in mind. Sometimes those choices bite us in our mid-life. These are some of the things one might regret when they're older.

Marrying the wrong person

When you're young, check your motives for marrying. Don't marry to copy your peers, or for social standing or out of pressure. Marry for love and companionship, marry the right person, marry your best friend. For if you marry the wrong person or for the wrong reasons, you will have to put up with that person the rest of your life. Things might get worse between you two; then depression, physical abuse, affairs, pain, shame, court cases, bitterness will define your mid-life years all because you chose the wrong one. Things will get worse when children are involved. Make the right choice of a spouse when you are young.

The opportunities you did not seize

When you are younger many doors will open, you will get many chances. Many young people let these opportunities go because of fear, laziness, or pride; yet well younger and with more energy is the best time to start a venture and a name for yourself. Some think the opportunities are too big for them. Take advantage of them or one day when you're older you will want to go back and grab those missed chances.

The bridges you burned

When we are younger, we care little for relationships, what most think about is getting money and moving up the ladder of success at all cost. Many use and trample on people to progress, they take relationships for granted, messing up bonds, sleeping with people for personal gain. But these bad actions will catch up with you ahead. When you will realize how empty life is without love and friends. When you will have success but no one around you or no one to trust you.

5. *The child you rejected*

Young man, you impregnated a woman, she told you she's pregnant with your child. You rejected her and the baby and ran. But years later when you're 50 something, you will wish you were responsible, you will wish you manned up and became a father to that child. You will see that child excel and become an adult but will have no claim to that grown child who you rejected from the beginning. You will regret being a Dead Beat Dad by choice

The marriage you destroyed*

So you get married to your good fiancé; the first months in marriage were good but shortly after, with your money and charm, you started having affairs. You became unfaithful. Your spouse begged you to stop, your children started hurting, your marriage was collapsing. One day when you are older, it will hit you how foolish you were to destroy the good marriage you had began to build for mere temporary thrills in affairs that did you no good. You will realize the damage you caused to your children and spouse.

The God you disowned*

When you are much older you become wiser, God becomes more real as you see life in a more meaningful way. But don't wait to get older to start enjoying a relationship with God. Know God when you are young, build your future with God. Don't be a young rebel who runs back to God when age catches up.

The body you messed up*

You have only one body to live with all your life. The cigarettes, the alcohol you are abusing, the drugs you are taking, the



Things That Cause Regret At Old Age

unhealthy food you're consuming; all that will destroy you slowly. When you are 50 and lifestyle diseases catch up with you, you will wish you took care of your body when younger, that you exercised more; but now the damage is done.

The time you wasted

The time you are wasting when younger in worry, wrong relationships, laziness, being a couch potato, giving excuses and pursuing meaningless things; you will never get it back.

The dreams and talents you shelved

Are you talented when young; are there things you love to do and you are good at them? Nurture those talents, exploit them, don't give up even if you encounter set backs, don't give up on your dreams. If you give up, when you're older you will look at your peers who stuck to what they love and made it and think to yourself, "That could have been me". Pursue a career, study a course you love. Don't waste years of your life in a field that doesn't fulfill you.

The wealth you threw away*

Are you riding on good money during your productive years? Earning good money? Don't throw away that money in clubs, reckless living and wasteful shopping. Invest with that money, widen your revenue stream, make that money work for you and keep it safe to take care of you in your older years. Leave an inheritance for your loved ones so that you will never say "I wish I knew better"

The good love that got away

Is there that great person in your life loving you good? Don't push that person away, or else that person will walk out your life and you will never ever find someone that incredible and who connects with you all your life. It will torment you to grow older with thoughts of "What if I was still with that person?"

The parents you despised

When younger, it is easy to show contempt to your parents; what do your parents know? They are old-fashioned, shady and small-minded. But your parents are still your parents whether you agree with them or not, whatever their style. Don't let your parent die or age separated from you, reconcile and make up. When you get older, you will realize why your parents wanted to be close to you. The older you get, the more you see the value.



Port of Rotterdam

The Port of Rotterdam came into existence in 1283 when a small fishing village was created at the mouth of the Rotte River by reclaiming a tract of land. The port became a major seaport in 1360 after the construction of a canal to the Schie

The Port of Rotterdam is the largest seaport in Europe, and the world's largest seaport outside of East Asia, located in and near the city of Rotterdam, in the province of South Holland in the Netherlands. From 1962 until 2004, it was the world's busiest port by annual cargo tonnage. It was overtaken first in 2004 by the port of Singapore, and since then by Shanghai and other very large Chinese seaports. In 2020, Rotterdam was the world's tenth-largest container port in terms of twenty-foot equivalent units (TEU) handled. In 2017, Rotterdam was also the world's tenth-largest cargo port in terms of annual cargo tonnage.

Covering 105 square kilometres (41 sq mi), the port of Rotterdam now stretches over a distance of 40 kilometres (25 mi). It consists of the city centre's historic harbour area, including Delfshaven; the Maashaven/Rijnhaven/Feijenoord complex; the harbours around Nieuw-Mathenesse; Waalhaven; Vondelingenplaat; Eemhaven; Botlek; Europoort, situated along the Calandkanaal, Nieuwe Waterweg and Scheur (the latter two being continuations of the Nieuwe Maas); and the reclaimed Maasvlakte area,



which projects into the North Sea. The Port of Rotterdam is located in the middle of the Rhine-Meuse-Scheldt delta. Rotterdam has five port concessions (ports) within its boundaries - operated by separate companies under the overall authority of Rotterdam.

Rotterdam consists of five distinct port areas and three distribution parks that facilitate the needs of a hinterland with over 50,000,000 consumers throughout the continent of Europe.

Scent leaf is native to Nigeria, Ghana and some parts of Africa and Asia. A homegrown shrub, it is found in farms, gardens that are mainly used as a spice for cooking delicacies due to its aromatic taste. It is a vegetable seasoning that gives every meal that delightful, unique taste and sweet aroma. Any meal with scent leaf will definitely get your mouth watering, but there is more to its aroma. The plants boast of a lot of antibacterial, antifungal, larvicidal properties. Scent leaf plays a prominent role in the treatment and prevention of diseases and infection. It also contains vital bioactive substances such as iron, phosphorus, calcium, and vitamin A, which are essential for human health.

In Nigeria, the scent leaf is common among the different tribes in the country. It is known as 'Efirin' in Yoruba, 'Ahuju' or 'Nchanwu' in Igbo, 'Ganyen Kamsh' or 'Doddo Ya' in Hausa, Edo's "Aramogbo", Ibibios "Ntonng" and some parts of Ijaw call it "Ekeni."

It is mainly used as a local ingredient for cooking 'Ofe Akwu', pepper soups, porridge yams, jollof beans, jollof rice, 'Ukwa', alongside many others. Moreso, the Benin people uses it to cook soups like 'Ogbono', Egusi. It is mostly recognised for cooking different delicacies.

The scent leaf is not just popular alone for its aroma, it is also known for its health benefits. It is rich in calcium, phosphorus, iron, potassium and vitamin A. The oils from scent leaf are known to possess some antiseptic, antifungal and antibacterial properties and this is why it is referred to as the 'fever' leaf.

Do you wonder why people take pepper soup and scent leaf when cold attacks? It is because it fights against cold and catarrh. It can also be used to cure stomach illnesses like cholera, and dysentery. When mashed into a paste, it is good for skincare and fights skin conditions like ringworm. When having menstrual cramps, brew it into a tea and it will help with the pain.

Research shows that a lot of benefits can be derived from consuming scent leaves. Scent leaf is highly nutritional and is a well-known fertility booster as well. It is rich in vitamin A, which helps to promote good eyesight. When an adequate amount of scent leaf is consumed, it helps to prevent



HEALTH BENEFITS OF SCENT LEAVES

xerophthalmia. The calcium and magnesium found in it reduce bad cholesterol and increases blood circulation thereby helping to improve the function of the heart.

The scent leaf aids the quick digestion of food, has a calming effect on the stomach and helps with bowel evacuation. It can lower blood sugar and also protect the pancreatic islets that produce insulin from damage.

Its leaves can be plucked or cut and placed on residential areas to serve as a resistance for houseflies, mosquitoes, other insects, thereby reducing the population of mosquitoes and houseflies in residences. As a result of this, the incidence of malaria diseases caused by these mosquitoes and houseflies are reduced. When crushed and smeared on skin infection, helps in its treatments. Its ability to increase vascular permeability makes it to be widely used in treating and dressing wounds, boils and pimples. It contains compounds such as epigenin fenkhona and eugenol that maintains optimum penile health and sperm vitality thereby facilitating erection in men.

Apart from its health benefits, its versatility is also amazing. Scent leaf can be included in beans, jollof rice, pepper soup, local rice, stew, peppered chicken, nkwobi, isi ewu, yam porridge, plantain porridge. This is why most households that knows its values might want to have it in their homes. Some boil, squeeze and smear it and drink and it has been proven that people who do this regularly hardly fall sick. It is therefore advisable that people should not neglect this herb.

Yet, before consumption, we must take into cognizance the fact that remedial herbs can be as powerful as prescription drugs. In some cases, it can interact with some medications. As such, it should be treated with utmost caution.



By Friday Eze,
Paul Erakhifu and
Abidemi Agboola

NPA MANAGEMENT HOSTS EXECUTIVES OF BENIN CITY RIVER PORT (BRP) PROJECT IN LAGOS

L-R: Executive Director, Marine and Operations, and the Representative of the Acting Managing Director, Nigerian Ports Authority (NPA), Hon. Onari Brown presents the Authority's plaque to the Chairman, Benin City River Port Project, Engr. Greg Ogbiefun during a working visit to the Management of NPA at the Corporate Headquarters in Lagos.



Sitting L-R: Former MD NPA, Eastern Ports, and BRP Committee Member, Felix Ovbude, Representative of the Acting Managing Director of NPA and Executive Director, Marine and Operations, Hon. Onari Brown, Chairman, Benin City River Port Project (BRP), Engr. Greg Ogbiefun, the Executive Director, Engineering and Technical Services, NPA, Prof. Idris Abubakar, other officials of both NPA and BRP during the visit.

MINISTER OF TRANSPORTATION INSPECTS LEKKI DEEP SEA PORT PROJECT IN LAGOS



Minister of Transport, Hon. Chibuike Rotimi Amaechi (middle), Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (right), and the Chief Technical Officer, Lekki Port Lagos Free Trade Zone (LFTZ) Enterprise Limited Steven Heukelom during the inspection of Lekki Deep Sea Port project in Lagos recently.



R-L: The Director Maritime Services of the Federal Ministry of Transport, Auwalu Dauda Sulaiman, Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Minister of transport, Hon. Chibuike Rotimi Amaechi, Chief Operating officer, Lekki Port Lagos Free Trade Zone (LFTZ) Enterprise Limited, Lawrence Smith during the inspection of Lekki Deep Sea Port project.



NPA MANAGEMENT RECEIVES OFFICIALS OF LPG IMPORT & DISTRIBUTION TERMINAL IN LAGOS



MD NPA RECEIVES FLAG OFFICER COMMANDING (FOC) WESTERN NAVAL COMMAND

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presents the Authority's plaque to the Flag Officer Commanding Western Naval Command, Rear Admiral Jason Gbassa during a working visit to the Corporate Headquarters in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (3rd left), the Flag Officer Commanding Western Naval Command, Rear Admiral Jason Gbassa (4th left), Executive Director, Marine and Operations, Hon. Onari Brown (5th left) and other officers of the Navy during the event.



NPA MANAGEMENT PLAYS HOST TO OFFICIALS OF MARITIME ARBITRATORS ASSOCIATION OF NIGERIA IN LAGOS



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (6th left), the President of Maritime Arbitrators Association of Nigeria (MAAN), Bodunrin Adewole (7th left) and other officials of both NPA and MAAN during the event.

The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presenting the Authority's plaque to the President of Maritime Arbitrators Association of Nigeria (MAAN), Bodunrin Adewole during a working visit to the Management of NPA at the Corporate Headquarters in Lagos.



MD NPA PLAYS HOST TO THE AMBASSADOR OF THE KINGDOM OF BELGIUM TO NIGERIA

The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (right) presents the Authority's plaque to the Ambassador of the Kingdom of Belgium to Nigeria, His Excellency, Daniel Bertrand during a working visit to the Corporate Headquarters in Lagos.



NPA MANAGEMENT RECIVES EXECUTIVE OF NIGERIA INSTITUTE OF SHIPPING (NIS) IN LAGOS



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presents the Authority's plaque to the Vice President of Nigeria Institute of Shipping (NIS), Segun Elufioye-Johnson during a courtesy visit to the Management of NPA at the Corporate Headquarters in Lagos.



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko being decorated as Fellow Nigeria Institute of Shipping (NIS) by the Chairman, AGM Committee, NIS, Capt. Folajimi Iretola and the Vice President of Nigeria Institute of Shipping (NIS), Segun Elufioye-Johnson during the courtesy visit.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (7th left) In a group photograph with the Vice President of Nigeria Institute of Shipping (NIS), Segun Elufioye-Johnson (8th left) and other officials of both NPA and NIS during the event.

NPA MANAGEMENT MEETS SHIPPING ASSOCIATION OF NIGERIA (SAN) IN LAGOS



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Koko-Bello (Sitting 3rd left), the Executive Director, Marine and Operations, Hon. Onari Brown (sitting 4th left), Acting Chairman, Shipping Association of Nigeria (SAN), Andrew Lynch and executives of both NPA and SAN during an official meeting with the Management of NPA at the Corporate Headquarters in Lagos.

NPA, LASG COLLABORATE, UNVEIL TRAFFIC MONITRING MOTORCYCLES AT LPC



PHOTOSCENETHESIS

The Management of Nigerian Ports Authority (NPA) in collaboration with Lagos State Government officially unveiled traffic Monitoring Motorcycles for the enhancement of Eto, along the port corridor of Lagos Ports Complex and Tin Can Island Ports, Apapa.

Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown officially commissions Traffic Monitoring Motorcycles, the Director of Transportation, Lagos State. Engr, Olayinka Shakiru (right), Port Manager, Tin Can Island Port Complex, (TCIPC), Jibril Buba, (left), Port Manager, Lagos Ports Complex (LPC), Olufunmilayo Olotu (2nd left), GM Security, NPA, Mohammed Khalil (3rd left) and SSA to Governor of Lagos State on Central Business District, Hon. Sola Giwa during the official launch of Traffic Monitoring Motorcycles along Port Corridors in LPC and TCIPC.



Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown (4th right), GM Security, Mohammed Khalil (3rd right), Commissioner of Police, Western Command, CP Jonathan Towuru, mni, (2nd right), representative of the GM Corporate & Strategic Communication (C&SC) and AGM C&SC, Sarah Ballah (right), SSA to Governor of Lagos State on Central Business District, Hon. Sola Giwa (5th right), Port Manager, Lagos Ports Complex (LPC), Olufunmilayo Olotu (4th left), Port Manager, Tin Can Island Port Complex, (TCIPC), Jibril Buba, (left), and other Stakeholders during the event.

Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown (standing) amidst the security personnel on the motorcycles after the official commissioning.





Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown declaring the Wellness Fair open for employees of NPA. He is flanked by top officers of the Agency during the event at the NPA corporate headquarters in Lagos.

L-R: AGM Occupational Health, Chuma Ezenweyima, CEO Livewell Initiative, Bisi Bright, Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown, GM Medical Services, Christian Akpa, and Preventive Health Manager, Dr. Yetunde Ayooyalowo during the Wellness Fair at the NPA Corporate headquarters, Marina, Lagos.



Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown (5th right), GM Medical Services, Christiana Akpa (6th left), GM Corporate & Strategic Communication, Ibrahim Nasiru, GM Human Resources, Mohammed Umar (5th right), GM Administration, Sylvester Ajibola (4th right) and other Management staff of NPA during the occasion.



MD NPA PLAYS HOST TO THE EXECUTIVE SECRETARY/CEO, LAGOS STATE SECURITY TRUST FUND (LSSTF) IN LAGOS

The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello koko(left) presenting the Authority's plaque to the Executive Secretary/CEO, Lagos State Security Trust Fund (LSSTF), Dr. Abdurrazaq Balogun during a working visit at the NPA Corporate Headquarters in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle) flanked by the Executive Secretary/CEO, Lagos State Security Trust Fund (LSSTF), Dr. Abdurrazaq Balogun (right) and Executive Assistant to the ES/CEO LSSTF, Adaobi Nwankwo (left) during the working visit.

WORLD BANK TEAM VISITS NPA MANAGEMENT IN LAGOS





NPA MANAGEMENT INSPECTS NON OIL EXPORT TERMINAL AT IKORODU



R-L: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle) making a point during the inspection of the new non-oil export terminal at Ikorodu. He is flanked by the CEO/MD, ESSLIBRA Limited and Terminal operators, Yemi Adunola (left) and SSA to the Governor of Lagos State on Central Business District, Hon. Sola Giwa.

L-R: The SSA to the Governor of Lagos State on Central Business District, Hon. Sola Giwa, the CEO/MD, ESSLIBRA Limited and terminal operators, Yemi Adunola, MD NPA, Mohammed Bello Koko, Executive Director, Engineering and Technical Services, Prof, Idris Abubakar, Executive Director, Marine and Operations, Hon. Onari Brown during inspection of the new non-oil export terminal at Ikorodu, Lagos State.



MINISTER OF TRANSPORTATION INSPECTS PROGRESS OF WORK AT LEKKI DEEP SEA PORT PROJECT IN LAGOS



PHOTO SCENETHESIS

R-L: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani during the inspection of Lekki Deep Sea Port project in Lagos.



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ) Enterprise Limited, Rougang Du during the inspection of Lekki Deep Sea Port project.



Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi (3rd left), the Managing Director, Nigerian Ports Authority (NPA), Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani (4th left), Mohammed Bello Koko (5th left), Director Maritime Services of the Federal Ministry of Transportation, Auwalu Dauda Sulaiman (2nd right) Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ) Enterprise Limited, Rougang Du (left) and other stakeholders during the event.

NPA, LASG STRENGTHENS PARTNERSHIP ON EASE OF DOING BUSINESS

The Management of Nigerian Ports Authority (NPA) led by the Managing Director, Mohammed Bello Koko paid a working visit on the Executive Governor of Lagos State, Babajide Sanwo-Olu at the State House, Marina, Lagos.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Executive Governor of Lagos State Babajide Sanwo-Olu during a working visit at the State House, Marina, Lagos.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko receiving a souvenir from the Executive Governor of Lagos State, Babajide Sanwo-Olu during the working visit at the State House, Marina, Lagos.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, the Executive Governor of Lagos State, Babajide Sanwo-Olu and Lagos State Commissioner of Police, Abiodun Alabi at the occasion.



Managing Director, Nigerian Ports Authority (NPA) Mohammed Bello Koko (4th left) the Executive Governor of Lagos State, Babajide Sanwo-Olu (5th left), Deputy Governor of Lagos State, Femi Hamzat (6th left), Executive Director, Engineering and Technical Services, Prof. Idris Abubakar (left), Executive Director, Marine and Operations, Hon. Onari Brown (3rd left) and other dignitaries of both Lagos Government and NPA at the occasion.

VISIT OF THE NPA MANAGEMENT TO THE OBA OF LAGOS IN HIS PALACE

The Management of Nigerian Ports Authority (NPA) led by the Managing Director, Mohammed Bello Koko paid a courtesy visit on the Oba of Lagos, His Royal Majesty, Alaiyeluwa Oba Rilwanu Babatunde Osuolale Aremu Akiolu in his Palace, Iga Idunganran, Lagos.



R-L: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko in chat with the Oba of Lagos, His Royal Majesty, Alaiyeluwa Oba Rilwanu Babatunde Osuolale Aremu Akiolu during the courtesy visit.



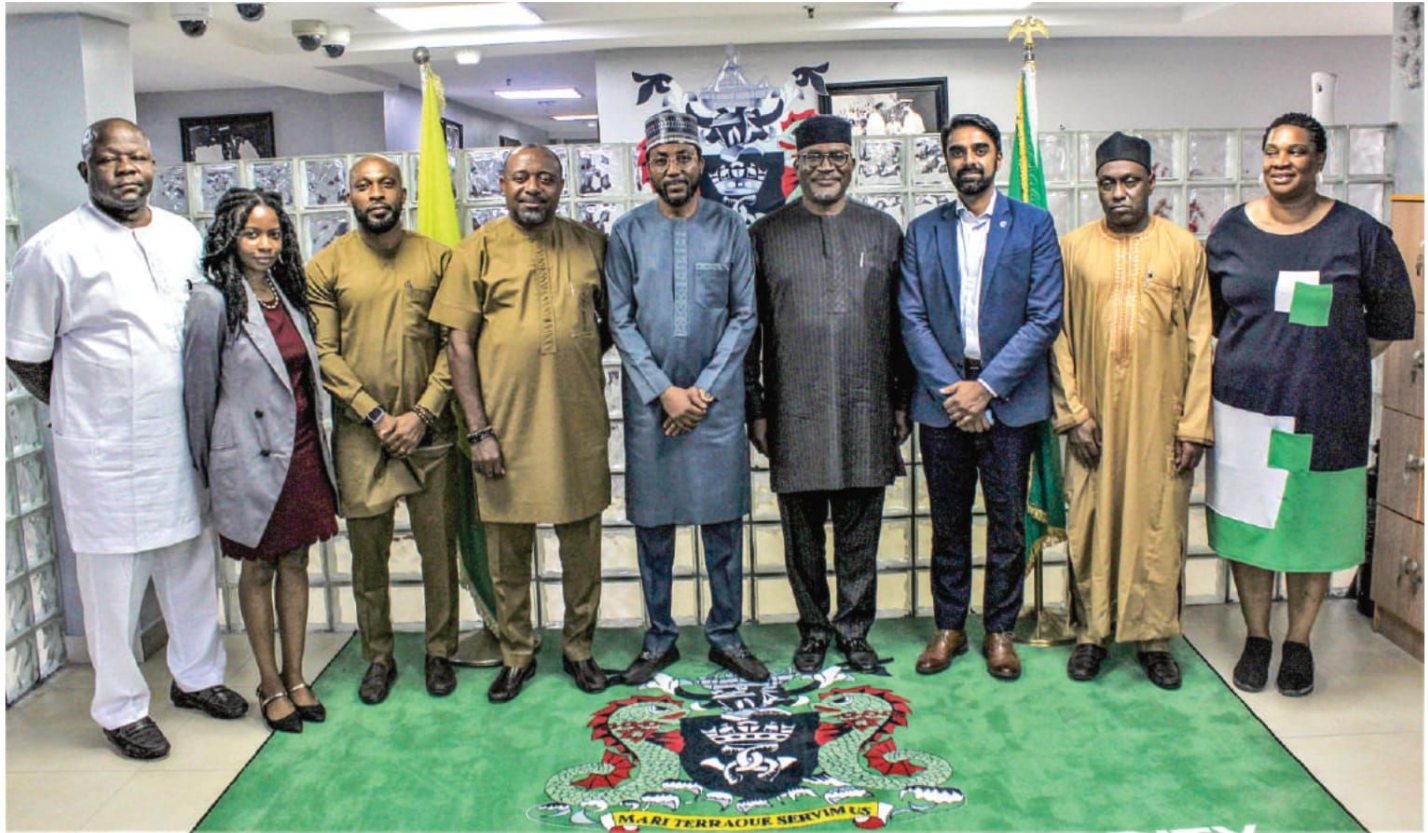
R-L: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Oba of Lagos, His Royal Majesty, Alaiyeluwa Oba Rilwanu Babatunde Osuolale Aremu Akiolu during the courtesy visit at the Oba's palace, Lagos.



Executive Management and some management staff in a group photograph with the Oba.



EXECUTIVE OF MARITIME ANTI CORRUPTION NETWORK PAID A WORKING VISIT TO NPA MANAGEMENT



FLAG OFFICER COMMANDING WESTERN NAVAL COMMAND VISITS MD NPA

R-L: The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko present the Authority's plaque to the Flag Officer Commanding Western Naval Command, Rear Admiral YB Wambai during a working visit to the NPA Corporate Headquarters in Lagos.





HIGHLIGHTS OF PRESIDENT MUHAMMADU BUHARI'S VISITS LEKKI DEEP SEAPORT IN LAGOS





MD NPA AT THE FLAG OFF CEREMONY OF THE INDIGENOUS SURVEY AND CHARTING OF NIGERIA'S OFFSHORE WATERS BY NNS LANA



R-L: The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko receiving memorabilia from the Chief of Naval Staff, Awwal Zubairu Gambo during the flag off ceremony of the indigenous survey and charting of Nigeria's offshore waters by NNS Lana at NNS Beecroft, Dockyard, Apapa –Lagos.

R-L: The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko, Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi, Chief of Naval Staff, Awwal Zubairu Gambo, Flag Officer Commanding Western Naval Command, Rear Admiral YB Wambai and Rear Admiral SO Agada during the flag off ceremony of the indigenous survey and charting of Nigeria's offshore waters by NNS Lana at NNS Beecroft, Dockyard, Apapa –Lagos.



The Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko (7th right), Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi (9th right), Chief of Naval Staff, Awwal Zubairu Gambo (10th right) and other dignitaries during the occasion,

NPA MANAGEMENT TOURS ONNE AND RIVERS PORTS



PHOTOSCENETHESIS





NPA MANAGEMENT MEETS STAKEHOLDERS IN PH





DELEGATES FROM NATIONAL SPACE RESEARCH & DEVELOPMENT AGENCY (NASRDA) VISIT NPA IN LAGOS

Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown (left) presenting the Authority's plaque to the Senior Special Adviser (Technical) to DG/CEO NASRDA, Dr. Godstime James during a working visit to Management of NPA at the Corporate Headquarters, Lagos.



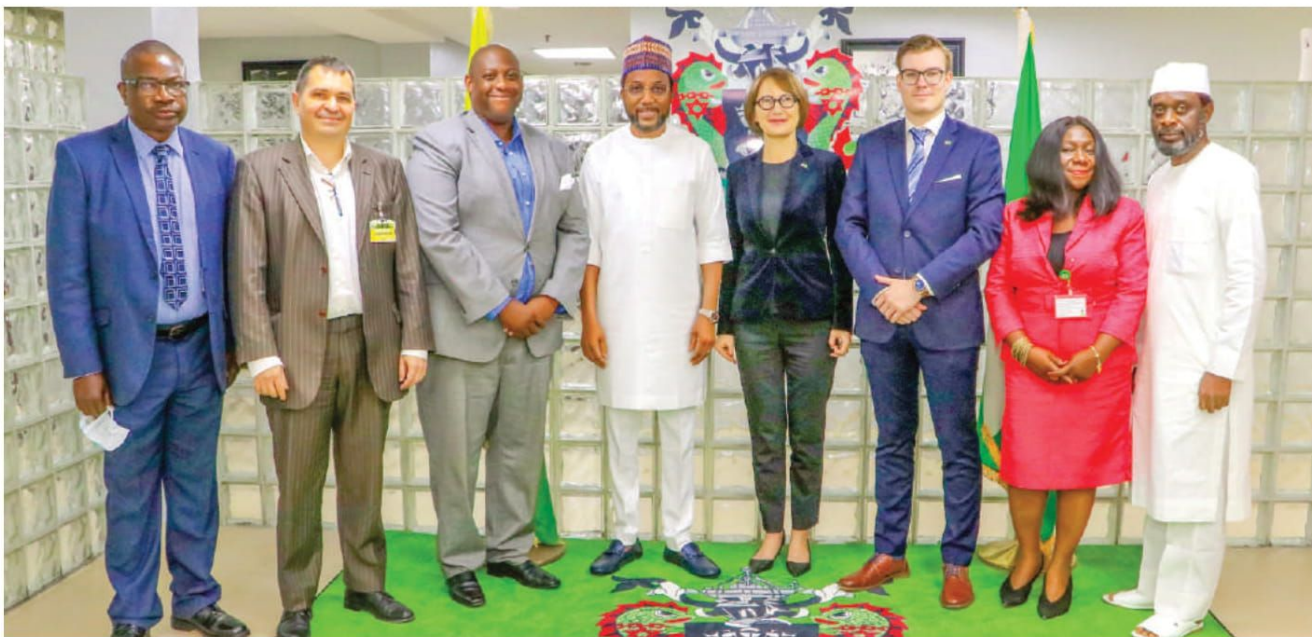
L-R: NASRDA Consultant, Leke Oyewole, Representative of the Managing Director, Nigerian Ports Authority (NPA) and Executive Director, Marine and Operations, Hon. Onari Brown, Senior Special Adviser (Technical) to DG/CEO NASRDA, Dr. Godstime James and former GM ICT, NPA, Engr. Anthonia Ohagwa during a working visit to Management of NPA at the Corporate Headquarters, Lagos.





MD NPA PLAYS HOST TO THE AMBASSADOR OF FINLAND TO NIGERIA

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (left) presenting the Authority's plaque to the Ambassador of Finland to Nigeria, Her Excellency, Ms. Leena Pylvanainen during a working visit to the Management of NPA at the Corporate Headquarters, Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (4th left), the Ambassador of Finland to Nigeria, Her Excellency, Ms. Leena Pylvanainen (5th left), members of her team and some top officials of NPA during a working visit to Management of NPA at the Corporate Headquarters, Lagos.

DELEGATES FROM NIGERIA COMPUTER SOCIETY (NSC) VISIT NPA

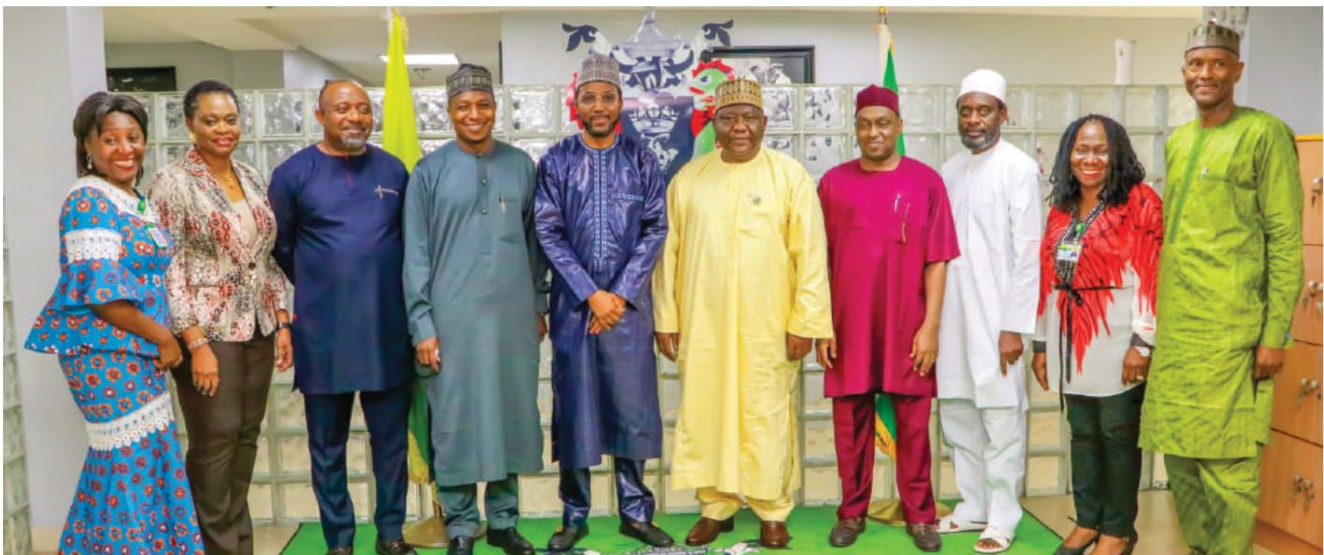
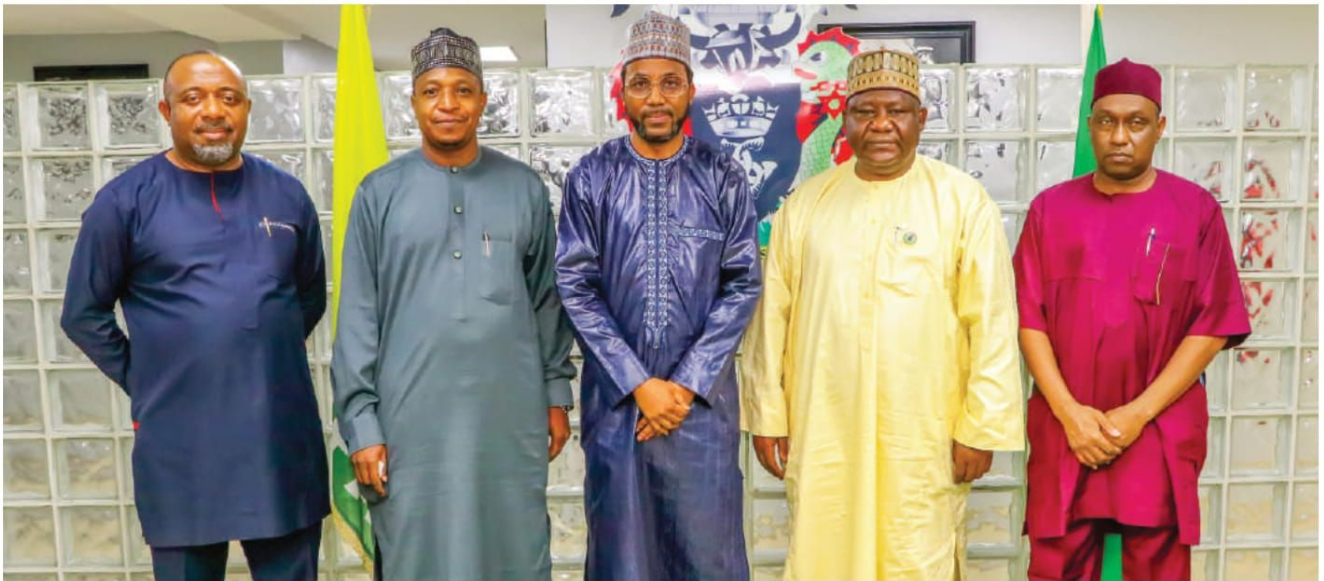
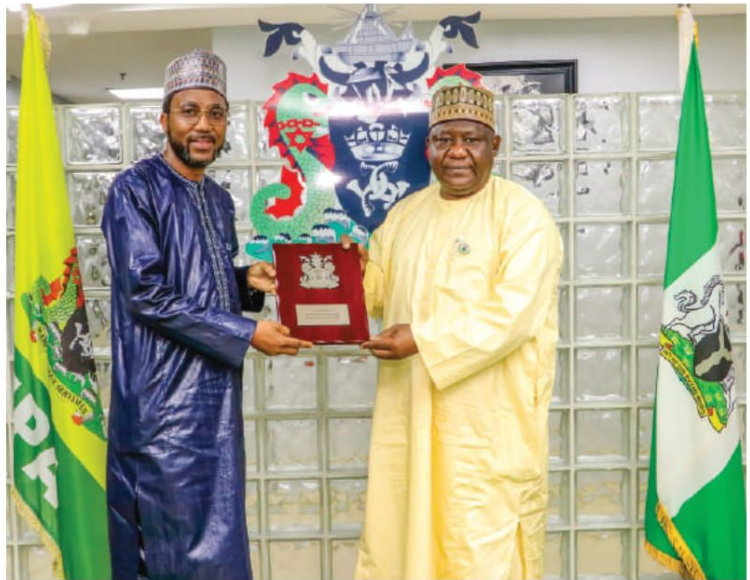




DG BPSR VISIT NPA

The Management of Nigerian Ports Authority (NPA) led by the Managing Director, Mohammed Bello Koko receives the Director General, Bureau for Public Service Reforms, Dasuki Ibrahim Arabi at the NPA Corporate Headquarters, Lagos.

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Director General, Bureau for Public Service Reforms, Dasuki Ibrahim Arabi during a working visit to the Management of NPA at the Corporate Headquarters in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (5th left), the Director General, Bureau for Public Service Reforms (BPSR), Dasuki Ibrahim Arabi (6th left), Executive Director, Marine and Operations, Hon. Onari Brown (3rd left), Executive Director, Engineering & Technical Services, Prof. Idris Abubakar (4th right), Head Public Relations, BPSR, Aliyu Usman Aliyu (4th left) and other senior officers of NPA during the working visit.



PORT STANDING TASK TEAM ON OPERATION FREE THE TIN-CAN ISLAND PORT CORRIDOR AFTER A MEDIA BRIEFING.

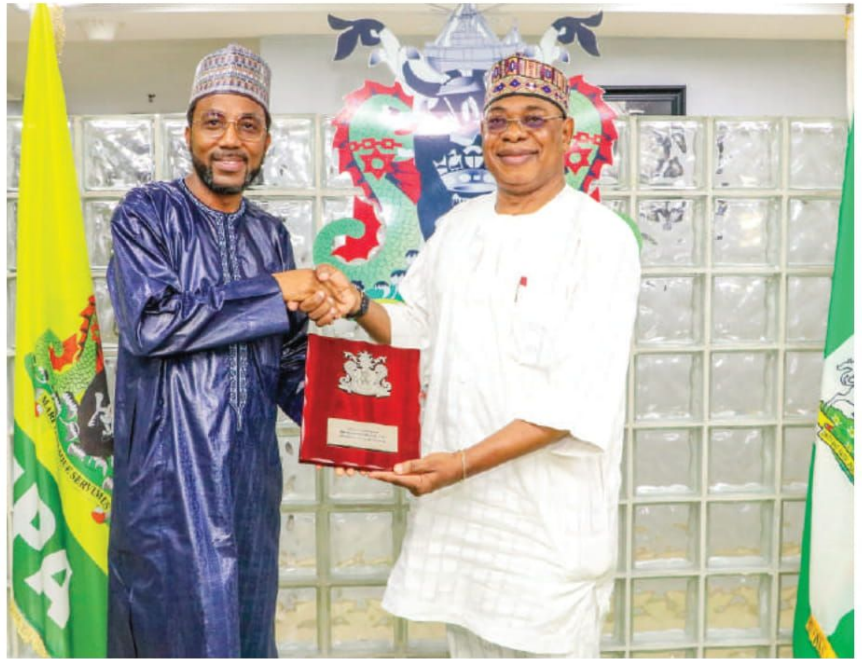




SECRETARY GENERAL OF MOWCA VISITS NPA MANAGEMENT IN LAGOS

The Management of Nigerian Ports Authority (NPA) led by the Managing Director, Mohammed Bello Koko received the Secretary General of Maritime Organization of West and Central Africa (MOWCA), Dr. Paul Adalikwu at the NPA Corporate Headquarters in Lagos.

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Secretary General of Maritime Organization of West and Central Africa (MOWCA), Dr. Paul Adalikwu during a working visit to the Management of NPA at the Corporate Headquarters, Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (6th left) presenting NPA's plaque to the Secretary General of Maritime Organization of West and Central Africa (MOWCA), Dr. Paul Adalikwu (7th left), Executive Director, Marine and Operations, Hon. Onari Brown (2nd left), Executive Director, Engineering & Technical Services, Prof. Idris Abubakar (4th right) and top officials of both organizations during the occasion.

ACCOLADES FOR MOHAMMED BELLO-KOKO

By The 2018 to 2021 Retired Employees of Nigerian Ports Authority (NPA)

Impressed as we are by the unique improvements that the Managing Director, Mohammed Bello Koko has wrought in the Nigerian Ports Authority (NPA), his unprecedented benefit to pensioners will be the only focus of this acknowledgment. We acknowledge him as the "Pensioners-friendly Administrator".

This recognition of merit is because the MD has doggedly pursued and done what he promised, ensuring that the all-inclusive budgetary provision was made, and also that Management's request to the National Assembly for a budgetary provision, to enable payment to retirees, was approved.

In a thorough renovation of the NPA system, he has put paid to the often vexed issue of pensions and gratuity flop. He has settled all outstanding entitlements from 1st January 2018 to 31st December 2021.

In just a few months of his inception and widespread improvements in the areas of infrastructure and human capacity, the repositioning of NPA as the hub of import and export activities in the West African sub-region is now in near prospect.

The parastatal has newly exceeded its revenue target, remitting a surplus of 89.9 billion to the Consolidated Revenue Fund (CRF) while yet having reduced its operating expenses in its 2021 budget by 20%.

Retirement benefits being matters of great importance all over the world, he has improved on the NPA version by the inclusion of medical aid with expensive medicines. He is exemplary to those employers of labour who treat with frivolity the pains of pensioners.

Retired, but with an abiding sense of



Managing Director,
Mohammed Bello Koko

oneness with NPA, we the concerned pensioners frankly envisage the best possible outcome, should the government consolidate his service into Managing Directorship. Indeed, Mohammed Bello Koko has shown such vigorous support to us as had no MD before him. There is no higher honour than for retirees to give this recognition.

HOW TO PREPARE *Unripe Plantain Porridge With Vegetable*

This is a delicious African delicacy made with unripe (green) plantains with a hint of ripe plantains to sweeten it.

INGREDIENTS

- ☐ 6 fingers of unripe plantain
- ☐ 2 medium sized onions.
- ☐ 1 habanero pepper
- ☐ 1 medium red bell pepper
- ☐ 1 cup Palm oil
- ☐ Salt /bouillon powder to taste
- ☐ 2-3 handful kale leaves or spinach
- ☐ 8 cups of water
- ☐ ½ cup of coarsely ground crayfish

INSTRUCTIONS

- 1) Peel the ripe plantain, chop into cubes and set aside.
- 2) Peel the unripe plantains, chop into cubes and put in a pot filled with 8 cups of water then place over a lit up stove and start cooking.
- 3) Chop half of 1 onion and add to the pot with half cup of crayfish and bouillon powder to taste. Allow to cook.
- 4) While you wait, chop up onions and pepper and prepare onion-pepper sauce.
- 5) About ten minutes into the cook time, add the diced ripe plantain into the pot.
- 6) 2 minutes to the end of cooking time, add the chopped red bell pepper and mix in the onion-pepper sauce. Stir and taste for seasoning. Adjust accordingly.
- 7) If you choose to use green vegetables like kale or spinach, this is the time to add it.
- 8) Stir and turn off the heat.
- 9) Serve hot.



TOURISM:

A Veritable Tool For Nation Building

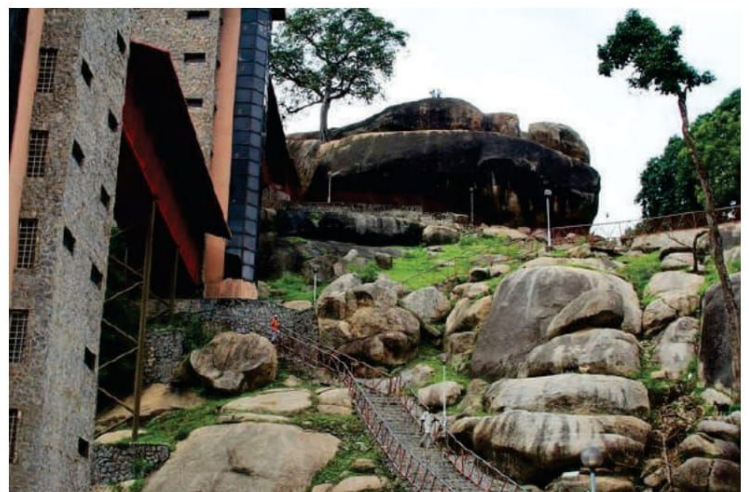
Nigeria is a country that is blessed with numerous natural resources, human capital, good weather, fertile land for farming and tourist centres among others. Without mincing words Nigeria is blessed with most natural things of life.

Despite these many blessings, Nigerians have either decided to turn a blind eye to them or act ignorant about them especially as most of them prefer to travel to places like Dubai, London, New York City, Texas, Saudi Arabia, Spain, Italy etc., for reasons like holiday, leisure, shopping, medicals and so on.

As adventurous as these may be for some of these Nigerians, it is disappointing because we have sound, good and quality tourist centres in Nigeria and if well harnessed, Nigeria will be a tourist destination where foreigners globally would find worthy of exploring. All we need is the right level of focus and we would develop our tourism industry.

Records have it that almost all the 36 states of Nigeria have one or more attractive and standard tourist location(s) like the Yankari National Park, Zuma Rock, Olumo Rock, Ogbunike Caves, Obudu Cattle Ranch, Oba Hills, National Arts Theatre, Idanre Hill, Manbilla Plateaus, Okomu Forest Reserve, PH Tourist Beach, Lagos Bar Beach, Oron Museum, Tinapa Resort, Sir Luggard Empire Hill, National War Museum and so on.

Interestingly, the Government has a part to play in the growth and development of tourism in a country.



Olumo Rock

should monitor states, so as to put necessary guidelines and laws to ease, encourage and boost the tourism industry in Nigeria.

Increase GDP growth - Boosting the tourism industry will birth various good happenings and help in combating some challenges in the country. With the influx of visitors and tourists in the country, income is generated which will lead to the increase of the country's GDP.

Investment and Development - Tourism, art and culture bring drastic, remarkable and lasting investment in the community. There are various



Manbilla Plateaus



Yankari National Park



Obudu Cattle Ranch



Tinapa Resort

With the constant visit of several tourists, the community will be lucky to experience a form of development. There will be lot of hotels, sports centres, restaurants and relaxation centres. There will be improved infrastructure like good road network, hotel parks and steady power supply.

Job Creation -The Tourism industry creates employment for people in the community. Where we have various tourist locations, is bound to be mass employment in that area and the people will be engaged positively. Youths that are gainfully employed are not likely to be involved in any evil devices, like banditry, rape, bandits, ritualism and so on. As there is positive growth in the community, there will also be peace and serenity.

a situation where the country makes more money from tourism and broaden the revenue base of the country.

Sources of Foreign Exchange - Tourism, art and culture are sources of foreign exchange. As tourists will spend hard currency to acquire artefacts.

Individual and Private Sectors - This is the right time for the Government to look inward and develop our tourism industry like other countries. Also, individuals and the private sector should invest in tourism and by so doing, there will be deviation on our focus and over reliance on oil. The government should provide incentives and create favourable avenue for individuals and private sectors and the nation will reap bountifully.

Ovbude Hands Over To Olumati

Adetayo Tolonisede

The Nigerian Ports Authority Management under the able leadership of the Managing Director, Mohammed Bello Koko recently effected some leadership changes for some officers at the category of Port Managers of which the Calabar Port Manager, Mr. Nelson Nwaifo Ovbude was affected.

He was moved from Calabar to Delta Port, Warri as the new Port Manager while the Head, the Tariff and Billing Department, Rivers Port Complex, Port-Harcourt, Chief Olumati Festus is to take over as the new Port Manager, Calabar Port.

At the handing over ceremony recently, the outgoing Port Manager, Ovbude thanked the Almighty God for the grace bestowed on him so far as the Port Manager of the Port and sincerely appreciated the NPA Management for the opportunity granted him to serve for a short period in Calabar.

Speaking further, Ovbude implored the Calabar Management Team and staff to extend the love they had for him to his successor, saying "in the Port we consider ourselves as members of the same family working together to move the Port forward".

Speaking further, with the in-coming Port Manager, Ovbude assured him (Olumati) that he is in a good place, "just be yourself, be resolute in your decision making". The out-going Port Manager finally prayed for him saying, "The way I succeeded in Calabar Port you will succeed and even surpass that which I have done".

Responding, the new Port Manager, Olumati thanked God and appreciated the NPA Management for giving him the opportunity to serve and assuring his predecessor that he would build on what he achieved here in Calabar Port.

Speaking further, the incoming manager solicited for their support and cooperation as a baby Port Manager.

"I need your advice to sail through because I have never failed and I don't want to fail, I have prepared to work assiduously with everybody" said Olumati.



Ovbude Hands Over To Olumati

We Are Committed To Eradicating Arms And Drug Proliferation At The Ports — MD NPA

The Nigerian Ports Authority (NPA) would do all within its powers in support of the campaign against the proliferation of arms and ammunition as well as narcotics trade through the nation's seaports.

To this end, it will forge strong synergy with relevant government agencies within and outside the country on intelligence sharing, training of personnel and investments in modern equipment towards ending the illicit trade in the country, the Authority's Managing Director, Mohammed Bello-Koko, has stated.

Bello Koko made these remarks while receiving the Ambassador of the Kingdom of Belgium to Nigeria, His Excellency Daniel Bertrand at the NPA head-office, Lagos recently.

According to the Authority's helmsman, the NPA had in recent months procured modern enforcement tools such as patrol boats and vessel tracking systems for effective monitoring of the port channels. In addition, it began the

fencing of the ports to prevent unauthorized access by those without genuine reasons to be inside the ports.

There has also been increased collaboration with security agencies like the Nigerian Navy and Marine Police, which has reduced the incident of pirate attacks within the country's port channels corridor and the larger Gulf of Guinea.

Bello-Koko informed the Belgium Ambassador that the Authority eagerly awaits the smooth takeoff of the Lekki Deep Seaport before the end of the year. According to him, this would further enhance trade and manufacturing in the country.

The NPA boss also spoke on its Public Private Partnership (PPP) with the Nigerian Maritime Administration (NIMASA) on the management and operations of a floating dock that would generate quality jobs and revenue for both parties.

The NPA MD called for collaboration

and investments from business owners and banks in Belgium towards rehabilitation and expansion of port facilities in Africa's biggest market.

"We are willing to listen to interested investors from Belgium who may be willing to invest their resources in our port industry. Our 25-year port master plan is being looked into in view of the exponential growth in the size of cargo vessels and drive for automation of port processes", Bello Koko said.

The Belgium Ambassador was provided information on the NPA Simulation Centre for the training of its personnel and interested third parties, to international best standards. The ultra-modern marine and harbour training facility has been assisting the Authority address the country's demand for certified marine pilots and vessel operations personnel.

Earlier in his short address, His Excellency Ambassador Bertrand stated that the Kingdom of Belgium is willing to support the lofty vision of the NPA Management to make Nigerian ports globally competitive.

Amaechi Applauds Progress Of Work At Lekki Deep Seaport

...COMMENDS NPA'S COMMITMENT TO EARLY COMPLETION OF PROJECT

**Ballah Sarah, Omidiji Olubiyi
& Erahifu Paul**

The Honorable Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi has applauded the pace of work at the Lekki Deep Seaport project, while expressing anticipation that operational activities and commercial services at the port would commence by the last quarter of 2022.

The Honourable Minister while on an assessment tour of the port site recently, in the company of senior government functionaries and heads of relevant agencies including Managing Director of Nigerian Ports Authority, Mohammed Bello Koko and Executive Secretary of Nigerian Shippers Council, Hon. Emmanuel Jime, described the level of construction work as impressive. He commended the Bello Koko led Management of NPA for availing the contractors the necessary support.

The Minister whilst charging the contractors to sustain the tempo of work, he enjoined them to re-double their efforts to ensure the scheduled commissioning date and commencement of cargo operations is achieved. He emphasized that the President Muhammadu Buhari led Federal Government remains committed to delivering efficient port services in line with international best practices.

Speaking to the project contractors on his observations, Mr. Rotimi Amaechi said: "the last time we came, there was no quay wall, just the breakwaters. But today, there are many visible improvements. It doesn't mean that you have delivered; it simply means you will achieve it. The last time we came, your Chairman said it wasn't possible, and I told him to wait and see, if it's not possible, then you know that I am not Minister of Transport. We are supposed to commission by September, which is in the old agreement, but if you double your efforts on this job, we can commission (it) by July".

The Chief Operating Officer of Lekki Port/Lekki Free Trade Zone (LFTZ), Laurence Smith, thanked the Minister and his Team for the visit. He however used the medium to appeal for increased government support on the construction of access roads to the



port location as well as linking the port to the national railway grid.

Mr. Smith acknowledged the support and synergy provided by the Bello Koko led Management of the NPA, especially in the procurement of Vessel Tracking System (VTS) for the Lekki channel and other port locations in the country; procurement of two (2) 80 tons' bollard pull ASG Tugboats and two (2) pilot boats for deployment to the Lekki Deep Seaport.

Meanwhile, the Lekki port will have a truck parking area with a capacity for 300 trucks to avoid indiscriminate parking of trucks on the access road to the port when it becomes operational in the next few months. At the terminal area, the Customs Building will have a full-fledged cargo examination bay for proper inspection before trucks are allowed to evacuate the cargo. There is also a dedicated area for impounded goods.

Constructions are ongoing for refer containers facilities to handle perishable commodities and erection of light masts of 25m high, to ensure adequate illumination of the Terminal. Dredging and reclamation work is now at 89.93 percent completion, quay wall is 85.65 percent completion, breakwater 79.66 percent completion, thus bringing total works carried out on the project to approximately 80 percent completion.

It is necessary to mention that the Equity owners of the Lekki Deep Seaport are Tolaram Group, China Harbour Engineering Company, Lagos State Government and Nigerian Ports Authority (on behalf of the Federal Government of Nigeria). On completion, it would be a world-class multi-purpose facility, serving as a regional distribution and transshipment hub for West and

NPA Synergizes With Edo State On Benin City River Port (BRP) Project

Soyomi Olugbenga

The Management of the Nigerian Ports Authority (NPA) has promised to support the Management Committee of Benin City River Port on the establishment and operations of River Port in the city of Benin, the Edo State capital with the aim of improving water transportation and reducing traffic congestion within the Lagos Ports corridor.

The Managing Director, Mohammed Bello Koko who was represented by the Executive Director, Marine and Operations, Hon. Onari Brown said the proposed partnership is a welcome development between the NPA, the Edo State Government and Benin City River Port (BRP). Bello Koko further stated that building a new Port in Edo State will create employment opportunity for the host community and the entirety of Edo State indigene at large.

He further stated that, it is a massive benefit to the Federal Government by way of generating more revenue that will boost the country's economy.

The Committee Chairman of Benin City River Port, Engr. Greg Ogbeifun in his address thanked the Management of the Authority for hosting the Committee and making the intention of the Edo State Government and Benin River Port known to the government and the NPA in leveraging on the modernization of operating Ports in Nigeria.

In addition, the Project Director, Dr. Joe Aigboduwa while making his presentation, said the reason for



Executive Director, Marine and Operations, and the Representative of the Acting Managing Director, Nigerian Ports Authority (NPA), Hon. Onari Brown presents the Authority's plaque to the Chairman, Benin City River Port Project, Engr. Greg Ogbeifun .

developing a Port in Edo is based on studies which show viability of resources, land acquisition, congestion in Lagos Ports due to the availability of tank farms, businesses around the Ports, damage of perishable agricultural produce in transit, discouragement of production and export potentials in Nigeria.

The visit was attended by the Executive Director, Engineering and Technical Services, Prof. Abubakar

Idris, and other top Management team of the Organization.

On the side of the Committee members of BRP led by the Chairman, Engr. Greg Ogbeifun, also include Dr. Joe Aigboduwa, Project Director, Aluyi Ivie, Head of Corporate Services, Felix Ovbude as member, Barr. Ame Ogie also a member and Chijioke Okonkwo, representative of the Project Transaction Adviser.



Dr. Paul Adalikwu

MOWCA SG Congratulates New NPA Managing Director

Dr. Paul Adalikwu, Secretary General of the Maritime Organization of West and Central Africa (MOWCA) has congratulated Mr. Mohammed Bello-Koko on his appointment as Managing Director of Nigerian Ports Authority (NPA).

The MOWCA scribe in a congratulatory message said Bello Koko's appointment is an affirmation of the confidence reposed in his ability to reposition the NPA for effective port administration in Nigeria.

He added that Bello-Koko's impacts will not only drive maritime trade in Nigeria but will also be of benefit to member states of MOWCA in West and Central Africa. President Muhammadu Buhari recently approved the appointment of Bello-Koko as MD of NPA after an 8 months' stint as Acting Managing Director of NPA.



Engr. Ohagwa Anthonia



Khadijat Sheidu-Shabi



Moltok Josephine Adar



Allen Taylor

NPA Redeploys Senior Officials

The Management of the Nigerian Ports Authority (NPA) has effected some changes at the upper echelon of the organization, in furtherance to its goal to reposition the country's port system as the preferred cargo destination in Africa.

In the latest redeployment, Madubuike E. Ugo (Mrs.), General Manager Monitoring & Regulatory Services, is now General Manager Public Private Partnerships (PPP); Williams E. Idowu (Mrs.), General Manager Public Private Partnerships (PPP) takes over as General Manager Monitoring & Regulatory Services.

Engr. Ajibola S. Olagoke, General Manager Administration is now General Manager Superannuation; Moltok Josephine Adar (Mrs.) General Manager Servicom, moves to Administration whilst Musa Shehu Yaro, General Manager Procurement, now heads the Servicom Unit.

Engr. Ohagwa Anthonia Chinelo, General Manager ICT, moves to Tariff and Billing, while Edosomwan A. Anthony now heads the ICT Department. Mohammed Shehu, General Manager Tariff and Billing, is now the General Manager Procurement, while Khadijat Ife Sheidu-Shabi has been re-designated General Manager Managing Director's Office/TA Administration.

Umar Abubakar Sadiq, Assistant General Manager, Audit (Policy and Compliance) is now head of Finance Department, while Felix Onyile Basse, Assistant General Manager HR Operations reports to the General Manager Administration as Assistant General Manager Administration. Dairo Olusola Olufunke (Mrs.) Assistant General Manager Performance Management is now Assistant General Manager HR Operations. Engr.

Allen Taylor O. Bankole, Assistant General Manager, Electrical and Corrosion, is now to act as General Manager Engineering.

Zhimwan Nansel Audu, Assistant General Manager Corporate & Strategic Communications (C&SC) reports to General Manager PPP as Assistant General Manager PPP (New Business). Alhassan Ismaila Abubakar, Assistant General Manager Operations – TA to MD (Admin) moves to the Abuja Liaison Office as Assistant General Manager.

Engr. Richard Unde Terfa, Assistant General Manager PPP –

TA to MD (Engineering) is now Assistant General Manager Facility Management. Pella Naphtali Nafarda, Assistant General Manager Audit (Finance and Investments) moves to Superannuation Department to head the investment portfolio. Engr. Abdul Ibrahim Sani, Assistant General Manager Engineering, is now Assistant General Manager Electrical and Corrosion.

Okeke Angela Uche, Assistant General Manager Investment, reports to the General Manager Audit as Assistant General Manager Audit (Policy and Compliance). Dantiye Zainab Magaji, Assistant General Manager Administration, reports to the General Manager HR as Assistant General Manager Performance Management. Faturoti Adebajo, Principal Manager Hydrography reports to General

Manager Engineering to understudy the Assistant General Manager Hydrography.

Relatedly, two technical assistants (TAs) have been appointed. They are Abubakar Daniya, Senior Manager Accounts, now Executive/Personal Assistant to the Managing Director and Engr. Sadiq Abubakar Lamuwa, Senior Manager Civil Engineering, now Technical Assistant (Engineering) to the Managing Director.

All appointments are with immediate effect.



Bello Koko, MD NPA



LEKKI DEEP SEA PORT: September Take Off Date A Reality — MD NPA

The Mohammed Bello Koko led Management of the Nigerian Ports Authority, has reaffirmed its commitment towards fulfilling the mandates of Mr President for the kick off of commercial activities at the Lekki Deep Sea Port come September 2022.

This assurance was given while receiving accolades from the Honourable Minister of Information and Culture, Alhaji Lai Mohammed when he addressed the media during an inspection visit to the Lekki Deep Sea Port.

The MD who was represented by the Executive Director Marine and Operations, Hon. Onari Brown, Charged all stakeholders in the Lekki Port project to see the project as a global one which deserves to be given the

widest publicity.

Hon. Onari Brown reassured the management of the Lekki Port of NPA's continued support in the area of Technical and Marine services, while highlighting some of the numerous benefits the project will bring to Nigeria and Nigerians when completed.

Earlier on in his remarks, the country's chief spokesperson eulogised the Koko led NPA Management for its improved Port efficiency and customer service delivery which is worthy of emulation in line with international best practices.

He expressed government support and charged other government agencies to emulate the NPA in bringing investment opportunities to the nation's economy through its partnership with other agencies in Creating a



modern Port which would commence business activities in September 2022.

Speaking " the Deep Port is a Game Changer and a pacesetter. It is the Deepest Seaport in Nigeria and West Africa.

The Hon.Minister further stressed that the DeepSea port which is owned by a consortium of China, Tolarams, Lagos State Government, NPA and Lekki Port investment Holding would bring positive development to the country's economy cutting across the creation of jobs and increased revenue generation to the Federal and State Government through the corridor of taxes, royalties and duties.

According to him, the country would recover lost investment to neighbouring countries such as Ghana, Togo and Cote D'Ivoire as well as position her to take its rightful position at the Africa Continental Free



Trade Agreement.

The Hon.Minister charged all present to see this project as part of the Mohammed Buhari administration efforts at improving infrastructure in all sectors of the economy and desist from the constant negative reports of

the country associated with kidnapping, banditry and other vices

Present at the event was the MD Lekki Deep Sea Port Du Ruogang and top Management of the Facility.



Stakeholders Seek Comprehensive Security Strategy On Eastern Ports

Francis Ezem

Maritime stakeholders operating at Nigeria's Eastern Ports corridor comprising Calabar, Onne, Warri, Delta and Port Harcourt Ports have made a strong case for the formulation of a comprehensive security strategy to enhance the safety and security of lives, vessels, cargoes, and protection of the environment within the ports' channels.

This is with a view to stimulating activities and encouraging more patronage for the ports, which are currently operating below installed capacity due to low patronage. This is part of the resolutions reached at a one-day stakeholders' workshop organized by the Federal Ministry of Transport in conjunction with agencies under its supervision comprising the Nigerian Ports Authority NPA and the Nigerian Maritime Administration and Safety Agency (NIMASA), among others held in Port Harcourt, the River State capital.

The aim of the workshop was to create the needed awareness and reassure critical stakeholders and investors on steps taken and plans by the Federal Government through its MDAs to encourage patronage

of the Eastern Ports.

It was also designed to enable the ministry and its agencies interact with stakeholders to further identify and strategize to address gaps in current policies and programmes impeding patronage of the Eastern Ports.

The forum was in furtherance of the commitment of the ministry to implement recommendations and strategies identified by a Ministerial Committee constituted in 2014 intended to encourage patronage of the Eastern Ports, boost shipping activities at the Port and by so doing boost revenue generation from the Eastern Ports.

In a 19-point communique issued at the end of the event, the stakeholders called for effective collaborations by all maritime security agencies including the Nigerian Navy, NIMASA, Eastern Ports Police Commands, Port Security Unit, Department of State Service and Nigeria Customs Service, among others to come up with a comprehensive security strategy that will ensure safety of lives, vessels, cargoes, and protection of the environment within the Eastern Port channels.

The stakeholders also charged the NPA to fast-track



the procurement of a vessel traffic service and engage a consultant to ensure effective monitoring of the Eastern Port channels. It should also expedite action on the procurement of more buoys for channel markings at Delta Port, and to provide well positioned and lighted buoys in the Eastern Port for easy movement of vessels.

The communique reads in part: “The NPA should hasten the utilisation of lay-by anchorages identified in the Eastern area for detained/arrested vessels in order not to impede on berth space for commercial vessels and also revisit the 10 percent discount on harbour dues, which is only beneficial to shipping companies and come up with a strategy that will enable cargo owners or shippers to benefit from the incentive.

“The Ministry of Power should expedite action on its planned intervention on power issues at the Eastern ports by the construction of new substations in line with the International Maritime Organisation IMO’s Green Policy Guideline on climate change.

“All the agencies at the ports should clearly identify their areas of interventions for the enhancement of operations at the Eastern Ports and make adequate budgetary provisions. The government, it’s agencies and private investors should work towards the development of intermodal transport system to prevent overstretching of road transport infrastructure

“The current restriction policy on late sailing should be reversed to enable vessels sail or berth at night hours (24/7) in all the Eastern Ports while the high tariff charged by third-party tug operators and the compulsory USD \$8,000 charged for towage in port users bills are exorbitant and should be reviewed downwards.

“The 10 percent rebate incentive by NPA should be increased to 30 percent and be applicable to other agencies/shippers operating in the Eastern Ports, terminal operators should ensure efficiency in their operations to avoid transferring costs of such inefficiencies to shippers and by extension to the end users.

“That NIMASA should closely supervise the dockworkers’ union regularly to ensure adherence to

minimum acceptable standards and provide a well-documented code of conduct for these workers while Eastern ports should explore the strategy of port specialization to boost synergy in the overall port system.

“That the Federal Government should look into developing a more robust port infrastructure to cope with the ever dynamic environment of global maritime trade and that all maritime agencies should explore avenues of closer collaboration to facilitate synergy and seamless flow of cargo operations and movement in the Eastern Ports area.

“That this stakeholders’ forum should be held annually to ensure that all agencies are held accountable to their commitment and update relevant stakeholders on emerging challenges and that all Customs agents/shippers should ensure honest declaration of cargo and follow due processes in the clearance of their cargo.

“That all access roads to the Port should be adequately rehabilitated to ease the flow of cargo in and out of the Port and the hinterlands.”

The stakeholders had identified the challenges limiting the patronage of Eastern Ports, broadly traceable to the lack of safety and security, infrastructural deficit, the misconception that government policies are against the Eastern Ports, shallow channels and the lack of sufficient aids to navigation along the port channels.

Others include high cost of conservancy, poor state of access roads to the port, unwillingness of government and private sector to invest in port infrastructure, lack of political will by the government to invest on infrastructure that are contiguous to the port sector and that the NPA’s discount incentive on Harbour dues is only beneficial to shipping operators and there is no evidence to show that it trickles down to the shippers, who are the primary targets of the incentives.

Also listed were the lack of true and proper declaration of cargo on customs platform is one of the major causes of delays on cargo clearance at the port, ignorance of proper Customs procedures and processes by most Eastern shippers and agents.

The stakeholders equally identified the lack of efficient Intermodal transport system across the Eastern Ports area, absence of night berthing and sailing in the Eastern Ports leading to longer waiting time of vessels and high cost of port services in the Eastern Ports, among others.

In attendance at the workshop were Minister of State for Transport, Senator Gbemi Saraki, Managing Director NPA, Mohammed Bello Koko, Executive Director of the Authority, Marine and Operations, Hon. Onari Brown, foremost Master Mariner and former Minister of Interior, Captain Emmanuel Ihenacho, former General Manager, Marine and Operations of NPA, Captain Ebubeogu Ihenacho and former Director, Commercial Shipping unit of the Nigerian Shippers Council, Mrs Dabney Shall-Holma, among several others.



*Senator Gbemi Saraki and Bello Koko



Mr. Stanley Magaji Yitnoe

NPA, ONNE PORT IS A DEVELOPMENT AGENT FOR THE NATION, SAYS HON. ROBERT OGOSU

Barbara Achukwu

The Councillor representing Onne Community ward 7 at the Eleme Local Government Legislative Assembly, Hon. Robert Ogosu has described Onne Community and NPA/Onne Port as a development agent of the country.

Hon. Ogosu made these submissions during a visit to the new Port Manager at Onne Sea Port, Mr. Stanley Magaji Yitnoe at his office, NPA Administrative Building at Federal Lighter Terminal (FLT) in Onne, Rivers State.

While commending Onne Port Manager for granting him audience, he applauded him for his openness, urging Mr.

Yitnoe to see himself as a son of the soil. "Please see yourself as one of us. Onne is a unique place", Hon. Ogosu remarked during his meeting with Onne Port Manager.

He said they are at the port manager's office to familiarize themselves with the Port Management; hence he requested for collaboration and synergy with Onne Port Management. He however raised concern that NPA employment does not accommodate Onne indigenes.

"It is appalling that no single person is employed from Onne at NPA. Our graduates are roaming the streets without employment", Hon. Ogosu observed. He said although they are aware that the Port cannot employ everybody, at least the Port can train indigenes of Onne, to enable them gain employment at the Port.

"We want you to put this into consideration and appropriately notify the recruiting officers, when next they are employing people", Hon. Ogosu added.

He also raised concern over too many trucks parked along the Onne Express Road, observing that they constituted a nuisance. He urged Onne Port Management to find ways to deal with the indiscriminate parking of trucks on the road.

He said the operation of the truck park, by FOT, does not involve Onne community and the council, and called for their involvement. Hon. Ogosu also raised concern over the deplorable condition of the road from Eleme Junction to Onne Port and tasked the Port to add its voice to ensure speedy project completion.

In response to the Onne Port Management, Mr. Stanley Magaji Yitnoe thanked the Honourable Councillor for the visit. He said that it takes two to tango and called for an understanding between Eleme LGA and Onne Port.

Onne Port Manager said that NPA is guided by rules and regulations and assured, that she would cooperate with the community on things within its purview.

"My meeting with the Eleme LGA Chairman and You the leaders of the Legislative arm is a good development. There is nothing to fear", Onne Port Manager stated.

He added that NPA has records of CSR projects for the community and assured that NPA Management has further plans for the community which would be based on relevant needs of the community, going forward.

On employment, he said that they have variously discussed the issues, stating that contrary to the councillor's submission, there are indigenes of Onne in the employment of NPA, in Onne Port, he however agreed that tremendous improvement need be made to increase their number.

He said he is determined to support Onne community, while canvassing the need for Eleme Council, Onne Community and the Port to be on the same page.

He faulted the indiscriminate parking of trucks along Onne road, and said it is the duty of Eleme LGA to ensure that trucks on the road are removed.



Mohammed Khalil, GM. Security Npa

PROCUREMENT OF 24 NEW MOTORBIKES:

WE ARE READY TO TAKE PORT OPERATIONS TO THE NEXT LEVEL

— MOHAMMED KHALIL, GM. SECURITY NPA

Omidiji O, Francis J, Amunike N & Amanusor S.

The idea is to build on the gains that have been recorded since the inception of “ETO” till now. So we are introducing the motorbikes to ensure that we get to the nitty gritty of ensuring that the trucks are orderly as they approach the Port.

The Mohammed Bello-Koko led Management of the Nigerian Ports Authority (NPA) in its determination at positioning the Port Industry for regional competitiveness recently commissioned 24 new motor bikes.

According to the General Manager, Security NPA, Mohammed Khalil, these bikes would be deployed to monitor, patrol, and undertake Traffic Management within the Lagos Port Complex (LPC), Tin Can Island Port and its environs in furtherance of eliminating gridlock.

This new development has been described by stakeholders as necessary and timely.

Congratulations on the launch of the motorbikes Sir. Can you briefly tell us what it is all about?

Thank you very much. Today’s launch is all about introducing a new initiative. You know that borders on the use of motorcycles to monitor traffic compliance along the port corridors to the ports which are the Lagos Port Complex (LPC) corridor and the Tin Can Island Port corridor.

Sir. So what exactly has informed the new 24 motorbikes for your operation?

The idea is to build on the gains that have been recorded since the introduction of “ETO” which was inaugurated in February 2021. From that period till now, it is very evident that the traffic gridlock in Apapa and its environs has been addressed to a very large extent and the backlog we used to experience in the city centre of Lagos and as far as Ojuelegba and

INTERVIEW

Ikorodu roads have been curbed as well. So what we are currently experiencing is congestion around inner Apapa as a result of the indiscipline of truck drivers who choose to park indiscriminately on the road. To improve on this appreciable success, we have introduced motor bikes to ensure that we get to the nitty-gritty of ensuring that the trucks that exit the TTP park in Ijora move orderly to the port without creating any encumbrance.

What new impact or development do you think these new motorbikes will bring to the table Sir?

Yes, there would be appreciable changes because you know apart from the port itself there are other stakeholders, industrial concerns and people that come to do business in Apapa generally. We want to ensure that we maintain the discipline of single line for the trucks that are assessing the ports so that the other lane can be left for other road users to ply in and out of Apapa.

(Cuts in) Sir, ETO will be a year old this month as you said and there has been drastic positive changes as you have said. Has management arrived at its destination now or is there room for improvement? Is the system perfect now or are you looking at other areas you want to work on?

The system is not yet perfect. We are always going back to the drawing board in order to address complaints or feedback received from our teaming stakeholders. From the technological side, we will be focusing on the IT infrastructure expansion to attain 100% performance, especially as the pre-gate entry point and other terminals are yet to have the technology. This will also lead to the issue of our scheduling and timing to ensure that the trucks accessing the port have gone into the pre-gate as the final bus stop before they are allowed to come into the Port. The back end of the technology is being looked into and the discipline of adhering to the timelines of when the trucks are supposed to leave the pre-gate and then also come into the terminal ensuring that there is that collaboration and synergy between what is being expected at the Port so that we don't have a glut; maybe the terminal is asking for 50 trucks and you are releasing 100 trucks, we don't want that to happen. These motorcycles have been empowered with VHF communication so that the enforcement officer can communicate with our base station in Apapa while they are on the field. This is the first phase.

For the second phase we will have also the communication embedded with the terminals as well as the TTP operational centres so that as the trucks are leaving the TTP, our own communication centre is immediately receiving that same information relaying it to the port so that we know the available space. For instance, you are asking for 50 trucks but the space available is for 20 or 30 trucks. So with that, we will have some semblance of orderliness.

Cuts in: That's the keyword.

Yes, orderliness. It will afford us the opportunity to identify erring truck drivers who put their trucks on the road unauthorised and then our enforcement team will tow

them away.

The discipline of maintaining a single line on approaching the port is also very key and important because we have major stakeholders, industries and even workers trying to assess their offices. So, if there is a gridlock and customers visiting the port to do business can't find the port officer to attend to him because he is being held up in the traffic. If we have such situation, the port will not be able to optimize its capacity and work efficiently in any given period. These are some of the issues to be considered because the traffic has actually impacted on so many economic activities in Apapa, some of the industries around the port are closed but now they are beginning to reopen because there is free movement of goods and services to and from Apapa.

Sir let me just chip in, this management frowns seriously at the issue of illegal checkpoints. How far have you been able to curtail or to reduce illegal checkpoints?

We are not oblivious of the issue of illegality around the port. As the gateway to the economy of Nigeria, the port provides several opportunities which make it an attraction to both authorised and unauthorised persons as well. The rural-urban migration is also an issue, most people in the informal sector like artisans, vendors, traders that find their way to Lagos look at the Ports as areas where they can do business. This makes you find so many people around the Port area. In addition, the ports and its environs were "virgin lands" some 50 years ago when the ports were developed but what you find now is that the city centre has developed to the extent of enclosing the ports, particularly, the area of Olodi Apapa, Ajegunle etc.

To address your question, the case of illegal



checkpoints is currently being tackled, the collaboration we have with Lagos State government has been yielding a considerable result. We are working on a document now on an assignment given to us by His Excellency, the Executive Governor of Lagos State and the Managing Director of the Nigerian Ports Authority for us to tour all the corridors and identify the checkpoints that are necessary and the ones not required with the intention to dismantle such. The final report is being collated for the consideration of the two managements i.e Lagos State and NPA.

How effective is your Division going to collaborate with the Lagos State Government?

The collaboration is a win-win for both parties and the climax of the collaboration was when we were about to introduce "ETO" last year. The NPA Management paid a courtesy visit to the Governor to solicit for the support of Lagos State Government. Since that time, this story has been different because we have never had it so good in terms of collaboration with Lagos State. When it comes to enforcement, because of the issue of the crisscrossing jurisdiction at the Port limits is not too far, but you can see most of the truck parks or container holding bays are far away from the port area around Mile 2, Orile and so on. We need a solid collaboration with Lagos State to ensure that most of these trucks that are trying to assess the port do so in accordance with the Standard Operating Procedure established by the Port. To a very large extent, we have been able to achieve this; there is some sort of discipline on the road now. We used to have this issue of construction works by the Federal Ministry of works along the Apapa-Oshodi express road and we have made representation to the Federal Ministry of Works to work together so that they can speed up the pace of works so that the route will be much freer. At the Tin Can Island Port axis where we have the greatest challenge, there are multiplicity of trucks including tankers as most of the tank farms are around that axis and every day they file out in their numbers to access either Kirikiri or Tin Can Island.

However, with our collaboration with Lagos State Government, we have been able to manage the traffic flow. Lagosians who are familiar with this road will confirm that commercial buses could no longer operate on this route until now, we are beginning to see these buses ply the Apapa-Oshodi routes because of the improvement that we have recorded in the flow of traffic.



I would love you to tell us the modus operandi for the use of these motorbikes vis-à-vis SOP, to what extent will they go?

Ok, we have two corridors. The two corridors are the logistic corridor that leads to the Ports; Apapa corridor and the Tin Can corridor. So the Apapa corridor starts from the Port gate, going through Creek road and Wharf road. The one going to creek road from the Apapa side terminates at Liverpool while the one going through Wharf road goes down to Eleganza to Airways and down to Area B and then Lilypond, the other hand from Area B ascends the Ijora bridge and goes on to link up at Ijora Olokpa and Ijora Sifax. So those are the logistics corridor coming to the port and these are the areas where the trucks are expected to move along and then access the port. Then from the Tin Can side, we have from the Liverpool bridge as we descend to the MOB park which is the pre-gate to Tin Can and then along the express road to where we call Abuja and then to Coconut and then from Coconut to Sunrise and then from Sunrise to Mile 2. So those are the corridors leading to the port.

On a final last note Sir, are you assuring the stakeholders and general public that if I were to go to the Port in the next 6 months, I can drive seamlessly?

Yes, for this year, there are lots of innovations that will be coming up. The motorbikes are one of them. We are also working tirelessly with the Lagos State Government to sustain the success because most of these concerns are attributed to indiscipline. Not too long ago if you can recall, we

did the 360 security clearance operation to clear all the shanties and the black spots around the port. This operation affected LPC, Tin Can Island Port and Kirikiri Lighter Terminal 1&2. As a result, we have leveraged this opportunity to have a wider road and a line of site for all the trucks that are accessing the port. We also want to repeat this exercise before the end of 2022 in order to consolidate on the gains and to ensure there is full compliance to have a mobile court.

We are discussing having an enforcement team that will be separate from the enforcement of the laws now, the traffic laws and regulations, a separate team with a higher authority that can criss-cross jurisdiction because we have Port Authority jurisdiction and Lagos state jurisdiction. There is a blueprint that will be announced to the public in no too distant future so, once that is announced, that team will be the one that will be in charge of all those illegal points that would have been agreed with Lagos state to ensure that illegal checkpoint do not come back again. The ones that have been accepted that would be announced by Lagos state or by NPA jointly will be published so that the general public will get to know about it. Once we have that, it means that it will not be business as usual again. If you go against the law you will be arrested and prosecuted immediately.

Thank you for your time sir.
It is my pleasure.



Nigeria's Port Concession Model Best In Africa – World Bank Team

... 25yr Port Masterplan Back On Track – MD, NPA

The port concession model of the Federal Government that was rolled out in 2006, has been adjudged the best in Africa, so says a team of experts from the World Bank Nigeria Office on a working visit to the Nigerian Ports Authority's head-office, on Thursday.

Reacting to the Bank's positive assessment during his meeting with World Bank and International Finance Corporation (IFC) officials, Managing Director of Nigerian Ports Authority, Mohammed Bello Koko, stated that the port

concession exercise has clearly enhanced Nigeria's goal of becoming the leading blue economy in Africa, adding that his administration's focus is to facilitate a port-led industrialization in the country through infrastructural renewal and deployment of modern technology tools.

The NPA helmsman told the delegation from the World Bank Nigeria Office led by Olatunji Ahmed and Christian Mulamula, Principal Investment



Officer - Infrastructure (IFC), that the Authority duly appreciates the excellent support provided by the World Bank under its private participation in infrastructure (PPI) scheme, “we at NPA fully appreciate that efficient port operations will enable our government and businesses provide services that are affordable and sustainable, leading to reduced poverty and inequality.

He urged the Bank to sustain the support and synergy especially now that the Authority is in search of alternative funding sources to bridge its infrastructure gaps. “We look forward to better collaboration with the Bank in the development of more mega or deep-sea ports across the country with world class facilities, high

quality and efficient operating system, like the Lekki Deep Seaport is now our priority”, he declared.

Speaking further, he expressed the confidence that with the quality of attention being paid by the Federal Government to port infrastructure renewal, “we are very confident that moving goods to and from Nigerian ports would soon be top of the range, cost efficient and comparable with the leading ports of the world. We have made remarkable progress tackling the intractable traffic gridlock on the port access roads with the deployment of an electronic call-up system for trucks, called “Eto”. There is room for improvement, the Apapa axis is good but the Tin-Can axis, we’re calling for a quick fix before the rains’, he appealed.

The NPA MD informed the World Bank team that the 25 Year Port Master-plan which had earlier suffered some glitches is now back on course, stressing that the Authority intends to call for the support of the Bank in the operationalization of the port master-plan.

Earlier in his remarks, Ahmed, a Senior Transport Specialist with the Bank, assured his host that the World Bank Group would continue to partner Nigeria and other interested countries to develop transport infrastructure and services that are safe, green, efficient and inclusive. He stated that the Bank is happy to partner with the Authority over the years and intends to continue to provide the assistance to the Authority in the journey towards becoming the preferred destination of cargo in Africa.

The World Bank and IFC delegation expressed both organizations willingness to work with NPA to support the improvement of port infrastructure under a public private partnership arrangement between the Authority and another third party. They equally requested for a project tracker report on the actions and improvements recorded in the port concession programme so far.

Ahmed also informed his host that his

Office would assist the Authority in its review of the concession agreements with terminal operators: including governance; pricing; operations; transit/exit from the port; traffic management and other key issues, as outlined in the concession framework.

Mulamula disclosed that the IFC (a member of the World Bank Group), is set to make an investment in the Lekki Deep Seaport, just as it is willing to support the Terminal Operators in infrastructure upgrades. He further said that the IFC is willing to invest funds for the rehabilitation of the Tin-Can Island Port as a private participation in infrastructure (PPI) project.

In a related development, the Managing Director along with members of the Management team met with the officials of Bollore Transport and Logistics Nigeria (formerly SDV Nigeria) led by its Managing Director, Folashade Akanni-Shelle.

The delegation from Bollore informed the NPA MD of the company’s desire to expand its logistics facilities across the country, to boost its market share and service offerings in areas like customs releases, warehousing and door-to-door delivery to clients.

Akanni-Shelle explained that her organization remains a major operator in transport and logistics across the continent, “we hope to sustain the cordial business relations we have established with the NPA for the benefit of the Nigerian economy”, she said.

Bello Koko assured Bollore of the Authority’s commitment to work closely with all its local and international partners. He charged Bollore to identify likely locations suitable to set up such logistics bases, in particular at the Eastern Ports where such facilities are in dire need.

QUOTES FROM THE MARBLE HOUSE

Mohammed Bello Koko's Critical Statements



Thank you sir for all the support and advice you have given over the years as a Father. Lagos hosts two of the busiest Ports in Nigeria.

Lagos is NPA, NPA is Lagos.

Bello Koko addressing the Oba of Lagos, Oba Rilwanu Babatunde Akiolu 1 at his palace during a courtesy visit.

We at the NPA thank the Authorities of the Nigerian Navy for your collaboration in fighting crime on our Waterways, most especially with the launch of the 3-degree Security Exercise.

Bello Koko addressing the visiting newly appointed Flag Officer Commanding the Western Naval Command Rear Admiral Y.B Wambai at the NPA Corporate Headquarter office.

There has been a drastic decline in various vices and corruption at the nation's Seaports. This further goes to show that our services are

delivered in line with our Standard Operating Procedure.

Koko addressing Soji Apampa who led the Maritime Anti-Corruption Network to the NPA Corporate Headquarters.

The PA would support local Industries with good business concept which would add value to us and the nation at large

Koko, MD PA statements while receiving Management of Ballore Logistics led by its CEO Sade Akanni Shelle at the NPA.

The Management under my Command is determined to further improve the hitherto traffic gridlock at the papa corridor. Even though we are not yet there, we can categorically state that there has been a tremendous change since the application of the ETO system.

Bello koko addressing the Head of the World Bank Team Olatunji Ahmed during a courtesy visit to the NPA.

The Lekki Deep Sea Port project is one with the potential for continuous growth and expansion ... We will partner with relevant

Stakeholders in the provision of barging services as well as ensure the Port is Safe and Secured for business.

Mohammed Bello Koko addressing critical Stakeholders and members of the Press on the Ongoing Lekki Deep Sea Project.

This meeting is coming at the right time. We have embarked and paid more emphasis on the digitalization of our operations. We have also began the automation of the Harbors section

Bello koko making his remarks during a courtesy visit of the Ambassador of Finland Ms Lena Pylvanainen to Nigeria at the Corporate Headquarters.



Crisis Management In The Work Place

Crisis is bound to occur at any given point in time. At one point or the other, every organization is faced with one crisis or the other. Dealing with crisis is most paramount to Public Relations professionals in today's corporate world.

Handling crisis in the workplace is one of the most important dictates every Public Relations practitioner must face at any given point in time. The most important thing in crisis management is the ability to turn wrongs into right in a systematic and strategic manner.

Public Relations crisis threatens your **Brand reputation** and can as well damage your **Brand image** if not handled carefully.

Professional Public Relations practitioners follow up crisis immediately it happens rather than allowing it to be full blown because at

the full blown stage, the Public Relations team needs to do serious work in order to control the damage done to the brand.

It will be most expected that every organization should try its best as it can to prevent crisis from occurring in the first instance. Although this is not possible as crisis are bound to occur at any given time, so preparing for crisis should be most paramount.

Another strategy Public Relations prioritizes is to train personnel for the purpose of crisis management and conflict resolution in the work places because often time crisis is not planned, they just happen.

The right approach to handling crisis is vital due to the fact that crisis that is not properly handled can bring down the whole organization or adversely affect the brand. Proper communication skill is deployed at this point, the person to communicate to the public/media officer is another important tool the Public Relation practitioner needs. This is so because

Public Relations is all about truth, stating what happened or addressing the publics in a strategic manner.

The Public Relations officer is expected to understand the damage a crisis can do to the brand. It is the duty of the Public Relations officer to consult experts both internal and external to rub minds so that it will not cause more damages.

Professional Public Relations Practitioner should have patience to study damages the crisis had caused, put thoughts together before reacting. Calm the situation, if necessary. This helps in sending a message to the public that you are putting the situation in check.

The message for the internal and external Publics should be in one voice in order not to contradict one another, they are to pass the same message across in handling the crisis. The essence of this is to win back the minds of the people the crisis had affected. This is embodied in critical perception management.

Another unit a professional Public Relations practitioner should have is a research team. This team helps in asking questions from the public to know if the Public Relations team have really done a great job to win back the hearts of the public. The research team is one powerful tool every Public Relations organization need to have in solving crisis at the work place. This team helps the crisis management team to know what steps to take and ways to go about before making any statement as regards the crisis, in other words there is need for feedback.

In conclusion, Public Relations practitioners should be prepared for crisis before it happens, systematically accept faults and take responsibilities give clear message to the public using both internal and external Public Relations expertise to do a proper follow up to ensure that situation is calm and also making sure the brand gains back its reputation in a short time using all the Public Relations available tools.

**Culled from Google.*

NPA Management Tours Warri Port



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (5th left), His Royal Majesty, Olu of Warri, Ogiame Atuwatse 111 (7th left), Executive Director, Marine & Operations, hon. Onari Brown (4th left), Executive Director, Technical Services, Prof. Idris Abubakar (4th right), senior officers of NPA and Chiefs of the Warri Kingdom during the visit to the Olu of Warri.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (left) addressing stakeholders during a working visit to Delta Ports, Warri.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (3rd left), and senior officers of NPA during the tour of Delta Ports, Warri.



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Tin Can Island Port
P.M.B. 1201, Apapa, Lagos
Email Address:
tcipinfo@nigerianports.gov.ng

Rivers Port, Port-Harcourt
Basket House, P.M.B. 5043
Port-Harcourt - Rivers State
Email Address:
gabubakar@nigerianports.gov.ng

Delta Ports, Warri
P.M.B. 1054, Warri
Delta State
Email Address:
deltainfo@nigerianports.gov.ng

Calabar Port Complex, Calabar
New Calabar Port Complex
P.M.B 1014 Calabar,
Cross-River State
Email Address:
calabarinfo@nigerianports.gov.ng

Onne Port Complex, Onne
Onne Port Complex,
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LEÇON TRENTE (LESSON 30)

In the last lesson we studied Plural of nouns.

Revision questions

What are the plurals of the following French nouns?

1. La maison (house)
2. La patronne (boss)
3. Le pois (pea)
4. Le fils (son)
5. le garçon (boy)

In this lesson, we shall be studying some French Nautical terms.

Nautical Terms

English

- abaft
- aboard
- anchor
- anchor cable
- anchor light
- anchor rode
- anchorage area
- apparent wind
- auxiliary engine
- barge
- beam
- berth
- bollard
- breaker
- breaker line
- bunk
- buoy
- buoyage
- buoy station
- cabin
- combustion
- compass
- craft
- deck
- diesel
- diesel engine

Nautical Terms

French

- sur l'arrière.
- par le travers.
- ancre
- davier
- feu de navire au mouillage
- ligne/chaîne de mouillage
- zone de mouillage
- vent apparent
- moteur auxiliaire
- péniche
- largeur de coque
- courette
- Poteau d'amarrage
- brisant
- ligne des brisants
- courette
- bouée
- balisage
- position donnée
- cabine
- combustion
- compass
- navire
- pont
- gasoil
- moteur diesel

On se verra la prochaine fois.

(All the best, See you next lesson.)

LONG DRIVE TO SUCCESS

It is the zeal to keep surging
The burning passion to push harder
Never to stumble when the drought
looms
When the barn diminishes of its
splendor

It is the hope we cling to
relentlessly
Coursing through the daily
hemisphere of life
Be it through the zesty
metropolitan
Or the subtle feel of nature on a
rural countryside

It is the courage that comes with
tact
Through the confines of diligence
and good will
That subconscious affirmation that
time indeed is precious Go onward
together, no man has ever been an
island of his own
Trample over the temptation of
procrastination
Let pride and prejudice not be the
end result
With a head held high in prudence
and agility
A gallant chest weather-beaten
with valor

Keep the fire burning
It is the only thing that keeps man
whole
Integrity comes through the work
of your hands
Never relent, stay dogged and move
with determination On the long
dreary road to success

POEM BY UMA PETER JOHN



The African football legends that played at Abdoulaye Wade Stadium

AFRICAN FOOTBALL LEGENDS GATHER IN SENEGAL TO INAUGURATE NEW STADIUM

The Brand new Abdoulaye Wade Stadium near Dakar in Senegal was formally inaugurated in February with a football match which pitched Senegal all-stars' team and The African legends team comprising of footballers across the whole of Africa.

The match which was 1-1 at the end of play had Emmanuel Adebayor give a pass to Jay Jay Okocha of Nigeria who equalized after the senegalese all-star team had taken the lead through a goal by Kalilou Fadiga in the twelfth minute.

In goal for the African all stars were Agassa Kossi of Togo and Alain Gouamene of Cote D'ivoire.

Other Africa stars who participated in the match include



Asamoah Gyan (Ghana), Didier Drogba (Cote D'ivoire), Samuel Eto (Cameroun), Daniel Amokachi (Nigeria), .and so many other players.

Among the personalities who

graced the event were CAF President Patrice Motsepe, Presidents Turkey, Guinea Bissau, Gambia, Rwanda and FIFA President Gianni Infantino who described the stadium as jewel.

BEAUTY WITH BRAINS; D'TIGRESS AND SUPER FALCONS SET TO RULE THE WORLD

Omidiji Olubiya

One are the days when the male folk dominated the sporting environment of Nigeria. They represented the Country in various sporting events while the womenfolk watched by the sideline. Before now, albeit wrongly, sporting events were seen as mainly for the men while house chores and other forms of domestic works were meant for our women.

Fast forward about two decades ago, our women started participating actively in sporting activities from the local-state and international levels. A team that readily comes to mind worthy to be appreciated are the Female National team of Nigeria who dominated African football for decades.

They represented the African Continent in football events such as the Nation's Cup, World Cup and the Olympics, etc. They competed with the best in the world and fared as worthy ambassadors of Africa, winning 11 nation's cup trophies and recently qualifying for the forthcoming edition.

The super falcons of 1999 performed brilliantly qualifying for the World Cup. It had the likes of Florence Omagbemi, Maureen Mmadu, Mercy Akide, Kikelomo Ajayi, Stella Mbachu. It won the first ever African Women's Cup of Nations in 1998 and consecutively thrice. Many have even gone to achieve more for themselves and became coaches as well.

Meanwhile, the recently concluded Tournament of 16 teams across three FIBA Women's basketball world cup 2022, qualification games, held in Belgrade, the zeal to qualify for the 12-team tournament proper for Sydney 2022 saw Nigeria competing with the likes of China, Mali and France.

The coach Otis Hughley tutored team lost its first game to China 67-90 defeated the likes of France 67-65 and Mali 73-69 at the tournament held in Belgrade capital of Serbia.

The 2022 edition of FIBA Women Tournament the 19th in the series would take place in Sydney, Australia between 22nd September and October 1st, 2022. The team captained by Adaora Elonu initially



SUPER FALCONS

ranked 15th before the tournament is now the 14th best basketball team in the world.

In the light of the above, let us also take a look at the recent achievement of our female basketball team,

D'Tigress which has climbed the upper ranges of the ladder of female basketball in Africa, which hitherto was dominated by countries such as Angola, Cameroon, Mali, Rwanda and Senegal.

RECORDS AT OUR DISPOSAL

2022	Qualification for 2022 FIBA	
2019	FIBA Women's Afro Basket	1 st
2017	FIBA Women's Afro Basket	1 st
2015	FIBA Women's Afro Basket	3 rd
2007	All African Games	2 nd
2005	FIBA African Championship	1 st
2003	FIBA African Championship	1 st

In conclusion, in as much as we have appreciated the positive contributions of our heroines in Nigeria sports, we cannot ignore the efforts of the men as well. both genders should be appreciated for being selected and worthy ambassadors of Nigeria.



Cameroon, Morocco, Tunisia, Ghana and Senegal will represent CAF in the first ever November/December World Cup.

All five qualifiers booked their places at Qatar 2022 by winning two-legged playoffs.

Those playoffs turned out to be largely close affairs as the away goals rule sent Cameroon and Ghana through, while Senegal beat Egypt in a penalty shootout.

Elsewhere, Tunisia held on for a 0-0 draw against Mali to see them prevail 1-0 on aggregate, while Morocco were the only big winners on the big day as they thrashed DR Congo 4-1 (5-2 on aggregate).

Which African teams are going to Qatar 2022?

- *Cameroon
- *Morocco



Africa's five teams going to the Qatar World Cup

- *Tunisia
- *Ghana
- *Senegal

Arsenal midfielder Thomas Partey scored the crucial away goal which saw Ghana claim a 1-1 draw in Nigeria.

There was more drama in Algeria where Ahmed Touba scored in the 118th minute to leave Cameroon on the verge of elimination, only for Cameroon to hit back in the fourth minute of added time in extra time as Karl Toko Ekambi snatched victory from the jaws of defeat.

Penalties were needed to separate Egypt and Senegal after three and a half hours.

Egypt had won the first leg 1-0 but lost the second by the same score after extra time.

That sent the contest to spot-kicks where Mo Salah missed and Sadio Mane scored as Senegal prevailed 3-1.

Egypt's players were handicapped by home fans shining lasers in their eyes.

Achraf Hakimi was among the scorers for Morocco.



I am a proud officer of NPA who saw sports as duty call — Innocent Umar Gamboro

Innocent Umar Gamboro is NPA'S General Manager, Board secretary and legal Adviser who has been involved in sporting, activities representing the Authority in several events at different sporting arena over the years.

In this interview, with the NPT team of Agboola Abidemi, Lucy Akinsanya and Amunike Nkechi, he shares his experiences of his sojourn in NPA's sporting history.

When did you start participating in sports in NPA? Also, which of the sport did you participate in?

I started sport in NPA right from when I got employed, I started playing basketball in 1989, 1988 as youth corp member, 1989 to 1990 however I developed an injury, but in 1997, I decided to switch over to a less confrontational sport which was tennis and this occurred by chance.

NPA was preparing for a NIPOSA games in Port Harcourt, they were searching for sports men who will participate in various events and I informed the chairman of the event, that is Borris Beka, so he drafted me into tennis. I didn't have any experience in tennis then and I borrowed my first racket from Golden Charles 79 but all is now history.

I joined the Port Harcourt sport club and started learning tennis properly. I really improved and got named the Obatosu of tennis. Obatosu in Igbo language means, when you come good things begin to happen.

I represented NPA in NIPOSA games. The first NIPOSA games was in Calabar and I was a silver medalist in tennis, I was beaten by one of our late boss named Monday. From then on I represented NPA in Lagos NIPOSA games.

My involvement in NPA when I came to limelight was when we played in FEPSGA A games. The first Federation of Public Service Games (FEPSGA) was in Bauchi 2004/2005. In Bauchi, I won a bronze medal in the doubles event.

However, in Niger, then, my tennis had improved in Minna. I paired with Kunle Ajibola and we won Gold in tennis doubles in Federation of Public Service Games FEPSGA. We also played in Abuja when they hosted, we got a bronze medal and paired with Mr. Ambrose Adadi. With the increased responsibility



in the office and age coming into it, I started reducing my involvement in sporting activities, since we have younger ones who are coming to take over.

What motivated you to represent NPA at the games?

A lots of things motivated me to represent NPA; firstly, I am a proud officer of NPA and if duty calls I always want to go and serve the organization. I love the sport tennis, I'll also want to go and play.

I also wanted the break too, you know during the sporting games we have break from all this tedious work and we relax during the game. Also, in the games you get to meet and know all other officers in Nigeria and I think I am a big beneficiary of knowing so many other officers in all other ministries, departments and agencies around Nigeria.

How long have you represented NPA at NIPOSA games?

For NIPOSA games, I gave the first 15 years of my career to representing NPA NIPOSA and other games. As I rose through the ranks, it became more difficult to leave duty to go and represent NPA in the games.

How many medals have you won so far at the games?

Notably, I won a silver medal in Calabar for NIPOSA games in (2001), in Minna I won Gold medal at the Federation of Public Service Games FEPSGA in (2007) and in Bauchi 2005 we won Bronze in men's doubles event.

What's your dream for sport in NPA?

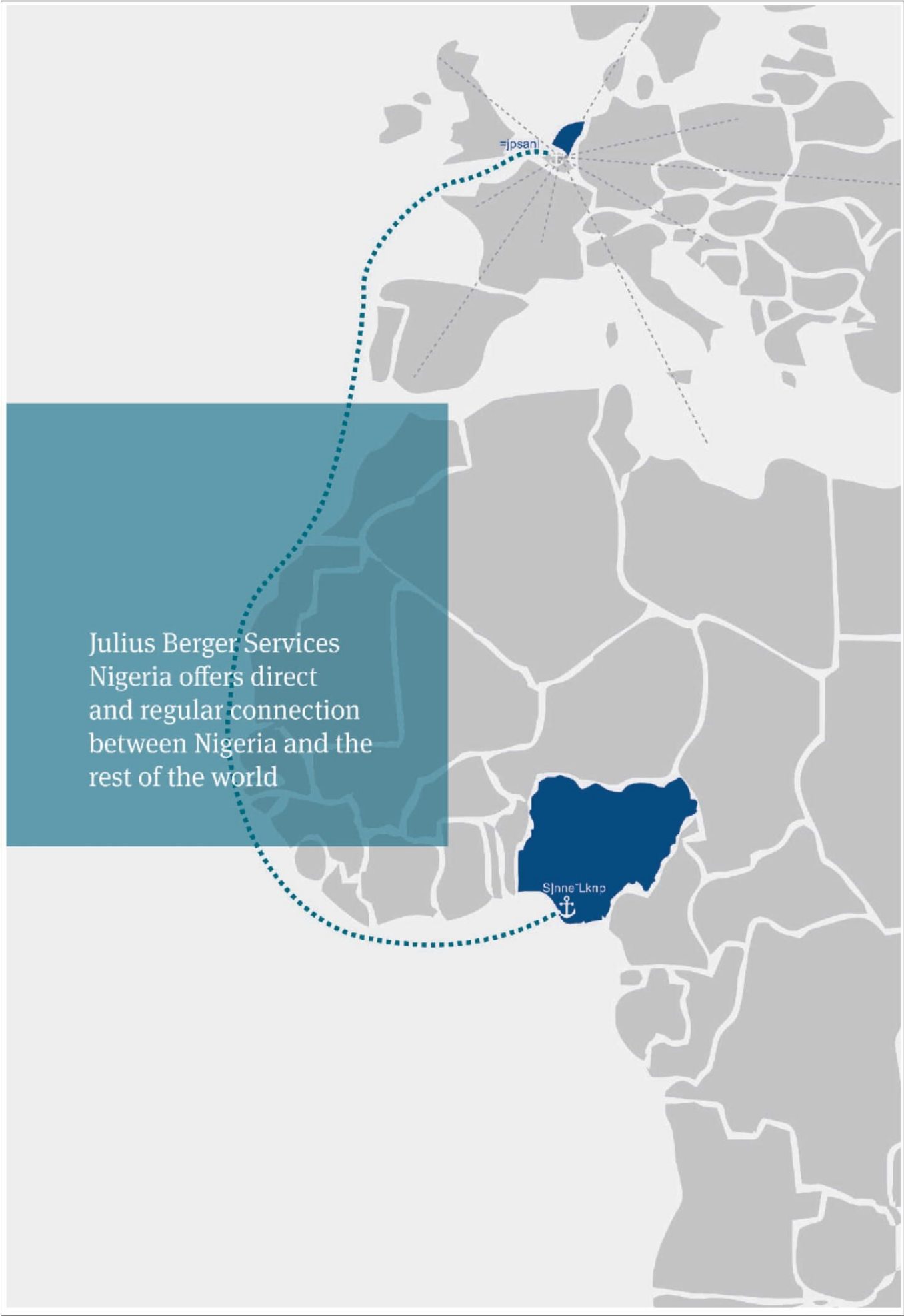
Firstly, the administration of sport NPA; we need to stop putting people in charge based on the office which they occupy. We need to put sports men, people who know about sports to run the administrative part.

A clear example, names withheld, we were told to buy sporting equipment when I was Sporting Adviser in Tin Can Island Port, and one of the officers given the assignment to buy what we would wear for tennis went to the main road and bought socks you wear for light shoes and when he brought it, we saw that it wasn't sporting socks.

He doesn't know the difference between sporting socks and leisure socks. Even for the sporting, the other officer also bought Chinese canvas, he doesn't know the difference between a tennis and a Chinese canvas.

So we need to put in administration those who know about sports. The management should ensure at every given point in time that the head of department is the one who we should be given because he is a sport man or sport woman.

Secondly, I'll advice management not to take sport lightly, because it is not just a jamboree, it has health benefits, it has social, moral, and psychological benefit for the workers. It also boosts our ego as workers who are not participating in sport to hear that our colleague has gone to win laurels. It also gives you respect among other ministries, departments and agencies when they hear the name



The image is a map of the African continent with a light gray background. The country of Nigeria is highlighted in a solid dark blue color. A thick, dark blue dotted line originates from a port on the southern coast of Nigeria, marked with an anchor icon and the text 'Lagos', and curves northwards to a port in Western Europe, marked with an anchor icon and the text 'Amsterdam'. Several thin, dashed gray lines radiate from the Amsterdam port to various other locations across Europe. A semi-transparent teal rectangular box is positioned on the left side of the map, partially overlapping the dotted line and the African continent.

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