



Rejuvenating Eastern Ports Take Center Stage



BILINGUAL



NIGERIAN

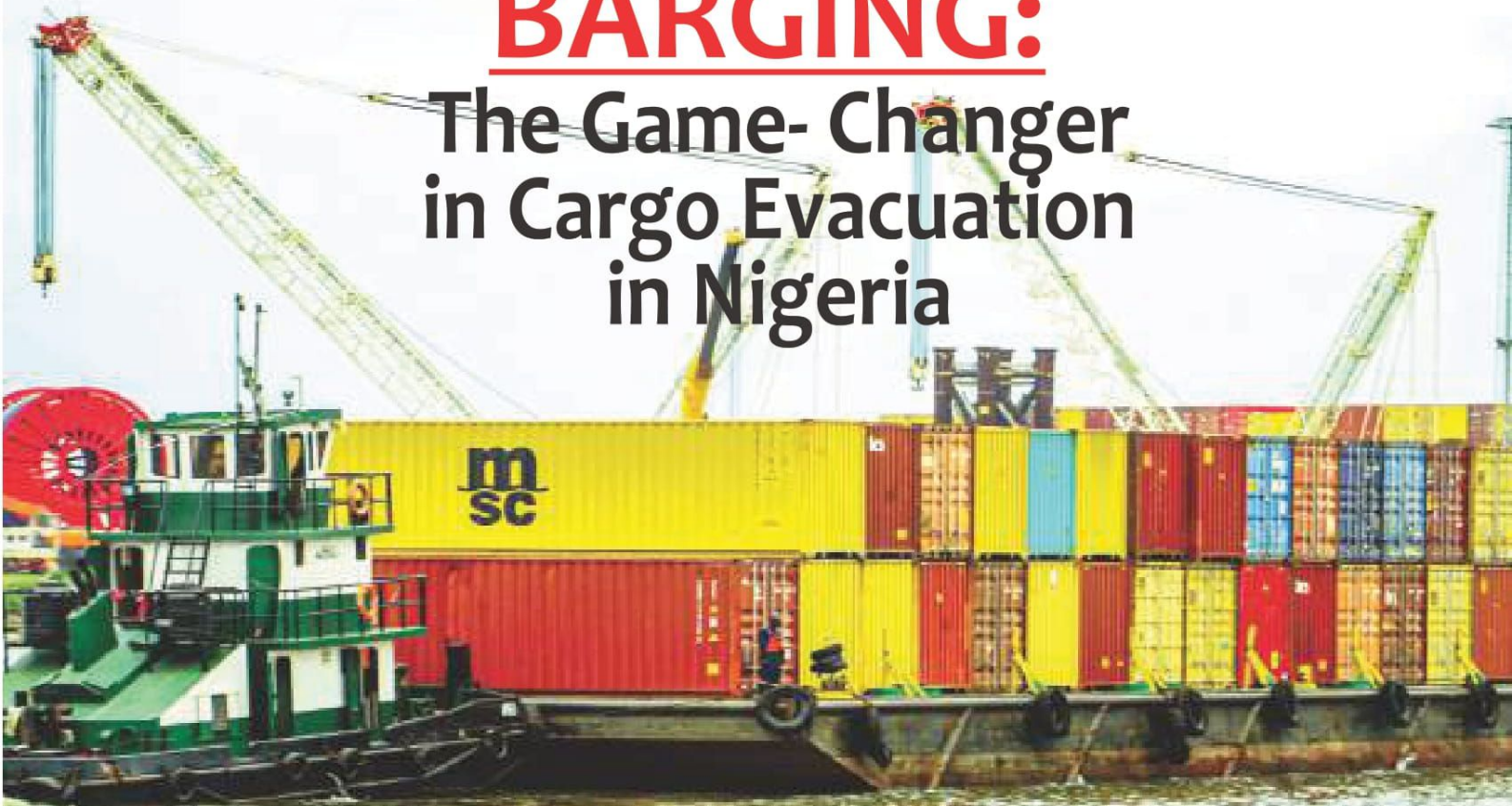
Web: www.nigerianports.gov.ng

PORTS Today

*VOL. 7 No 31; JULY - SEPTEMBER, 2022 * ISSN: 2276-6413 ...The Hub of Maritime News...

BARGING:

The Game- Changer in Cargo Evacuation in Nigeria



OPERATION DE BARGES:

UN CHANGEUR DE JEU DANS L'EVACUATION
DES CARGAISONS AU NIGERIA



Agenda
for Mu'azu
Jaji Sambo
Minister Of
Transportation

We can only stay
healthy by being
active and positive
minded — Chief F.B Agoro

Retired As Port Manager
Eastern Ports In 1979



NOT FOR
SALE

- Efficiency - Customer Satisfaction - Safety & Security - Innovation



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

Our stakeholders are top on our priority list, little wonder we are proactive and innovative in managing our 6 ports across the nation with the aim of maximizing operational efficiencies and providing value for money to all our stakeholders and port facility users.

We are a National Brand Asset Anchored on Service Excellence

Nigerian Ports Authority

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



www.nigerianports.gov.ng

Our Port Locations:

Lagos Port Complex, Apapa
P.M.B. 5001 Apapa Lagos
Email Address:
apapa@nigerianports.org

Tin Can Island Port
P.M.B. 1201, Apapa, Lagos
Email Address:
tin-can@nigerianports.org

Beaufort Port-Port Harcourt
Bakel House, P.M.B. 5243
Port Harcourt Rivers State
Email Address:
beaufort@nigerianports.org

Calo Port, Warri
P.M.B. 1054, Warri
Delta State
Email Address:
calo@nigerianports.org

Calabar Port Complex: Calabar
New Calabar Port Complex
P.M.B. 1014 Calabar
Cross River State
Email Address:
calabar@nigerianports.org

Onew Port Complex: Onne
Onne Port Complex
P.M.B. 4599 Onne
Rivers State
Email Address:
onne@nigerianports.org

CONTENT



* FROM THE WHEEL HOUSE: A Salute To The Game-changer	4
*FROM THE DESK OF THE CEO.....	6
* BARGING: The Game- Changer in Cargo Evacuation in Nigeria.....	8
OPERATION DE BARGES: UN CHANGEUR DE JEU DANS L'EVACUATION DES CARGAISONS AU NIGERIA	18
“We are thinking about e-call up for badges too” — Hon Onari Brown, Executive Director, Marine Operations	28
Barge Operation has to be fully-commercialised — CAPT. IHEANACHO EBUBEOGU	31
*Barge Operations Has Contributed To The Decongestion Of Lagos Roads — Mr Andrew Lynch	34
*We are sitting on about three billion dollars’ business with 100 percent local content — Olumekun, President, BOAN	35
*We can only stay healthy by being active and positive minded — Chief F.B Agoro	38
*Rejuvenating Eastern Ports Takes Centre Stage	40
*Agenda For Muazu Jaji Sambo, New Transportation Minister	45
Sustainable Investment In People, Assets And Systems Is Essential For NPA’s Present And Future, Says Adenrele Adesina, ED, Finance & Administration	48
*Health Benefits Of Ginger.....	52
*World’s top 10 ports.....	54
*PHOTOSCENETHESIS	56
*CUISINE	82
* Bello Koko: MD NPA The Game Changer. Whom Do I Tell Your Story?	88
* ONITSHA PORT: A Critical Overview Of Its Prospects And Challenges To The Nigerian Economy	92
*We are committed to changing the fortunes of Eastern Ports — Bello Koko	95
*Ocean Shipping before the Age of Flight: A Spotlight on the Mv Aureol	98
*PARLONS FRANÇAIS	101
*Sports Will Grow In Leaps And Bounds In The NPA — NGINI	102
* Tobi Amusan: Nigeria's golden girl.....	104
*How Nigerian Sports Women Set The Pace For Their Male Folks.....	106



A Salute To The Game-changer

From his first day in office, Managing Director of the NPA, Mohammed Bello Koko, had left no one in doubt that the focus of the Management Team is to build a port system that is resilient to supply chain disruptions and able to respond adequately to the needs of the business community.

Additionally, Koko promised the rehabilitation of decaying ports' infrastructure, improve marine services, cut down operational costs, improve revenue, institute measures to recover the Authority's lingering debts, improve employees' welfare among other measures.

A recent study sponsored by the World Bank ranked some Nigerian ports among the best performing seaports in sub-Sahara Africa. The reforms introduced by the Bello Koko-led Management has encouraged most shipping lines in the country to incorporate inland barge services and this has helped tremendously to improve efficiency of cargo evacuation, be it RoRo, Containers or Bulk Cargo. The service is also being used to return export laden and empty containers to the port.

Aside the use of Barges, and as part of its intermodal port strategy, the NPA and the Nigeria Railway Corporation now have an arrangement on the use of trains to move goods in and out of the ports. And going by the level of work already done by the contractors working on the port rail connection project, the rail link is expected to fully-materialize before the end of this year.

The attention and resources committed to the revitalization of ports along the country's Eastern corridor by the current NPA leadership has been generally commended. This effort forms the thrust of the second major story in this edition.

The country's volume of non-oil exports handled has grown significantly, just as the Calabar Port welcomed its first cargo vessel in about three years. The re-development of quay aprons at the Rivers Ports Complex has kicked-off, while Management is considering an increase of tariff discount from 10 to 30 percent for service providers, as part of a multi-pronged approach to attract more vessel and cargo traffic to the Eastern ports. This new regime of tariff rebate would however be predicated on measurable performance metrics. Management is equally working for the speedy actualization of the Bonny Deep Seaport project.

Just as this edition is about going to the press, we received the good news about the honour done to the Chairman of the board of the NPA; Chief Akinwumi Ricketts. He recently bagged the Fellowship of the prestigious Nigerian Institute of Public Relations (NIPR). We congratulate and celebrate you Sir!

One is also happy to share the news of the appointment of our first female Executive Director, Finance and Administration (F&A), Ms. Adenrele Susannah Adesina; a celebrated global market analyst, corporate and investment banker, who served as Commissioner of Budget & Planning in Ogun State until 28 May 2019.

Apart from trending industry news for your reading delight, there are carefully selected technical articles written by our resourceful contributors and in-house experts. These are in addition to the regulars.

And yes! The 'NPT' is 10 solid years in print. Its been 10 years of commitment, perseverance, resilience and doggedness, but we have kept the flag of 'NPT' flying. In this edition we have included a special celebration pull-out for your reading pleasure.

As you surf through this edition, please remember we value your feedback and comments.

Bon Voyage!




Chief Nasiru Ibrahim
Editor-in-Chief

OUR TEAM

EDITORIAL

EDITOR-IN-CHIEF
Chief Nasiru Ibrahim

DEPUTY EDITOR-IN-CHIEF
Sarah K. Ballah

EDITOR
Kingsley Ukabiala

DEPUTY EDITORS
Ikechukwu Onyemekara
(Research)
'Sola Adesanwo (Sports)

CORRESPONDENTS
Omidiji Olubiye
Joachim Akinseloyin

REGIONAL CORRESPONDENTS

Ezinne Ashinobi (Rivers Port)
Barbara Nchey-Achukwu
(Onne Port)
Chijoke Ukadike (Calabar Port)
Famous Ovwimodiwoho
(Delta Ports)

REPORTERS
Lucy Akinsanya
Anas Mohammed

FRENCH TRANSLATIONS
Victoria Tarfa
Iguoba Okiemute
Ajijala Eburnola

EDITORIAL CONSULTANTS
Sesan Onileimo (FNIS)
Emma Adegbe
Oluwakemi Dauda

COLUMNIST
Kuroshi Lawrence

PRODUCTION

PRODUCTION MANAGER
Olusola Akosile

GRAPHICS
Gabriel Opara

CAMERA
Eze Friday
Paul Erakhifu
Abidemi Agboola

CIRCULATION
Gbenga Soyomi

AUDITOR
Abubakar S. Umar

SECRETARY
Mrs Salome Mbonu

A publication of the
Nigerian Ports Authority,
26/28 Marina, Lagos.
All enquiries should be directed
to Editor, Tel: 08033245638.
Email: journal@nigerianports.org

HOMMAGE AU CHANGEUR DU JEU

Dès le premier jour de sa prise de fonction, le Directeur général de l'Autorité portuaire du Nigeria (APN), Mohammed Bello Koko, n'a laissé personne en doute de l'accent que son équipe de gestion voudrait mettre sur la création d'un système portuaire qui serait résilient aux perturbations au niveau de la chaîne d'approvisionnement et serait en mesure de donner pleine satisfaction aux attentes du monde des affaires.

En outre, Koko s'est engagé à réhabiliter les infrastructures portuaires en décadence, améliorer les services maritimes, réduire les coûts de fonctionnement, améliorer le revenu, mettre en place des mesures pouvant aider au recouvrement des dettes intraitables de l'Autorité et améliorer le bien-être des employés parmi d'autres mesures.

Une étude récente sponsorisée par la Banque mondiale a classé les ports nigériens parmi les ports maritimes les plus performants en Afrique subsaharienne. Les réformes introduites par l'administration de Bello Koko ont encouragé la plupart des armements dans le pays à incorporer des services de barges à l'intérieur du pays et ceci a aidé à améliorer très grandement l'efficacité au niveau de l'évacuation des marchandises, que ce soit RORO, conteneurs ou marchandises en vrac. Le service est également en train d'être déployé pour retourner des marchandises d'exportations et des conteneurs vides au port.

Outre le recours aux barges, et faisant partie intégrante de sa stratégie portuaire intermodale, l'Autorité portuaire nigérienne et la Société nigérienne de Chemin de fer disposent actuellement de trains pour le transport aller-retour des marchandises des ports. Vu le volume de travail qui a déjà été réalisé par le consultant qui travaille sur le projet de connexion ferroviaire dans les ports, le lien ferroviaire devrait être complètement réalisé avant la fin de cette année.

L'attention aussi bien que les ressources vouées à la redynamisation des ports dans les corridors de l'Est du pays par l'actuelle direction de l'APN ont généralement été félicitées. Ces efforts constituent l'épicentre de notre deuxième article principal dans cette édition.

Le volume des exportations non pétrolières du pays ont connu une hausse significative au moment où le Port de Calabar a accueilli son premier navire à cargaisons dans environ trois ans. Le réaménagement de la voie du quai au niveau du Complexe portuaire de Rivers a été démarré alors que la Direction pense à augmenter la réduction tarifaire de 10 à 30 pour cents en faveur des prestataires de services comme l'une des approches multidimensionnelles visant à attirer plus de navires et de trafics de marchandises vers les ports de l'Est. Ce nouveau régime de réduction tarifaire serait cependant basé sur la performance métrique mesurable. La direction est également entraînée de travailler sur la réalisation rapide du projet du port maritime en eau profonde de Bonny.

Au moment de passer à la publication de ce magazine, nous avons reçu la bonne nouvelle de l'honneur qui a été fait au Président du Conseil d'Administration de l'APN, Mr. Akinwumi Ricketts. Il a tout récemment été nommé Membre du prestigieux Institut nigérien des Relations publiques (INRP). Nous vous félicitons et vous célébrons Monsieur!

On est également content de partager les nouvelles portant nomination de notre première Directrice exécutive en charge de l'Administration et des Finances (A&F), Mme. Adenrele Susannah Adesina; une analyste commerciale de renommée universelle, une banquière d'investissement et des entreprises qui a déjà occupé le poste de

Commissaires en charge du Budget et du Plan dans l'Etat d'Ogun jusqu'au 28 mai 2019.

En dehors des nouvelles vedettes de l'industrie qui vous ont été présentées pour le confort de votre lecture, il existe des articles techniques soigneusement sélectionnés par nos collaborateurs et nos experts avertis de la maison. Ceux-ci viennent compléter les articles réguliers de notre magazine.

Si! Le Port nigérien d'Aujourd'hui (PNA) compte d'ores et déjà dix années d'existence robuste sur le marché des magazines. Celles-ci ont été dix années d'engagement, de persévérance, de résilience et de rigueur mais nous avons réussi à toujours porter haut le flambeau du PNA. Nous avons inclus pour le confort de votre lecture dans l'actuelle édition un article spécial pour marquer notre anniversaire.



(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

Esteemed Stakeholders

It has been six months since my appointment as Managing Director of the Nigerian Ports Authority. The support that I have received from the Board, Management and Staff of and our various stakeholders have been most inspiring and overwhelming.

Over these months, we have witnessed improved adherence to work ethics. There has also been remarkable commitment to professionalism. Our collective desire to improve the Nigerian port system is very commendable.

These have spurred the Management Team on, in its desire to deliver to our stakeholders and the Nigerian people, a rejuvenated port environment.

During the Management Team's recent visits to the various ports, we identified ageing and dilapidated infrastructure. I assure you that we are determined to address these issues to the best of our abilities. In this regard, the dwindling fortunes of the Eastern Ports will receive our maximum attention.

In like manner, the Tin Can Island Port in Lagos will also receive the desired interest of the Management. In this regard, we are deeply appreciative of the assurance of maximum support which our Honourable Minister; Engr Mu'azu Jaji Sambo has given us.

I wish to also affirm my earlier commitment to sustain on-going involvement of barges in the movement of cargoes. No doubt, barging has brought about visible relief from gridlock on port access roads.

I believe that with the soon-to-be-commissioned Lekki Deep Sea Port, greater relief is on the way.

May I seize this opportunity to specially congratulate the Honourable Minister of Transportation; Engr Mu'azu Jaji Sambo and the Honourable Minister of State for Transportation, Ademola Adewole Adegoroye on their recent appointments by His Excellency, President Muhammad Buhari, GCFR.



Mohammed Bello Koko
MD, NPA

MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Chers parties prenantes

Cela fait déjà six mois depuis ma nomination en tant Directeur général de l'Autorité portuaire du Nigeria. Le concours dont j'ai bénéficié auprès du Conseil d'Administration, de l'équipe de gestion et du personnel aussi bien qu'après de nos différentes parties prenantes a été très inspirateur et incomparable.

Au cours de cette période, nous avons témoigné une adhérence à l'éthique du travail. Nous avons également remarqué un engagement vis à vis du professionnalisme. Notre désir d'améliorer le système portuaire du Nigeria a été fort louable.

Ces efforts ont poussé l'équipe de gestion à donner pleine satisfaction aux attentes de nos actionnaires et de la population nigériane qui recherche un environnement portuaire revitalisé.

Lors des visites récentes de l'équipe de gestion aux différents ports, nous avons identifié des infrastructures vieillissantes et dilapidées. Je tiens à vous rassurer que nous sommes prêts à aborder tous ces problèmes au mieux de notre capacité. A cet égard, les fortunes décroissantes des ports de l'Est du pays vont bénéficier au maximum de notre attention.

Pareillement, le Port de Tin Can Island à Lagos retiendrait également l'attention de la direction. En réalité, nous sommes profondément reconnaissants de l'appui massif que l'honorable ministre, l'Ingénieur Mu'azu Jaji Sambo nous a apporté.

Je tiens aussi à affirmer notre engagement avoué à soutenir l'actuelle implication opérateurs des barges dans le transport des marchandises. Sans doute, l'opération des barges a apporté beaucoup de soulagement au problème de l'embouteillage sur nos voies d'accès portuaires.

Je crois très pertinemment qu'avec le port en eau profonde de Lekki qui sera bientôt mis en opération, nous aurons plus de soulagement à cet égard.

Permettez-moi de profiter de cette occasion pour remercier de manière spéciale l'Honorable Ministre du Transport, l'Ingénieur Mu'azu Jaji Sambo et le Ministre délégué au Transport Ademola Adewole Adegoroye tout en les félicitant pour leur récentes nominations par le Président de la République, Son Excellence Muhammad Buhari, GCFR.



NIGERIAN PORTS AUTHORITY

To be the *Maritime Logistic Hub*
for *sustainable Port Services*
in *Africa*



Our Port Locations:

Lagos Port Complex, Apapa
P.M.B. 1021, Apapa, Lagos
Email Address:
lagos@nigerianports.gov.ng

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

Bea Port, Port Harcourt
Bea Port House, P.M.B. 3043
Port Harcourt, Rivers State
Email Address:
bea@nigerianports.gov.ng

Delta Ports, Warri
P.M.B. 1034, Warri
Delta State
Email Address:
delta@nigerianports.gov.ng

Calabar Port Complex, Calabar
New Calabar Port Complex
P.M.B. 1016 Calabar
Cross River State
Email Address:
calabar@nigerianports.gov.ng

Oneke Port Complex, Onne
Onne Port Complex
P.M.B. 6199 Onne
Rivers State
Email Address:
onne@nigerianports.gov.ng



www.nigerianports.gov.ng

info@nigerianports.gov.ng



BARGING:

The Game- Changer in Cargo Evacuation in Nigeria

By BALLAH SARAH, SOLA ADESANWO,
OMIDIJI OLUBIYI & FRIDAY EZE

I nland barge service has been in existence in Nigeria pre-independence, however the connection to international shipments was officially flagged-off on the 7th of February, 2018 with the movement of yam tubers in containers by Connect Rail Services via the Ikorodu Lighter Terminal to the Lagos Ports Complex, Apapa.

Following this development, the Management of Nigerian Ports Authority constituted an inter-departmental committee

to review the regulatory and operational framework of barge operations as well as licensing requirements; sub-committees were inaugurated at the port levels.

Prior to the introduction of barges at the port, cargo evacuation had become a huge challenge. Cargo-laden vessels had to wait for a longer time at anchorage; a development which led to congestion and revenue losses as a result of the inability of trucks to get into the terminals to evacuate bulk goods and containers meant for the hinterland. Trucks had to wait for weeks to access the port, the delay led to a lot of frustration for cargo owners, leading to the



diversion of cargo to neighbouring countries. It also led to an increase in the cost of goods and services at the port.

Inland barge service was born out of necessity, to provide relief to Nigerian shippers as the port-rail system was unavailable and the roads inadequate to solve the challenges of congestion at the port.

By 2020, the Nigerian Ports Authority had licensed about 58 barge operators. Investment in barge operations is estimated now to be over N20billion, just as the business has given employment to over 3,000 persons directly and another 2,000 persons indirectly. Today, an estimated 2,000 barges operate within the Lagos pilotage district, the busiest maritime traffic zone in the country.

Barge Operations and Ease of Doing Business

The President Muhammadu Buhari administration came up with a national policy aimed at creating an enabling environment for businesses, including in the area of ports and trade facilitation. The licensing of barges to move containers to and from the

port fits into the NPA's intermodal transportation strategy for a cost efficient and seamless evacuation of cargo to the country's hinterlands.

According to Mr Edeme Kelikume; the immediate past President of the Barge Operators Association of Nigeria (BOAN), well over a million TEUs and about 500,000 metric tons of general cargo are moved from the ports annually since the commencement of the inland barge services within the Lagos pilotage area. On the average, between 30 to 40 percent of containers handled at the two Lagos ports are moved by barges.

Similarly, the Managing Director of Mediterranean Shipping Company (MSC), Andrew Lynch, in a chat with NPT said barge operation now plays a very important role in the cargo evacuation process at the Lagos ports. In his words, "I think there is always room for improvement but, it's definitely playing an important role. Without the barges, evacuation of exports and empty containers would be a lot tougher. It is also playing important role for imports as well as I think since 2018 when it first started it has become an important part of the way Lagos Port operates. I think with the current volumes; we wouldn't be able to go back to a state where we didn't use barges anymore. I think it's becoming essential for the port to keep running".

Regulation Is Key

To enhance safety and efficiency of barge services, the NPA Management introduced a new regulatory framework for the operation of barges along with a new Standard Operating Procedure (SOP), which all operators must comply with.

In furtherance of this, the NPA also reviewed modalities for the registration of barges with emphasis on operators meeting certain Minimum Safety Standards ((MSS).

Under the new regulatory regime, an electronic call-up system is being developed for deployment for barge operations. This is aimed at streamlining movement of barges to reduce congestion and possible threat to ocean going vessels.

The NPA has also set out to develop a comprehensive profile of all barge operators, to make for easy identification, especially in line with efforts to check the use of barges that do not meet the minimum standards for barges and tugboats.

The Managing Director of the NPA, Mohammed Bello Koko stressed these while speaking during an interactive session with members of Barge Operators of Nigeria (BOAN).

Koko stated that, there is a new era in barge operations and all operators are required to key into the new order.



On communication, the Managing Director also hinted that henceforth, the installation of UHF Radio communication equipment as well as navigational lights on board crafts would be among the mandatory requirements for operators to ensure safe and secured operations.

He solicited the collaboration of stakeholders in ensuring that best practices are strictly adhered to, and warned that non certified personnel or crew would be allowed to operate these barges.

An inter-agency committee that comprises the NPA, Nigerian Maritime Administration and Safety Agency (NIMASA), National Inland Waterways Authority (NIWA) and Lagos State Waterways Authority (LASWA), have been charged to enforce safety standards on the waterways, including towing of wrongly anchored barges that are obstructing safe navigation along the channels.

NPA Criteria For Renewal/Issuance Of New Barge Operator License And/Or Permit To Operate

1. For renewal or issuance of new Barge Operator License, download and fill the Barge Operator Prequalification Assessment Form from the Authority's Website.
2. If you owned Barge (s) and/or Pusher Tug as a Barge Operator, download and fill as appropriate the Barge/Pusher Tug Minimum Safety Standards Prequalification Checklist for renewal or issuance of new "NPA Permit to Operate".
3. Submit Letter of Application along with the Completed Form(s) to the Managing Director of Nigerian Ports Authority at the Corporate Headquarters.
4. The Authority will verify the information contained in your submissions within the licensing year.
5. After verification of the submissions, the Authority will notify successful Applicants with Letter of Acceptance containing the Guidelines for Barge Operations in the Pilotage District.
6. List of successful Applicants shall be published in the Authority's website for the information of Stakeholders and Public.
7. All successful Applicants are to:
 - a) maintain an office in the Port City/Town where the barge operation is to be carried out to enhance Participation in the Barge Operations Daily Berthing Meeting and physical enquiries by Stakeholders.
 - b) pay Authority's Bills for renewal or issuance of new License and/or Permit to Operate.
 - c) obtain their "Licenses" and/or "Permits to Operate" at the Authority's Headquarters from the Assistant General Manager, Operations.

Barge Operation Guidelines For Terminal And Barge Operators

1. TERMINAL OPERATORS

a) Terminal Operators shall:

- i. ensure compliance with NPA License regulations before engaging a Barge Operator, Barge and Pusher Tug.
 - ii. not engage an unregistered/Unlicensed Barge Operator,
 - iii. not engage Barge and/or Pusher Tug without the "Authority's Permit to Operate".
 - iv. not stack Barges with containers' height higher than either the Wheelhouse or line of sight at the Bridge of the Pusher Tug or Self-Propelled Barge.
 - v. maintain daily "Cargo Record" containing details of all consignments such as purpose, content, destination etc. at entry/ exit point.
 - vi. maintain detailed daily "Barge Movement Record" of barges in the terminal and capture related berthing and sailing time.
 - vii. attend Barge Operation Berthing Meeting with the Harbour Master.
- b) Terminal Operator that flouts any of the provision in a (i)-(vii) above shall be directed by the Authority to stop all barge operational activities.

2. BARGE OPERATORS

a) The Barge Operator's License and Barge/Pusher Tug Permit to Operate is subject to compliance with the following Conditions:

- i. All operations are carried out with total compliance to all extant regulations.
- ii. All the Pusher Tugs and Barges (Both Self Propelled and Non-Self-Propelled Barges) to be deployed have valid "NPA Permit to Operate" for the year under consideration.
- iii. Barges are not stacked with containers' height higher than either the Wheelhouse or line of sight at the Bridge of the Pusher Tug or Self-Propelled Barge.
- iv. The hull of the barge is painted round with marine orange paint to a minimum wideness of 30cm from the deck.
- v. On the marine orange paint, the Permit to Operate Number shall be boldly inscribed with marine white paint on the sides (mid ship position), fore and aft of the hull of the barge.
- vi. The Pilotage Exemption Certificates (PEC) of Masters of the Tugs and/or Self-Propelled Barge is valid for the year under consideration. If the PEC is not valid, the Barge Operator shall request for pilotage service into or out of the Pilotage District from the Authority.
- vii. The Master and PEC Holder shall provide Port Control/signal station through VHF Radio the arrival and departure details of the Barge. The Master shall also inform Port Control/Signal Station of his movement intention before commencement of towage operation away from the berth to avoid the risk of collision with other vessel(s) in the channel;
- viii. Attend Barge Operation Berthing Meeting with the Harbour Master.
- ix. That the Barges/Pusher Tugs shall have Certificate of

Registry from NIMASA.

x. That the Condition Survey/Seaworthiness Report of the Barges/Pusher Tugs are satisfactory for operations.

xi. That the Barges and cargo must have comprehensive insurance cover by a reputable insurance Company;

xii. That the operation shall have due regards to ISPS Code;

xiii. That all accruable revenue to the Authority shall be paid;

xiv. That you submit a Bank Bond in the sum of Fifty Million Naira (N50,000,000)

from a reputable financial institution. Please take note that the Bond shall not be with any precondition. The Legal Division of the Authority shall be custodian of the financial instrument and verify its authenticity;

xv. Please take note that you shall be required to submit your Bank Bond within

Ten (10) working days from the day of acceptable of this offer, otherwise, the offer lapses.

xvi. That you furnish the Traffic Department with monthly report on your activities, a copy of which should be referred to the office of the Assistant General

Manager, Operation, Headquarters;

xvii. For a Barge licensed for RORO Barge Operations, note that all truck movements by barges shall be pre-approved by the Operations Department on a case-by-case basis specifying take-off and landing points for proper record keeping.

xviii. This approval is for twelve (12) calendar months and terminates on 31st December of the year license was issued. You shall re-apply for renewal on

the last quarter of the operational year. The renewal of your License shall be subject to the outcome of the quarterly oversight review of your operations by the Standing Committee to ensure you have addressed ALL observations of the inspection team particularly issues of safety in operation.

xix. That you indemnify the Authority against all aspects of the operation.

xx. That you indicate your acceptance of this offer within five (5) working days from the date of receipt of this letter.

xxi. The Authority may state any other requirement(s) deemed necessary for safety of navigation, security, and revenue mobilization.

b) Barge Operator that contravened any of the provision in a (i)-(xx) above shall correct non-conformance after a Warning Letter. The Authority's license shall be withdrawn

from erring Barge Operator after two consecutive Warning Letters on the same issue

and will be directed to stop service indefinitely until further notice.

STANDARD OPERATING PROCEDURE (SOP) FOR BARGE OPERATIONS WITHIN NIGERIAN PORTS AUTHORITY'S PILOTAGE DISTRICTS, 2022.

The following underlisted Standard Operating Procedure (SOP) shall apply to barge Operating in Nigerian Ports Authority's Pilotage Districts.

1. Registration/Before Arrival:

i. A company applying for Barge Operational License shall be registered with

Corporate Affairs Commission (CAC) and shall produce evidence of such registration.

ii. All Applications in respect of licensing for Barge Operations shall be addressed to the Managing Director, Nigerian Ports Authority.

iii. Any application regarding approval for Barge Operation shall be preceded by an inspection of jetty facilities by the Standing Committee on Barge Operation and submission of its report and findings to NPA management for consideration.

iv. The Inspection Team shall verify the following:

(a) Nigerian Maritime Administration and Safety Agency's (NIMASA) Certificate of registration of Barge showing that it is seaworthy.

(b) Certifying Documents of the Pusher Tug which must be up to date.

(c) Receipt of payment of NPA Conservancy Dues for the Barge

(d) Pilot Exemption Certificate (PEC) issued by the Harbour Master of the Pilotage Districts.

(e) Insurance certificate for the Barge.

v. An annual licensing fee of One Hundred Thousand Naira (N100,000.00) shall be paid by the applicant on approval of the application for Intra-Pilotage District route.

vi. The operations shall comply with all Nigerian Ports Authority's extant rules and regulations as outlined in the conditions stipulated in the approval conveyed by the Authority.

vii. Operations shall have due regards for International Ship and Port Security (ISPS) code.

viii. Loading /discharging operations shall be monitored by the Traffic Manager of the Port concerned.

ix. The Operator shall furnish the Traffic Department of the Port with monthly report on all activities in respect of operations, a copy of which shall be sent to the office of the Assistant General Manager, Operations, HQ, for record purposes.

x. All barges calling at any of the Pilotage Districts must use NPA Pilot except where Pilot Exemption Certificate (PEC) is issued by Nigerian Ports Authority through the concerned Pilotage District.

xi. Barge shall not proceed to the Berths except approval is granted by the Port Manager of the Pilotage District.

xii. When a barge arrives the Master or the Pilot shall call the signal station to announce the arrival.

xiii. All operating licenses are renewable to the expiration of the previous license and is subject to the outcome of the oversight review of the operations of the license.

xiv. Upon receipt of Barge Operating License, the

Operator shall inform the Port Manager and Terminal Operators of the Port before starting Operations.

xv. Each Operator shall submit Fifty Million Naira (N50,000,000.00)

unconditional Bank Bond in favour of Nigerian Ports Authority to qualify for operation within ten (10) working days of submitting the acceptance letter.

xvi. Payments for the services shall be in compliance with Nigerian Ports Authority's pre-payment policy except where waiver is granted to the applicant by the Managing Director or his/her delegated Officer.

xvii. NPA in conjunction with NIMASA may carryout periodic inspection on the Pusher Tugs and/or Barges to ensure compliance with Flag state requirements for Barge vessel type.

xviii. The Agent/Operator shall indemnify the Authority against all aspects of the operation.

2. Roles and responsibilities:

2.1. Barge Operators

When requesting for window from Terminal Operators, the Barge Operator will copy office of General Manager, Marine & Operations and specify in the following order:

(a) Name of barge

(b) Expected time of Arrival at the terminal

(c) Number to be discharged and loaded

(d) Estimated Time of Departure (ETD)

(e) Status of the TDO release

(f) Presence of the Customs documentation clearance

(g) ETA/Estimated Time of Departure (ETD)

3. Tug/Barge Operations when transiting the Channel:

i. All Tug Masters engaged in Tug/barge operation within the channel shall at all times have his/her PEC copy available for inspection.

ii. All Tug/Barge must comply with International Regulations for Preventing Collisions

at Sea (COLREGS) when transiting the channel.

(a) Appropriate signals should be displayed by day.

(b) Appropriate light signal in compliance with COLREGS should be displayed at night.

(c) Tug/Barge movement when transiting the channel must be in compliance with COLREGS or with pilot instructions during interaction with pilots.

iii. All Tug/barge engaged in operation within the Lagos Pilotage District shall be equipped with radio capability for standby on channel 12,14 and 16 at all times.

iv. Every tug/barge movement must be reported to the port Control on Channel 12.

Report should include:

(a) Name and Particulars of Tugboat/barge

(b) Present position

(c) Destination

(d) Final report when in destination

(e) Any other report as may be required.

v. All Tug/Barges when transiting the channel shall keep

STANDARD OPERATING PROCEDURE (SOP)

radio watch standby on VHF Ch. 12/14 and listen out for communication with pilots in the channel.

4. Terminal Operators:

- i. Terminal Operator shall publish fixed Windows every week and circulate among Barge Operators.
- ii. Fixed Window shall be scheduled for the same day and time each week. If multiple barge stops meet this requirement every week, each one will be scheduled as a Fixed Window.

5. Terminal/Barge Operations:

- i. Terminal Operators when receiving Tug/Barge or carrying out Barge operation alongside their berths, should inform the Beach Master's office, through the Harbour Master's office via VHF CH. 14 or by the fastest means available.

Information should include:

- (a) The berth/position occupied by the Tug/Barge
- (b) The particulars of the Tug/Barge
- (c) The estimated duration of the operation
- (d) The completion time of the operation
- (e) Time Tug/Barge casts off from the jetty
- ii. Terminals should so far as possible avoid stacking Barges alongside such that they encroach into the Main channel to obstruct vessels transiting the channel.

In complying with the above regulation, Terminals should ensure that the combined beam of Tug/barges alongside should not exceed the maximum beam of vessels that is normally received at the terminal.

6. Berthing Speed:

The Berthing speed limit is 5 Knot/sec (Berthing speed limit should be at a safe speed). Once the barge is positioned in front of the jetty head, the captain must ensure that barge touches the berth fenders at speeds which are within the acceptable limits of fenders.

7. Approach and Arrival:

- i. All tugboats must be fitted with VHF radio and have a base station for reporting. They must also have pumping machine, functional horn and tidal charts.
- ii. The Crafts, Cargoes and Crew must have comprehensive insurance cover by a reputable Insurance Company.
- iii. All Personnel involved in the working of the barge must always be with Personal Protective Equipment and adequate Personal Protective Equipment (PPE) must be provided on board.
- iv. No operator shall load above one (1) high on a barge to ensure the vision of the tug pilot is not impaired.
- v. When a barge arrives, the Master or the pilot shall call the Signal Station to announce her arrival.
- vi. The Master/Pilot of the Pusher Tug (in case non-self-propelled or hopper barge) must declare the name of the barge and gross tonnage, draft of the barge, the name and characteristics of the Tug assisting it (non-self-propelled barge) to Nigerian Ports Authority. The master or the Pilot must confirm/declare that equipment on board the tug and barge are in good working conditions.

8. Berthing / Unberthing and Discharging / Loading Operations:

- i. The Terminal Operator must ensure that personnel

involved in the working of the barge are always equipped with the Personal Equipment (PPE) at all times.

ii. Proper mooring gang, equipment and a mooring boat shall be deployed for mooring operations.

iii. Barges to be moored directly to the shore bollards must be done with adequate mooring lines and sufficient tidal level at the Terminal.

iv. Line-towing should only be carried out in the daytime (0730 hours – 1800 hours).

v. Berthing, unberthing and movement operations should not be carried out during unfavourable weather condition and or poor visibility.

vi. Discharge or loading operations shall stop when another barge is arriving or casting off from an adjacent Terminal.

vii. The Master of tug/ barge must communicate with the Harbour Master after approval to berth at the Terminal before entering or sailing from the assigned Terminal.

viii. A Pusher Tug of sufficient horsepower bollard pull must be deployed to attend to the barge at all times including berthing, during discharging and loading operations.

ix. Inter-port movement of a barge must be approved by the port manager of the Pilotage District and should be pushed by a Tug of sufficient bollard pull (in case of non-self-propelled Barge).

x. Terminal Operation shall load or discharge ONLY the barges that have evidence of NPA license.

xi. The Harbour Master must be sure that the Terminal has the required depth, quay infrastructure (bollards, fenders etc) available for the barge.

xii. Departure/Sailing/Movement of Barge within or outside Pilotage District: The Agent/Importer must apply for and get approval from NPA before the barge sails and should supply the name of Pusher Tug and the characteristics (in the case of non-self-propelled barge) to NPA. The Agent/Importer must ensure that the barge ramp has been retrieved before the barge sails.

9. Minimum Safety Requirements:

i. The Pusher Tug Captain and Barge crew are responsible for ensuring containers stacking follow stowage plan (One High Only).

ii. The weight of cargoes/containers and equipment in the barge shall not exceed the manufacturer's maximum recommended load limit and waterline.

iii. A safety briefing that includes the location of safety equipment, proper container loading and unloading procedures, and emergency response plan to retrieve and rescue a person who falls overboard must be conducted.

iv. Loose items that could become a personnel hazard in rough water or fall overboard due to wind or waves must be secured.

v. The mooring line of the barge must be tended at all times.

vi. Adequate lighting must be provided at all times in the area where barge is working (loading/discharging).

vii. The Agent/Barge Operator must ensure that operations are safe at all times for vehicles, machinery and personnel. Vehicles, machinery and equipment to be used must be certified and approved before use.

viii. Whenever safety is breached, operation of the barge must be suspended.

10. General Safety Equipment:

- i. Fire Extinguisher
- ii. Approved life jacket for each person on board.
- iii. Approved throw-able life ring with attached rope for retrieval:
 - (a) Life rings and retrieval rope must be in good repair.
 - (b) Life rings must be stowed in a readily accessible location near the steering station.
- iv. Paddles (two)
- v. Mooring line or tie-off rope
- vi. Flashlight
- vii. Device such as a bilge pump to bail water
- viii. Bucket to bail water in case primary device fails to operate
- ix. Whistle or horn
- x. First aid kit
- xi. Communication devices designed for emergencies

11. Fuel Storage Safety:

Since boat engines are often refueled while the Pusher Tug is in the water, the potential for accidents are spills is high.

11.1. To prevent accidents and spills during refueling, the Master and Crew members must observe the following procedures:

- (a) Refuel portable fuel tanks onshore before loading or unloading cargoes.
- (b) Extinguish all smoking materials.
- (c) Turn off engines, electrical and electronic equipment, and other appliances that could create a spark.
- (d) Fuel slowly to avoid overflow.
- (e) Wipe up any spills immediately.

11.2. To prevent accidents after refueling, the master and crew members must observe the following procedures:

- (a) Before starting the engine, open all ports, hatches, and doors, then start the engine compartment blower to ventilate the space.
- (b) Check the bilge for fuel vapors.
- (c) Let the lowers run for at least four minutes.
- (d) If the Tug exudes smell of fuel vapours, the engine should not be started.

Benefits Of Barges To Port Operation

With the introduction of barges, there have been an appreciable improvement in the evacuation of cargoes to the hinterland. Specifically, barges have enhanced the following:

1. There has been an appreciable reduction in the dwelling time of vessels at the ports.
2. The roads leading to the port have witnessed less pressure.
3. Barge operation has led to a reduction in the cost of doing business at the ports.

4. Barge operation has further encouraged processing of export cargoes, especially in the area of non-oil export

5. There has been swifter evacuation of cargo from the Ports.

6. Investment opportunity has been further boasted.

7. Businesses hitherto lost to the neighbouring countries through diversion of cargo and vessels have been regained.

8. There has been an increase in the number of containers and revenue to the government.

9. The port has witnessed efficiency in service delivery

10. Avenue for job creations has improved.

Challenges Of Barge Operations

Maritime stakeholders have acknowledged the positive contributions of barges in the evacuation of cargo from the sea ports. They said that there have been tremendous changes in port operations and service delivery with the introduction of barges.

While stating the successes, they also mentioned the challenges in the day-to-day activities of the Ports. Some of these include navigation, infrastructural, and human capacity and the cost of operation. The President General Maritime Workers Union of Nigeria (MWUN); Comrade Adewale Adeyanju noted that insecurity on the nation's waterways was a critical factor hindering cargo movement.

He said, "sea robbers are frustrating and discouraging the patronage of waterways transportation, due to lack of safety". If government wants barge operations to thrive, then marine police needs to be revived to support us, otherwise some investors will no longer patronize the business."

CONCLUSION

It is apparent that the use of barges has come to stay in the evacuation of cargoes from the nation's seaports.

With the efforts of the NPA at eradicating the gridlock at the ports, the Authority has come up with a synergy with the barge operators in evacuating cargoes from the ports in addition to the use of haulage trucks.

It is evident that the use of inland barges has contributed immensely to the higher cargo volumes at the various port terminals across the country. It has improved return on investments for logistics service providers, as shippers are availed a less cumbersome alternative to road in moving their goods to and from the ports.

Presently, an inter-agency committee comprising the NPA, Nigerian Maritime Administration and Safety Agency (NIMASA), National Inland Waterways Authority (NIWA) and Lagos State Waterways Authority (LASWA), has been charged with the responsibility of enforcement of safety.

...the world within our reach...



With an increased port operational efficiency, decreased port cost and decreased financial burden on government,

Nigerian Ports, becoming the Hub of International Trade and Freight in Africa.

Our Port Locations:

Lagos Port Complex, Lagos
P.M.B. 1021 Akoka Lagos
Email Address: lagos@nigerianports.org

On-Coin Island Port
P.M.B. 1001, Akoka, Lagos
Email Address: icpinfo@nigerianports.org

Rivers Port, Port Harcourt
Bunkar House, P.M.B. 5045,
Port Harcourt - Rivers State
Email Address: riversinfo@nigerianports.org

Delta Port, Warri
P.M.B. 1014 Warri
Delta State
Email Address: delta@nigerianports.org

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

Ondo Port Complex, Ondo
Ondo Port Complex,
P.M.B. 2199 Ondo
Rivers State
Email Address: ondoinfo@nigerianports.org

Nigerian Ports Authority

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

www.nigerianports.gov.ng

info@nigerianports.org

STATISTICAL DATA OF CARGO MOVEMENT THROUGH BARGES

With the introduction of barges in the movement of cargoes from the ports, there has been an increase in the volume of cargoes that are moved by barges as compared to trucks.

As expected, there has been an appreciable increase in the number of containers [Laden, Empty and Delivery] moved by barges during the first quarter in 2022 as presented by the table below.

2022 1st Quarter Operational Report

APMT BARGE OPERATIONS FIRST QUARTER REPORT - 2022

Month	Import								export								Total
	Laden conts				Empty conts				Delivery conts				Empty conts				Teus
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	
Jan 2022	444	375	Nil	1194	1456	1081	Nil	3618	1976	2797	Nil	7570	Nil	Nil	Nil	Nil	12,382
Feb, 2022	891	391	Nil	1673	1567	1715	Nil	4997	521	3267	Nil	8220	Nil	Nil	Nil	Nil	14,890
March 2022	1024	604	Nil	2232	1717	2570	Nil	6857	1299	3286	Nil	7871	Nil	Nil	Nil	Nil	16,960
Qrt 1, 2022	2359	1370	Nil	5099	4740	5366	Nil	15472	3796	9350	Nil	23661	Nil	Nil	Nil	Nil	44,232
total																	

In January, a total of **12,382** was recorded. February witnessed a total of **14,890** and March witnessed **16,960**. There was a steady increase and a total of **44,232** boxes '20' '40' '45' were moved through barges.

MAIN- GATE FIRST QUARTER REPORT, 2022 - APMT (CONTAINERIZED CARGO)

Month	Import								export								Total
	delivery conts				transfer conts				Laden conts				Empty conts				Teus
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	
Jan 2022	4779	6690	Nil	18159	482	879	Nil	2240	1782	604	Nil	2090	1524	3903	Nil	9330	
Feb, 2022	5740	7558	Nil	20856	529	1040	Nil	2609	2038	735	Nil	3508	1074	3934	Nil	8942	
March 2022	8901	9631	Nil	28163	543	1208	Nil	2959	1909	883	Nil	3675	1801	4485	Nil	10771	
Qrt 1, 2022	19,420	23,879	Nil	67,178	1,554	3127	Nil	7808	5729	2222	Nil	10173	4399	12322	Nil	29043	
total																	

ANALYSIS

In January, a total of **9330** was recorded, in the month of February a total of **8942** was witnessed and March recorded **10771** in total. There was a steady increase in the total number of containers moved, a total of **29043** boxes "20" 40'

45' were moved through the main gate. It goes to show that the Port witnessed operational efficiency, service delivery and increase in revenue generation.

Barge ops year 2020

Import laden - 25,093 [In bound]

Empties - nil

Total	25,093
--------------	---------------

Export laden -3,020 [Out bound]

Empties 22,351

Total	25,371,000
--------------	-------------------

Year 2021

Export laden – 11,344 [In bound]

Empties - 31,854

Total	43,198
--------------	---------------

Delivery – 47,646 [Out bound]

Empties - nil

Total	47,646
--------------	---------------

CONCLUSION & SUMMARY

The introduction of barges has come to stay in facilitating the swift evacuation of cargoes from the nation's seaports.

We recall that the Port environment before the introduction of barges was facing various operational challenges and poor customer delivery environment, arising from the traffic gridlock caused by poor and dilapidated infrastructure among others.

As part of its efforts toward eradicating the gridlock at the ports' access roads today, the Authority has come up with a cordial synergy with the barge operators in evacuating cargoes from the Ports in addition to the use of trucks.

The use of barges has been able to increase revenue, reduce the dwell time of Vessels at the berth, increase job window and further reposition the Port corridor in Nigeria in line with global best practices.



OPERATION DE BARGES: UN CHANGEUR DE JEU DANS L'EVACUATION DES CARGAISONS AU NIGERIA

PAR BALLAH.S, SOLA ADESANWO,
OMIDIJI. O, & FRIDAY EZE

Le service de chaland sur les eaux navigables intérieures a existait au Nigeria bien avant l'indépendance, pourtant le lien avec les transbordements internationaux n'a été officiellement lancé qu'au 7 février 2018 avec le transport des ignames dans les conteneurs par les Services ferroviaires 'Connect Rail Services' en passant par le Terminal léger d'Ikorodu au Complexe Portuaire de Lagos à Apapa.

Suite à cette situation, la Direction de l'Autorité portuaire du Nigeria a mis en place une commission interdépartementale pour revoir les cadres réglementaire et opérationnel des opérations des chalands aussi bien que des conditions requises pour la délivrance des licences; les sous commissions avaient été inaugurées par la suite au niveau des ports.

Avant l'introduction des barges dans les ports, l'évacuation des cargaisons posait un grand défi. Les navires transportant des marchandises attendaient pendant une plus grande période d'ancrage; une situation qui a conduit à la congestion et aux pertes de revenus suite à l'incapacité des camions d'entrer dans les terminaux pour évacuer les marchandises à vrac et les conteneurs destinés à l'intérieur du pays. Les camions avaient dû attendre pendant des semaines pour avoir accès au port, le retard avait conduit aux frustrations au niveau des propriétaires des marchandises entraînant ainsi le détournement des marchandises aux ports des pays voisins. La situation a également conduit à la hausse des prix des marchandises et des services au port..

Le service de barge sur les eaux navigables du pays a été inauguré par nécessité pour accorder des soulagements aux chargeurs nigériens du fait que le système de transport par voie ferroviaire n'existait



pas et les voies terrestres étaient grossièrement inadéquates pour résoudre le problème de congestion au port.

En 2020, l'Autorité portuaire du Nigeria avait accordé une autorisation à environ 58 opérateurs de barges. L'investissement dans les services de barges s'élève actuellement à plus de 20 milliards de naira au même moment que le service a permis d'embaucher indirectement plus de 3.000 personnes. Au jour d'aujourd'hui, environ 2.000 barges opèrent dans la zone de pilotage de Lagos, la zone de trafic maritime la plus occupées du pays.

Les opérations de barge et la facilité de faire des affaires

L'administration du Président Muhammadu Buhari a élaboré une politique nationale visant à créer un environnement favorable à la pratique des affaires, y compris dans le domaine des opérations portuaires et de la facilitation des échanges. La délivrance des permis pour le transport aller retour des conteneurs des ports

s'inscrit parfaitement dans le cadre de la stratégie du transport intermodale de l'APN visant une évacuation efficace et sans gêne des marchandises vers les hinterlands du pays.

Selon M. Edeme Kelikume; l'avant dernier Président de l'Association des Opérateurs des Barges du Nigeria (AOBN), plus d'un million de TEU et environ 500.000 tonnes métriques de marchandises générales sont transportées annuellement à partir des ports depuis le lancement des service de barge sur les eaux navigable du pays dans la zone de pilotage. Entre 30 et 40 pourcents des conteneurs sont dans la moyenne manutentionnés dans les deux ports de Lagos sont transportés par barges.

Le Directeur général de la Compagnie maritime *Mediterranean Shipping Company* (MSC), Andrew Lynch, a pareillement déclaré lors d'une interview avec le PNA que l'opération des barges joue actuellement un rôle crucial dans le processus de l'évacuation des marchandises au niveau des ports de Lagos. A l'entendre parler, "Je crois qu'il y a encore de possibilité d'améliorer la situation, mais il reste à l'avouer que le service de barge joue certainement un rôle important. Sans les barges, l'évacuation des exportations et des conteneurs vides serait plus difficile. Les barges jouent également un rôle stratégique au niveau des importations et je crois que depuis 2018 au moment où l'opération a commencé pour la première fois, elle est devenu une partie cruciale de la manière dont le Port de Lagos opère. Je crois qu'avec les actuels volumes, nous ne serons plus en mesure de retourner à l'ère où nous ne nous servons plus de barges. Je crois qu'elles sont entrain de devenir très essentielles pour le bon fonctionnement des ports".

La réglementation est très capitale

Dans le but de rehausser la sécurité et l'efficacité des services de barges, la Direction de l'APN a introduit un nouveau cadre réglementaire pour guider l'opération des barges conformément à la Procédure Opérationnelle Standard (POS) que doivent respecter tous les opérateurs..

Dans la poursuite de cet objectif, l'APN a révisé les modalités d'enregistrement des barges avec un accent particulier sur la nécessité des opérateurs de respecter quelques normes minimales de sécurité (NMS).

Dans le cadre de ce nouveau régime réglementaire, un système d'appel électronique est entrain d'être mis en place pour le déploiement des opérations de barges. Ce régime vise à homologuer le mouvement des barges pour réduire la congestion et la menace probable aux navires de haute mer.

L'APN a également décidé d'établir un profil compréhensif de tous les opérateurs de barges afin de faciliter l'identification facile des opérateurs surtout conformément aux efforts visant à contrôler l'utilisation des barges qui ne répondent pas aux normes minimales établies pour les barges et les remorqueurs.

Le Directeur général de l'APN, Mohammed Bello Koko a souligné ce point lors d'une session interactive avec les membres de l'Association nigériane des Opérateurs des Barges (ANOB).



Il leur a dit qu'il existe une nouvelle ère d'opération des barge et que tous les opérateur se doivent de respecter les règles de jeu.

S'agissant de la communication, le Directeur général a aussi fait comprendre que désormais l'installation des équipements radiocommunication UHF aussi bien que des feux de navigation à bord des navires ferait partie des conditions obligatoires à réunir par les opérateurs en vue d'assurer des opérations sécurisées.

Il a sollicité le concours des parties prenantes pour veiller à ce que les meilleures pratiques soient scrupuleusement respectées et a averti que le personnel ou membre d'équipage non certifiés ne soient pas permis d'opérer des barges.

Un comité inter-institutionnel réunissant l'APN, l'Agence nigériane d'Administration et de Sécurité maritimes (NIMASA), l'Autorité des Voies navigables intérieures (AVNI) et l'Autorité des Voies navigables de l'Etat de Lagos (AVNEL) on été responsabilisées de la mise en vigueur des normes de sécurité sur les voies navigables dont le remorquage des barges mal ancrées qui gênent une bonne navigation le long des voies navigables.

Critères de NPA pour le renouvellement ou la délivrance d'une nouvelle licence d'opérateur de barge et/ou d'un permis d'exploitation.

1. S'agissant du renouvellement ou de la délivrance de permis d'opérateur de barges, vous téléchargerez et remplirez la fiche d'évaluation pour la pré-qualification en tant qu'opérateur de barges à partir du site web de l'Autorité.

2. Au cas où vous possédez déjà une barge ou un remorqueur-pousseur en tant qu'opérateur de barge, téléchargez et remplissez comme il le faut la fiche portant normes minimales de sécurité pour la pré-qualification des barges ou remorqueurs pousseurs pour le renouvellement ou l'émission du Permis de l'APN pour opérer les barges".

3. Soumettre une lettre de demande en même temps une fiche dûment remplie au directeur général de l'Autorité portuaire du Nigeria au Siège social de l'Autorité.

4. L'Autorité vérifiera les informations contenues dans vos soumissions au cours d'une année de permis.

5. Après vérification des soumissions, l'Autorité saisira les candidats retenus d'une lettre d'acceptation comprenant la Directive sur les Opérations des barges dans la zone de pilotage.

6. La liste des candidats retenus sera publiée sur le site web de l'Autorité pour l'information des parties prenantes et les membre du public.

7. Tous les candidats sont priés de faire ce qui suit:

a) ouvrir un bureau dans la ville portuaire où l'opération de barge sera réalisée en vue de rehausser la participation chaque jour à la réunion sur les opérations de barges et les renseignements donnés physiquement par les parties prenantes.

b) payer les factures de l'Autorité pour le renouvellement ou la délivrance de nouvelles licences ou permis d'opération.

c) obtenir leurs licences et ou permis d'opération au niveau du Siège de l'Autorité auprès du Directeur général adjoint en charges des opérations.

Directives sur les opérations des barges à l'endroit des opérateurs des barges

1. OPERATEURS DES TERMINAUX

- a) Les opérateurs des terminaux veilleront à ce qui suit:
- Assurer le respect des règlements de l'APN relatifs à la délivrance des permis avant d'embaucher un opérateur de barges, une barge et des remorqueurs-pousseurs.
 - N'embaucher pas un opérateur de barges non enregistré ou non autorisée,
 - N'utiliser pas une barge ou un remorqueur pousseur sans "le permis d'opération" de l'Autorité.
 - Ne charger pas des barges avec des conteneurs dont la hauteur est plus élevée que la timonerie ou à la même hauteur que le Pont du remorqueur pousseur ou d'une Barge auto propulsée.
 - Entretenir un registre journalier des marchandises contenant les détails relatifs aux envois tels que but, contenu, destination, etc au point d'entrée et de sortie.
 - Entretenir un registre détaillé journalier sur la circulation des barges dans le terminal et sur la période d'ancrage et de voyage.
 - Assister aux réunions sur l'opération d'ancrage des barges avec le directeur du port.
- b) Tout opérateur de terminal qui enfreint aux dispositions dans les paragraphes (i) - (vii) ci-dessus serait obligé par l'Autorité portuaire à arrêter toutes les activités opérationnelles des barges.

2. OPERATEURS DES BARGES

- a) La licence d'opérateur de barge et le permis pour opérer la barge/le remorqueur pousseur sont sous réserve du respect des conditions suivantes:
- Toutes les opérations sont réalisées conformément à tous les règlements en vigueur.
 - Tous les remorqueurs pousseurs et barges (les autopropulsés tout comme les non autopropulsés) à déployer disposent des permis d'opération de l'APN pour l'année en considération.
 - Les barges ne soient pas chargées avec des conteneurs dont la hauteur est plus élevée que la timonerie ou la hauteur du Pont du remorqueur pousseur ou de la barge autopropulsée.
 - La coque du chaland est peinte partout avec la couleur orange marine à une largeur minimale de 30 cm à partir de la terrasse.
 - Le Numéro du Permis d'Opération sera hardiment écrit sur la peinture orange marine avec une peinture en couleur blanche sur les côtés (au milieu du navire), devant et à la coque du chaland.
 - Les certificats d'exemption de pilotage (CEP) des maîtres de remorqueurs ou des chalands autopropulsés sont valables pour l'année en considération. Si le CEP n'est pas valable, l'Opérateur de Barges demanderait à avoir auprès de l'Autorité un service de pilotage pour entrer ou sortir de la zone de pilotage.
 - Le Maître ou le Titulaire du CEP doit mettre à disposition une station de contrôle ou de signalisation portuaire à travers la Radio VHF les détails relatifs à l'arrivée et au départ de la Barge. Le Maître saisit également la Station de Contrôle ou de Signalisation portuaire de l'intention de son déplacement avant le commencement de l'opération du remorquage loin de l'amarrage afin d'éviter le risque de collision avec d'autres navires dans la voie navigable;
 - Assister à la réunion sur l'amarrage de l'opération du

chaland avec le directeur du port.

- Le chaland ou le remorqueur pousseur doit disposer d'un certificat d'enregistrement auprès de la NIMASA.
 - Le rapport sur l'état ou le certificat de navigabilité des barges ou des remorqueurs pousseurs doit être satisfaisant pour les opérations.
 - Les chalands et les cargaisons doivent disposer d'une couverture d'assurance d'une compagnie d'assurance de renommée;
 - L'opération doit être en conformité avec le Code ISPS;
 - Tous les revenus devant revenir à l'Autorité doivent être payés;
 - Vous devez soumettre une obligation bancaire dans l'ordre de cinquante millions de nairas (50.000.000 nairas) obtenue auprès d'une institution financière de bonne renommée. L'obligation financière n'est soumise à aucune condition préalable. La Division des Affaires juridiques de l'Autorité garde l'instrument financier et vérifie son authenticité;
 - Vous devez prendre note du fait que vous devez soumettre votre obligation bancaire pendant dix (10) jours à compter de la date de l'acceptation de cette offre, sinon l'offre expire.
 - L'opérateur soumet un rapport mensuel au département du trafic maritime et le bureau du directeur général adjoint en charge de l'opération au niveau du Siège est mis en copie;
 - Quant au chaland autorisé pour des opérations roro, sachez que tous les déplacements des camions par chalands sont préalablement approuvés par le département en charge des opérations sur une base de cas par cas précisant les points de démarrage et d'atterrissage en vue d'en préparer un bon rapport.
 - Cette approbation est valable pour douze (12) mois consécutifs et expire le 31 décembre de l'année de la délivrance du permis. L'opérateur va devoir faire une demande pour le renouvellement du permis le dernier trimestre de l'année opérationnelle. Le renouvellement du permis sera sous réserve du résultat de la supervision de vos opérations par la Commission permanente qui veillera à ce que vous avez abordé toutes les observations faites par l'équipe d'inspection surtout en ce qui concerne les questions relative à la sécurité lors des opérations.
 - L'opérateur dédommage l'Autorité contre tous les aspects de l'opération.
 - Vous indiquez votre acceptation de cette offre pendant cinq (5) jours à compter de la date de réception de cette lettre.
 - L'Autorité peut stipuler toute autre condition jugée nécessaire pour la sécurité de la navigation, la sûreté et la mobilisation des revenus.
- b) Tout opérateur de barges qui enfreint aux dispositions de (i)-(xx) ci-dessus sera tenu de corriger cette infraction après une lettre d'avertissement. La licence de l'Autorité sera retirée de tout opérateur de barges qui ne respecte pas les règles du jeu après deux lettres d'avertissement sur la même question et sera amené à mettre définitivement fin à ses activités jusqu'au nouvel ordre.

PROCEDURE OPERATIONNELLE STANDARD (POS) POUR LES OPERATIONS DES BARGES DANS LES ZONES DE PILOTAGE DE L'AUTORITE PORTUAIRE DU NIGERIA, 2022.

La procédure opérationnelle standard (POS) suivante s'applique au chaland opérant dans les zones de pilotage de l'Autorité Portuaire du Nigeria.

1. Enregistrement/Avant l'Arrivée:

Une compagnie qui présente une demande pour une licence d'opération des barges est enregistrée auprès de la Commission d'Enregistrement des Sociétés (CES) et produit des preuves de tel enregistrement.

i. Toutes les demandes concernant la délivrance des permis sont adressées au Directeur général de l'Autorité portuaire du Nigeria.

iii. Toute demande concernant l'approbation pour une opération de barge est précédée d'une inspection des installations des jetées par la Commission permanents sur l'Opération des barges et une soumission de son rapport et sa conclusion à la direction de l'APN pour examen.

ii. L'Equipe d'inspection contrôle ce qui suit:

(a) Le certificat d'enregistrement de la barge délivré par l'Agence nigériane de l'Administration et de la Sécurité maritime montrant son état de navigabilité.

(b) Documents d'attestation du remorqueur pousseur doivent être à jour.

(c) Reçus du paiement pour les redevances relatives à la conservations des barges

(d) Certificat d'exemption des Pilote 'CEP) délivré par le Directeur du Port de la zone de pilotage.

(e) Certificat d'Assurance pour les barges.

iii. Un frais de renouvellement annuel de licence de cent milles naira est versé par le demandeur sur l'approbation de la demande pour la route de la zone d'intra-pilotage.

iv. Les opérations observent tous les règlements pertinents de l'Autorité portuaire du Nigeria tels qu'énoncés dans les conditions prescrites dans l'approbation accordée par l'Autorité.

v. Les opérations respectent le Code de la Sécurité internationale des ports et des navires (ISPS).

vi. Les opérations de chargement et de déchargement sont contrôlées par le gestionnaire du trafic du port concerné.

ix. L'opérateur soumet un rapport mensuel au Département du Trafic sur toutes les activités relatives aux opérations et une copie de ce rapport est envoyé au directeur général adjoint en charge des opérations au Siège de l'Autorité pour servir tout ce que cela peut valoir.

x. Toutes les barges qui font escale dans les zones de pilotage doivent se servir des pilotes sauf si le certificat d'exemption des pilotes (CEP) a été délivré par l'Autorité portuaire du Nigeria à travers la zone de pilotage concernée.

xi. La barge ne procédera pas aux postes à quai à moins qu'une approbation soit accordée par le directeur du Port de une Zone de Pilotage.

xii. Lorsqu'une barge arrive, le Directeur ou le Pilote du Port appelle la station de signalisation pour annoncer

l'arrivée..

xiii. Toutes les licences d'opération sont renouvelables à l'expiration de la licence préalable et est sous réserve du résultat de l'évaluation des opérations de la licence.

xiv. Après avoir reçu la licence d'opération des barges, l'opérateur saisit le Directeur du port et des opérateurs des terminaux du port avant de commencer les opérations.

xv. Chaque opérateur soumet une obligation financière sans condition de cinquante millions de naira (50,000,000.00 N) en faveur de l'Autorité portuaire du Nigeria pour se qualifier pour l'opération dans l'espace de dix (10) jours qui suivent la soumission de la lettre d'acceptation.

xvi. Les paiements pour les services sont conformes à la politique de paiement à l'avance de l'Autorité portuaire du Nigeria à moins qu'une exemption ne soit accordée au candidat par le Directeur général ou son représentant délégué.

xvii. L'APN peut entreprendre en collaboration avec la NIMASA une inspection périodique des remorqueurs pousseurs ou des barges pour veiller au respect des conditions stipulées par l'Etat pavillon pour la catégorie de navires barges.

xviii. L'agent/opérateur dédommage l'Autorité contre tous les aspects de l'opération.

2. Rôles et responsabilités:

2.1. Opérateurs des Barges

Au moment de demander pour une fenêtre auprès des opérateurs des terminaux, l'opérateur de barge mettra en copie le directeur général en charge de la marine et des opérations et donnera les précisions suivantes:

(a) Nom de la barge

(b) Temps attendu d'arrivée au terminal

(c) Nombre à décharger et à charger

(d) Temps prévu pour le départ (TPD)

(e) Etat de la libération du TDO

(f) Présence de la documentation sur le dédouanement

(g) TPA/Temps prévu pour le départ (TPD)

3. Les opérations des barge ou des remorqueurs au moment de passer par la voie:

i. Tous les directeur des barges impliqués dans l'opération de barge au sein de la voie disposent de leurs CEP et les présentent pour inspection.

iii. Tous les chalands ou remorqueurs doivent respecter les règlements internationaux pour la prévention des collisions à la mer (COLREGS) au moment de passer par la voie.

(a) Les signaux appropriés doivent être montés dans la journée.

(b) Les signalisations appropriées doivent être montées pendant la nuit conformément au COLREGS.

PROCEDURE OPERATIONNELLE STANDARD (POS)

(c) Le mouvement du remorqueur ou du chaland doit être conforme au COLREGS ou aux directives des pilotes lors des interactions avec les pilotes.

iv. Tous les remorqueur/chalands impliqués dans l'opération dans la zone de pilotage de Lagos sont en tout temps équipés d'une capacité radio en attente sur les voies 12, 14, 16 .

iv. Tout mouvement du remorqueur/barge doit être rapporté au contrôle portuaire sur le Voie 12. Le rapport doit comprendre ce qui suit:

- (a) Nom et documents sur le remorqueur ou la barge
- (b) Etat actuel
- (c) Destination
- (d) Rapport final à la destination
- (e) Tout autre rapport comme cela peut s'avérer nécessaire.

v Tous les chalands assurent une veille sur les voies 12/14 du radio téléphone VHF et écoute la communication avec les pilotes dans la voie navigable.

4. Opérateurs des terminaux:

- i. L'opérateur du terminal publie toutes les semaines des fenêtre et les circule parmi les opérateurs de barges.
- ii. Une fenêtre fixe est prévue pour le même jour et au même moment chaque semaine.

Si les escales multiples des barges réunissent cette condition chaque semaine, chacune serait prévue comme une fenêtre fixe.

5. Opérateur des terminaux/barges:

Lorsqu'ils reçoivent des remorqueurs/barges ou entreprennent une opération de barges le long des postes à quai, les opérateurs de terminaux doivent informer le bureau du directeur de la plage à travers le bureau du directeur du port par la voie VHF 14 ou par tout autre moyen disponible. Les informations doivent inclure ce qui suit:

- (a) Le poste à quai ou la position occupé par le remorqueur ou la barge
- (b) Les documents du remorqueur/chaland
- (c) La durée prévue pour l'opération
- (d) Le temps d'achèvement de l'opération
- (e) Le temps de départ du remorqueur/chaland de la jetée

i. Les terminaux doivent autant que possible éviter le chargement des barges en cour du chemin pour éviter à ce qu'ils piétinent sur la voie principale de manière à obstruer les vaisseaux en transit dans la voie.

ii. En respectant le règlement ci-dessus, les terminaux ne devraient pas dépasser le rayon principal des vaisseaux qui est normalement accepté au terminal.

6. Vitesse de mouillage:

La vitesse de mouillage est de 5 naut/sec (la vitesse de mouillage doit à une vitesse raisonnable). Une fois que la barge est positionnée devant la jetée, le capitaine doit veiller à ce que la barge touche les gardes-boue à une vitesse qui est dans la limite acceptable des gardes-boue.

7. Approche et arrivée:

i. Tous les remorqueur doivent disposer de la radio VHF et d'une station terrestre pour le reportage. Ils doivent également disposer des machine de pompage, d'une

corne performante et des chartes de marrées.

ii. Les vaisseaux, les cargaisons aussi bien que l'équipage doivent disposer d'une couvertures d'assurance d'une compagnie d'assurance de renommée.

iii. Tout le personnel impliqué dans le bon fonctionnement de la barge doit être toujours avec l'équipement protecteur individuel et un équipement protecteur individuel adéquat (EPI) doit être fourni à bord.

iv. Nul opérateur ne charge au dessus d'une barge afin de veiller à ce que la vision du pilote du remorqueur ne soit pas bloquée.

v. Lorsqu'une barge arrive, le maître ou le pilote appelle la section de la signalisation de la station pour que celle-ci annonce son arrivée.

vi. Le capitaine/pilote du remorqueur (dans le cadre d'une barge qui n'est pas autopropulsée) doit déclarer le nom de la barge et du tonnage brut, la composition de la barge, le nom et les caractéristiques du remorqueur qui l'aide (barge qui n'est pas autopropulsée) jusqu'à l'Autorité portuaire du Nigeria. Le capitaine/pilote doit confirmer/déclarer que l'équipement à bord du remorqueur et de la barge sont en bon état de fonctionnement.

8. Opération d'amarrage/démarrage et des chargement/déchargement :

i. L'opérateur du terminal doit s'assurer que le personnel impliqué dans l'opération de la barge est toujours équipé de l'équipement protecteur individuel (EPI)..

ii. Un gang d'amarrage, un équipement d'amarrage et un bateau d'amarrage sont déployés pour réussir les opération d'amarrage.

iii. Les barges à amarrer directement aux bollards à terre doivent être réalisés avec des lignes d'amarrage adéquates et de niveau suffisant de marrées au terminal.

iv. Le remorquage le long de la ligne ne doit être réalisé que dans la journée (07h30 – 18h00).

v. Les opérations d'amarrage, de démarrage et de déplacement ne doivent pas être entreprises lorsque la condition atmosphérique est défavorable ou lorsqu'il y a une pauvre visibilité.

vi. Les opérations de déchargement et de chargement sont arrêtées lorsqu'une autre barge arrive ou démarre d'un terminal adjacent.

vii. Le capitaine du remorqueur/chaland doit communiquer avec le directeur du port après approbation d'amarrer au terminal avant d'entrer ou voyager à partir d'un terminal assigné.

viii. Un remorqueur pousseur avec une traction de bollard à une puissance suffisante doit être déployé pour s'occuper de la barge en tout temps y compris de déchargement.

ix. Le mouvement inter-portuaire d'une barge doit être approuvé par le directeur du port de la zone de pilotage et doit être poussé par un remorqueur avec une traction suffisante d'un bollard (dans le cadre d'une barge non autopropulsée).

x. L'opération du terminal charge ou décharge seules les barges qui disposent de preuve de



PROCEDURE OPERATIONNELLE STANDARD (POS)

possession d'une licence de l'APN.

xi. Le Directeur du port doit s'assurer que le terminal dispose d'une profondeur, d'une infrastructure de quai (bollards, gardes boue, etc) disponible pour la barge.

xii. Le mouvement, départ ou voyage du chaland au sein ou à l'extérieur de la zone de pilotage.

L'agent/importateur doit présenter une demande et recevoir une approbation auprès de l'APN avant les voyages du chaland et doit fournir le nom du remorqueur pousseur et ses caractéristiques (au cas où le chaland n'est pas autopropulsé) à l'APN. L'agent/importateur doit s'assurer que la rampe de la barge ait été retiré avant que la barge ne voyage.

9. Conditions minimales de sécurité requises:

i. Le capitaine du remorqueur pousseur et les membres de l'équipage sont responsables de veiller à ce que le chargement des conteneur soit conforme au plan de remorquage (Un seul élevé).

ii. Le poids des marchandises/conteneurs et de l'équipement dans la barge ne doit pas dépasser le maximum de limite de charge ou de niveau d'eau recommandé.

iii. Un briefing sur la sécurité y compris l'emplacement des équipement de sécurité, les procédures normales de chargement et de déchargement et le plan de réponse en cas d'urgence pour récupérer et sauvegarder une personne qui tombe dans l'eau doit être réalisé.

iv. Les articles non attachés qui pourraient poser des dangers dans l'eau turbulente ou tomber dans l'eau à cause du vent violent ou de l'orage doivent être sécurisés.

v. La ligne d'amarrage de la barge doit être bien entretenue en tout temps.

vi. Un éclairage adéquat doit être assuré en tout temps dans la zone où la barge est entrain de travailler (chargement/déchargement).

vii. L'agent/opérateur de la barge doit s'assurer que les

opérations soient en sécurité pour le véhicules, machines et personnel. Les véhicules et équipements à utiliser doivent être certifiés et approuvés avant usage.

viii. Chaque fois que les règles de sécurité ne sont pas respectées, l'opération de barges doit être suspendue.

10. Equipement de sécurité général:

i. Extincteur

ii. Gilet de sauvetage approuvé pour chaque personne à bord.

iii. Bouée de sauvetage approuvé avec une corde attachée pour la récupération:

(a) Les bouées de sauvetage et la corde de récupération doivent être en bon état.

(b) Les bouées de sauvetage doivent être remorquées dans un endroit près du poste de barre.

iv. Pagaies (deux)

v. Ligne d'amarrage ou la corde à attacher

vi. Lampe de poche

vii. Instrument tel que l'appareil de pompage pour faire sortir de l'eau

viii. Des seaux pour faire sortir l'eau au cas où les instruments de bases ne fonctionne pas bien.

ix. Klaxon ou avertisseur

x. Trousses de secours

xi. Instruments de communication conçus pour des cas d'urgence

11. Sécurité de stockage de carburant:

Puisque le moteur du bateau est souvent ravitaillé lors la barge se trouve dans l'eau, la possibilité d'accidents est très élevé.

11.1. Pour éviter des accidents et déversements lors du ravitaillement, le Capitaine et les membres de l'équipage doivent faire ce qui suit:

(a) Faire le plein du réservoir portable par terre avant



le chargement ou déchargement des marchandises.

(b) Eteindre tous les matériaux en combustion.

(c) Eteindre tous les équipements électriques et électroniques aussi bien que d'autres appareils qui peuvent provoquer de l'incendie.

(d) Faire lentement le plein pour éviter tout déversement.

(e) Essuyer tout déversement immédiatement.

11.2. Pour éviter des accidents après avoir fait le plein, le capitaine et les membres de l'équipage doivent suivre les procédures suivantes:

(a) Avant de mettre le moteur en marche, ouvrez tous les ports, portes et fenêtres puis mettre en marche la section de ventilateur pour aérer l'espace.

(b) Contrôler les cales pour détecter s'il y a des vapeurs de carburant.

(c) Laisser que la section basse marche au moins pendant quatre minutes.

(d) Si le remorqueur sort une odeur ou une vapeur de carburant, le moteur ne doit pas être mis en marche.

Position des barges dans l'opération portuaire

Avec l'introduction des barges, il y a eu une amélioration considérable au niveau de l'évacuation des marchandises vers l'hinterland. En termes précis, les barges ont permis à l'amélioration des ce qui suit:

1. il y a eu une réduction considérable au niveau du temps de séjour des navires dans les ports.
2. Les voies qui mènent au port ont connu moins de pression.
3. L'opération de barges a conduit à la réduction des coûts de affaires aux ports.
4. L'opération des barges a encouragé davantage l'exportation des marchandises surtout des marchandises d'exportation non pétrolière.
5. L'évacuation des marchandises est redevenue plus rapide à partir des ports.
6. L'opportunité d'investissement a été davantage améliorée.
7. Les affaires qui jadis étaient perdues à travers le détournement des marchandises et des navires ont été regagnées.
8. il y a eu une augmentation dans le nombre des conteneurs et de revenus au gouvernement.
9. Le port a connu une efficacité au niveau de la prestation de service
10. Le créneau portant création d'emploi a été amélioré.

Défis rencontré par les opérations de barges

Les parties prenantes ont reconnu les contributions positives des barges dans l'évacuation des marchandises à partir des ports maritimes. Les gens l'ont avoué qu'il y a eu une nette amélioration au niveau des opérations portuaires et de prestation de services avec l'introduction des barges.

Tout en faisant mention du succès enregistré, ils ont également fait état des défis auxquels ils sont confrontés dans les activités quotidiennes de ports. Certains d'entre ces défis sont le déficit de capacité au niveau de la navigation, de l'infrastructure, des capacités humaines et du coût d'opération. Le Président général du Syndicat national des Travailleurs maritimes (SNTM); le Camarade Adewale Adeyanju a fait constater que l'insécurité le long des eaux navigables du pays était un facteur qui empêche la circulation des marchandises.

Il a dit que des pirates sont entrain de frustrer et décourager le parrainage du transport par voies navigables en raison de l'insécurité qui sévit sur les voies. Si le gouvernement veut que les opérations des barges prospèrent, il s'avérerait alors nécessaire de restaurer la police marine pour nous venir en appui autrement certains investisseurs ne vont plus parrainer le système de transport par barges."

Les données statistiques de la circulation des marchandises par barges

Grâce à l'introduction des barges dans le transport des marchandises à partir des ports maritimes, il y a une hausse dans le nombre des marchandises par rapport au transport par camions.

Les données disponible montre qu'un total de 750,000 TEU ont été transportés par barges en 2021. L'analyse montre qu'une barge moyenne accomplit environ 50 trajets pour un ensemble de 2.000 fois 365 jours, ce qui donne 750.000 par an.

CONCLUSION

Il est évident que le recours aux barges a déjà confirmé sa pertinence à l'évacuation des marchandises à partir des ports maritimes de la nation.

Avec les efforts de l'Autorité portuaire du Nigeria visant à l'élimination des embouteillages dans les ports, l'Autorité a réussi à mettre en place en synergie avec les opérateurs de barges une stratégie pour l'évacuation des marchandises du port en dehors de l'utilisation des camions.

Il ressort très clairement que le recours aux barges sur les voies navigables a contribué largement à plus de volume de cargaisons dans les différents terminaux portuaires partout dans le pays. Il a amélioré le retour sur les investissements pour les prestataires de service du fait que les chargeurs ont plus d'accès à des moyens alternatifs autre que la voie terrestre pour évacuer leurs marchandises vers et à partir des ports.

Actuellement, une commission inter-institutionnelle réunissant l'Autorité portuaire du Nigeria (APN), l'Agence nigérienne de l'Administration et de la Sécurité maritime (NIMASA), de l'Autorité nationale des Voies navigables (NIWA) et l'Autorité des Voies navigables de l'Etat de Lagos (LASWA) ont été responsabilisées de la mise en vigueur de toutes les dispositions de sécurité possibles.

LES DONNEES STATISTIQUES RELATIVES A LA CIRCULATION DES MARCHANDISES A TRAVERS DES BARGES

Grâce à l'introduction des barges à l'évacuation des marchandises des ports, il y eu un accroissement au niveau du volume des cargaisons qui sont transportées par les barges par rapport à ce qui se réalise par les camions.

Comme l'on s'y serait attendu, il y a eu une augmentation considérable au niveau du nombre de conteneurs [chargés, vides et livrés] transportés par barges pendant le premier trimestre de 2022 tel que présenté ci-dessous dans le tableau.

Rapport opérationnel du 1er Trimestre de 2022

RAPPORT OPERATIONNEL DES BARGES APMT POUR LE PREMIER TRIMESTRE DE 2022

Mois	Importations								Exportations								Total
	Conteneurs chargés				Conteneurs vides				Conteneurs de livraisons				Conteneurs				Teus
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	-
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	-
Jan 2022	444	375	Nil	1194	1456	1081	Nil	3618	1976	2797	Nil	7570	Nil	Nil	Nil	Nil	12,382
Fév, 2022	891	391	Nil	1673	1567	1715	Nil	4997	521	3267	Nil	8220	Nil	Nil	Nil	Nil	14,890
Mars 2022	1024	604	Nil	2232	1717	2570	Nil	6857	1299	3286	Nil	7871	Nil	Nil	Nil	Nil	16,960
Total 1er Trimestre 1, 2022	2359	1370	Nil	5099	4740	5366	Nil	15472	3796	9350	Nil	23661	Nil	Nil	Nil	Nil	44,232

En janvier, un ensemble de **12.382** a été enregistré. Le mois de février a enregistré au total **14.890** et le mois de mars a connu **16.960**. il y a eu un accroissement constant et au total **44.232** conteneurs de '20' '40' '45' ont été transportés à travers les barges.

Il va sans dire que le Port a enregistré une efficacité opérationnelle, une amélioration de service de livraison et une hausse au niveau de la génération de revenus.

RAPPORT APMT DU PREMIER TRIMESTRE DE 2022 AU NIVEAU DE LA PORTE PRINCIPALE 2022 (MARCHANDISES CONTENEURISEES)

Mois	Importations								exportations								Total
	Conteneurs livrés				Conteneurs transférés				Conteneur chargés				Conteneurs vides				-
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	-
	20'	40'	45'	Teus	20'	40'	45'	Teus	20'	40'	45'	teus	20'	40'	45'	Teus	-
Jan 2022	4779	6690	Nil	18159	482	879	Nil	2240	1782	604	Nil	2090	1524	3903	Nil	9330	-
Fév 2022	5740	7558	Nil	20856	529	1040	Nil	2609	2038	735	Nil	3508	1074	3934	Nil	8942	-
Mars 2022	8901	9631	Nil	28163	543	1208	Nil	2959	1909	883	Nil	3675	1801	4485	Nil	10771	-
Total 1er Trimestre 2022	19,420	23,879	Nil	67,178	1,554	3127	Nil	7808	5729	2222	Nil	10173	4399	12322	Nil	29043	-
total																	

ANALYSE

En janvier, au total **9330** ont été enregistrés, en février un ensemble de **8942** l'ont été alors que **10771** ont été constatés au mois de mars. Il y a eu un accroissement stable au niveau du nombre de conteneurs transportés soit un total de **29043** boîtes de "20" "40" "45" ont été transportées par barges. Cette tendance montre que le port a connu une efficacité opérationnelle, une amélioration au niveau de prestation de service et une augmentation au niveau de la génération de revenus.

Opérations des Barges de l'Exercice 2020

Importations chargées - 25.093 [vers l'intérieur]

Vides - nil

Total	25.093
-------	--------

Exportations chargées -3,020 [vers l'extérieur]

Vides 22,351

Total	25.371.000
-------	------------

Exercice 2021

Marchandises d'exportation – 11,344 [vers l'intérieur.

Vides - 31.854

Total	43.198
-------	--------

Livraison – 47.646 [vers l'étranger]

Vides - néant

Total	47.646
-------	--------

CONCLUSION & RESUM2

L'introduction des barges est une réalité qui a retrouvé sa place dans la facilitation de l'évacuation rapide des marchandises des ports maritimes de la nation.

Il vous souvient qu'avant l'introduction des barges dans nos ports; l'environnement portuaire était confronté à de différents défis opérationnels et à une prestation médiocre de services de livraison suite à l'embouteillage entrain engendré, entre autres, par les infrastructures en décadence.

Comme faisant partie de ses efforts vis à vis de

l'élimination de l'embouteillage au niveau des voies d'accès des ports, l'Autorité a développé une synergie cordiale avec les opérateurs des barges dans l'évacuation des marchandises des ports outre le recours aux camions.

L'utilisation des barges a réussi à accroître des revenus, réduire le temps de séjour des navires au quai, élargir la fenêtre d'emploi et repositionner davantage le corridor portuaire au Nigeria conformément au meilleures pratique de par le monde.



“We are thinking about e-call up for badges too”

— Hon Onari Brown, Executive Director, Marine Operations

In this interview with Omidiji. O, Erahkifu. P, Annas. M & Francis .J, Executive Director, Marine Operations; Hon Onari Brown says that barge operation has been helpful in cargo evacuation in Nigeria

How did the Management overcome the gridlock at Apapa Port?
Well, Apapa gridlock is not something that is peculiar to just NPA (Nigerian Port Authority). It had become a national issue. The gridlock was just intractable, government and all levels were concerned about it. You

know both operators, both users, exporters and importers were all concerned about it. It was totally a national issue and every one was looking for a solution. I think multi modalism became imperative because of the fact that you know that trucks alone will not be able to evacuate cargoes from the ports. That was where the issues of thinking about badges and rail network came into play. I actually know about it and a part and parcel of it.

Can you give us the synopsis of how or what led this Management to think of badges as a way out?

The Federal Government set up a task force that even promised that they were going to clear the gridlock within two months, but you all are witnesses to the fact that it defied all the solutions that they tried to proffer. Within the first one or two weeks as always with our country, something that seems to have been done, before you knew, the human interference and the human involvement even compounded the problem more than it was. One has to think outside the box. Some private entrepreneur who also saw an opportunity even from the gridlock approached Management and it looked at it and in fact going by barges, where do you have gridlock at sea? You will not have any gridlock at sea, so if you are able to move boxes by sea, it will go a long way in eliminating the situation you face on the road. If you even look at it, a truck can carry maybe a 40-foot or maybe two pieces of 20-foot container. But if you are using a barge you can on the average carry six to 10 containers at a time. So you see just that alone it will show you the ease with which you can move barges and then the role barge operations will play in easing the gridlock. So you have to explore ways of starting that operation. It has been a big relief to the roads coupled with the eto application that we have brought on the road, the electronic call-up, coupled with the barge operation, we have seen a very big difference.

What areas of efficiency and service delivery has the introduction of barges brought to Port operation?

They have actually decongested the port to a large extent. I must confess, even during the Covid 19 period, at the heat of the Covid, it was the barges we used to move the overtime cargoes from the Port to the government warehouse at Ikorodu. We used the barges for that purpose, but all the same, in as much as it has come to decongest. Let me admit that in our hurry to decongest the roads, certain things that we would have put in place were not put in place. I must accept that. We started before the SOP was introduced; aside the issue of enforcement where we needed the assistance of other agencies like NIWA and NIMASA and even the Navy. Just for the purpose of enforcing the SOP, we have to involve them and we are still fighting it. It is something that has started in a nascent area of our operation and it still needs some fine-tuning to get to where we want. We are good, its okay, it's something that can only get better and it has come to stay.

What step has the NPA management taken to enforce the SOP?

That was what I spoke about involving sister agencies like NIMASA, NIWA, the Navy, the Marine Police. Don't forget whatever laws you are trying to enforce, when the people you are trying to enforce the law against buy into the idea, it becomes easier,



so we have even looked at avenues of engaging with the badge operators under their supervision Badge Operators Association of Nigerian (BOAN). They have been very cooperative; letting them know that it's not just about the business, but also about eliminating the dangers and the pit falls embedded in the business. We have been carrying them along, so far so good.

What is the appreciable difference or impact of barge operation on the turnaround time of vessels?

Before this time, overtime cargo was a problem, for even vessels that are coming in. When you evacuate from the vessels, where do you keep them? Because overtime cargos are already occupying the spaces that fresh cargos will be going to. So barge operation easing out the overtime cargos has also enhanced cargos dwell time. There is also space to drop their cargos and then also to evacuate the containers, empty containers through their barges and board the ship and vessel. So it has tremendously helped in terms of reducing cargo dwell time.

Has this improved business for the NPA in terms of revenue generation as well?

[Laughs] not much, if you look at that area, it is very interesting area. We needed to encourage this industry to grow, and so at NPA, we are trying to introduce little charges, even at that the barge operators are protesting. People are

INTERVIEW



used to free things. We also believe that in doing business, there should be some level of sacrifice. We are still talking to them; we have come out with rate; minimal rate for barge operators but it is not something that has tremendously improved our revenue. It has enhanced our business so we need to encourage it.

We are not placing much premium on changes, but on efficiency and ensuring that the operations are safe, there is no collision with vessels. We are thinking about e-call up for badges and all that. Those are the things that we are more interested in.

How is the NPA addressing the fears that Barge operators expressed about insecurity?

It is not factual. They don't have facts and figures to back up their claims about insecurity. Fortunately, when we met, it is not just NPA that met with them There was NIWA and NIMASA was there. When they mentioned the issue of insecurity, even NIMASA and NIWA asked them where, when, when did it happen and they didn't have anything, no facts at all. If there is any isolated case anywhere that we do not know about, no one has brought any form of attack on barges to our notice at all, there hasn't been anything. I think it's just a mere issue.

Recently, the Managing Director hinted that the management is going to be strict with the renewal of barge operators license. How far have you gone with this issue sir?



Barging has enhanced our business so we need to encourage it

We are on it; the Ministry Transportation is trying to harmonize. The operators are supposed to get cleAnce from NIWA and NIMASA before coming to us. We need to see all that before we inspect their facilities and then license them. The Ministry of Transportation has said, we should have a one-stop shop where all this will just be done to make it easy for them to get registered. At NPA, our SOP is ready and we will have gone ahead to license them. We want to give that as an avenue for the ministry to see what we are doing, to see what NIMASA is doing, to see what NIWA is doing and then harmonize, all before we can license any operator.

Lastly sir, what are the constraints facing barge operations?

Basically, it's a capital intensive business. Seventy percent of barges that are currently in operation are not worthy of the kind of operation that is ahead with the Lekki deep seaport that is coming on scene. It is not easy for the operators, because it is an area that we are even restricted to indigenous operators, financing barges is a very big issue. Also, most of them do not have the right personnel; in as much as we have also resolved to train them; their pilot and then their room staff, we think that other agencies of government may be able to provide finance for them to acquire newer badges, modern badges will play a very big role in bringing them up to speed.



CAPT. IHEANACHO EBUBEOGU

Barge Operation has to be fully-commercialised

— CAPT. IHEANACHO EBUBEOGU

CAPT. IHEANACHO EBUBEOGU is a Master Mariner and a former General Manager Corporate & Strategic Communications of the Nigerian Ports Authority. In this interview, he sheds light on the emergence Barge Operations in Nigeria.

Barge operations is currently on the front burner, what is your take on this?

It is a welcome development. We started this thing since 2010. In fact, the first application came into Nigerian Ports Authority about that time from ConnectRail and accidentally, it came to my office and I was asked to look at it without minding words. I told everybody that it is the right way to go and the reason is this - if you look at Port development in Nigeria, you will find out that since after the war, we had embarked on a lot of Port development and our population has been increasing. Our Port development started from when we were a service port and during the Gowon regime. These Ports were built totally to accommodate 32 million tons

of cargo, but after Concessioning in 2006, we found out that cargoes have been rising inspite of even at the top of recession. In 2007, we recorded about 74 million tons; which is twice the capacity of the total capacity of our Ports in Nigeria. On the average, we have been having up to 84 million tons.

Now, I want you to see the reason we couldn't have run away from barging operations alongside. There was no commensurate improvement on Maritime Logistics Infrastructure support on the road. So the consequences are that, if the cargo is increasing and evacuation remains constant, then there is no way you won't meet gridlock, especially in Lagos and Port Harcourt axis. There is what you call Port Mileage, which is the distance between the port gate and the highway; because when you look at where you situate a port, that is not the only place the port is supposed to service. There is what you call the geographical coverage area, where a port should serve which could

INTERVIEW

be miles away from where the port is located and what is arterial connection. What is the umbilical cord between where the port is located and the geographical area that is supposed to cover is the Highway.

Years back when Tin Can was established, you discover that when you come out of Tin Can Port, you are on the highway. The port mileage was zero, but today, the trailer driver has to adjust gear, where he will meet highway is now at 'Mile 2 Oke', because the whole place is now faced with city development which is now competing with the ports, while the Maritime Logistics Support Infrastructure has not been expanded especially in Lagos and Port Harcourt.

The only port that has a zero port mileage is Warri Port. Warri Port is the only port you can come out and that is the highway. Every other city development is now competing with the ports and you know that ports are one thing that attracts development. It magnets development towards it and this is exactly why there has to be intermodalism to make sure that cargoes that leave the ports are evacuated from more than one means, and if cargoes are coming to the ports for export, they should be moved by more than one means.

In the true sense, we are supposed to have an intermodal system that will move the cargoes that come in or out through water transportation, rail and road. But all along, our rail lines went moribund. The rail itself did not expand to respond to port capacity increase and that was why we had gridlock. So, one way we must also improve or get to solve this problem is barging and that was why I strongly put forward a support when ConnectRail came and said Nigerians must start barging operations.

Will you say that the NPA is living up to expectations with regards to regulating the operations of barges?

I must thank the Nigerian Ports Authority, for the Standard Operating Procedure that they have brought out. I think the issue is now implementation and I will tell you what I think about implementation. For a barge to operate, first of all what are the types of barges do you have. You have self-propelled barges and those ones that are pushed by Tug-boats.

Those things in the SOP are necessary, the SOP they have now are very beautiful, but implementation is very important. Somebody must make sure that the SOP extends to making sure that all these things are complied with. The channel must be properly marked. Today, we are not looking at lighting up the channel because Navy



CAPT. IHEANACHO EBUBEOGU

or Customs will say, after 6pm, no movement. But, a situation where it is day and night operation, then lightening of both vessels and the channels become imperative.

So, I will say in summary that yes Nigerian Ports Authority is going on the right track, but enforcement is very important to make sure that while people continue with their commercial pursuit, they comply with rules and regulations, because the whole thing in Port Operations is about safety, environmental protection, maritime security and as well as human elements.

Can you give us insight on how NPA can interface with barge operators in order to have a positive impact in the movement of cargoes?

Yes, it's easy for every regulation you want to bring out. It's good to have a forum that the collaboration will create awareness. People should be aware of what they are required to do, what are the standards they are supposed to meet with operators. Measures should be put in place when they go wrong before you can come into this business. Anybody who wants to enter into barging operations should have the requirement. You must have a good mechanism to make sure that you check him; not only once, but periodically and government agencies like NPA, NIMASA and NIWA should also know that these people are in business. Therefore, processes to satisfy them should be fast enough.

Nigerian Ports Authority and others should make sure that whatever requirement or processes they have put in place is expeditious enough to come out at the other end; either to qualify or disqualify, it doesn't matter but let the start-to-finish of the process be expeditious enough.

What roles will you recommend for barge operations?

Best practice. The SOP should now tell the prospective barge operator to indicate what they want to be involved in, be it - inland water transport barging operations or deep sea barging operation or a combination of both. The requirement for the type of barges and tug boat that will operate on inland waterways is different from the one that will go to sea. For instance, I was involved in moving Dangote cargo from Eko support to Dangote and the barges used were different. They were Deep sea barges and deep sea tug. They are different from inland water tugs.

The Barges are different because those that will go to sea; whether tug boat or barges will face more hydrodynamic challenges due to the wave. They are different from barges commonly used to go to Ikorodu. They are all characterised with the classification.

The second thing is the terminals that receive them. We must make sure that they are constructed properly.

The BOAN president recently said barge operators have the intention of going international; to move cargo from Nigeria to Benin Republic and other parts of West Africa

No problem, but they have to come up with the requirement for the type of tug boats and barges that can go to sea, because going to Cotonou is going through the fairway buoy and from there to the open sea. Those barges are constructed specially and they have their requirements. I don't mind the commercial interest to say they can go international, but do they have the requisite maritime platform to do that? NPA and NIMASA will have to set the standard.

What will you consider as constraints to barge operations in Nigeria?

Right now, NPA is making barge operation free, it will come to a time when it has to be fully-commercialised; where they have to pay and at that point, they must be able to break even. Two, the channels must be properly-marked. Three, if there is no security, barge operation must be able to close on time and it's not good. We must be able to come up with a very secured environment, such that barging operation can be 24hours and for that to be achieved, security has to be in place. The channels must be properly marked from here to Ikorodu or anywhere.

Where do you see the ports in relation to barge operations in Nigeria?

Barge operations have come to stay, the only thing is to develop all aspects of it; that will continue to make it play its role and have its own fair share of the market. It has come to stay and I don't want us to ignore any aspect that will make it grow. It has grown and as I talked

about the four components, that is; the vehicle itself, the motive power, the terminal and the route and then further capacity building, construction of this barges whether, they are for sheltered waters, open sea, tug boat, building and even repairs running and maintenance and then of course the manpower training to make sure that competent people manage this thing.

Would you suggest that the principle of local content be applied to barge operation in Nigeria?

What I can say about local content is that, while we are holding on to local content, it is good, but because this is international trade, we should not create a gag where our people do not have capacity and say, whether we have capacity or not. No, this should wait. No we should give dispensation and those doing it should make sure that, they do not compromise. It is not when a Nigerian can provide the business and you give it to the white, because he has given you something, but if dispassionately we see that we need this service and our people cannot provide them, for the time being. We cannot kill trade, let foreigners come in there and let us be thinking of how to give incentives to our people and provide for them to go and take loan and fill this gap.

The only way to do it is where foreigners are participating, we give them momentous approval, maybe every year, they come and renew, so that by the time our people have the capacity, we terminate it. So we make the foreigners come every year and when they come; we say okay, our people are still lacking the knowledge and then we still give you and the year we think our people have the capacity, we say okay, my friend we are sorry, our people can now do it.

How do we ensure that barging is subjected to regulation?

The important thing is implementation. If we do all this thing and then we are weak in implementation, then we have issues in our hand. So there must be task force which will work with the harbour master, to make sure that operation is in compliance with the Standard Operating Procedures. One of it is not congesting the ship side when barging operations is taking place, the other one is to make sure that ships are seaworthy, the tugboat are seaworthy, and the men who are operating the sea barges are competent. And then the tug masters themselves, there is what we call pilotage exemption certificate which the pilotage board gives them. The harbour masters organize it; all tug masters must go through that interview to obtain a pilotage exemption certificate. The certificate is not given to the ship, it is given to the master, if you change another master, then the new master will come again to face interview to be certified for pilotage exemption certificate.

Another thing is all these tug boats must have their VHF working, the marine environment is a mixed terrain of land, water, swamp and everything. The only way to make sure you are on top of everything is communication.



The only way to make sure you are on top of everything is communication.

INTERVIEW

Mr Andrew Lynch is the Managing Director of Mediterranean Shipping Company [MSC] and doubles as the Vice Chairman of Shipping Association of Nigeria [SAN]. In this interview, he speaks on what Barge Operations has eased traffic on Lagos Roads.

So where are we in terms of barge operations in the Nigerian port system?

I think without barge operations, the last few years would have seen a lot more traffic congestions. I think the barge operation has finally played a very important role in decongesting the roads. I think there is more work to be done on it. Obviously, there was a time when I was busy with operating vessels then you will have limited amount of crane availability to offer to the barges at the same time. I think for now, without these barges we won't have managed to keep the roads as decongested as it is.

Can we say the purpose of barge operations coming into existence is working?

I think there is always room for improvement but, it's definitely playing an important role. Without the barges, evacuation of exports and empty containers would be a lot tougher. It is also playing important role for imports as well as. I think since 2018 when it first started it has become an important part of the way Lagos Port operate. I think with the current volumes; we wouldn't be able to go back to a state where we didn't use barges anymore. I think it's becoming essential for the port to keep running.

On the average, how many TEUs do you move per day?

Although, I don't have all the industry statistics but I would guess it is somewhere between 30 to 40 percent of containers we handle we move by barges now.

Do we have new people coming into the barge operations?

Difficult to say, because often the operators of barges are not the



Andrew Lynch

Barge Operations Has Contributed To The Decongestion Of Lagos Roads — Mr Andrew Lynch

owners, so you will have people who are renting barges or operating by themselves. I think that the NPA knows how many are licensed as barge operators. It is becoming an interesting business area for lots of Nigerian companies to get involved. I think most of the barge operators, if not all, are indigenous operators as far as I can tell.

In terms of patronage, can we say that barge operators are getting the patronage?

Yes, we can relatively agree that the barge operators are receiving positive patronage, even though it has not gotten to where it should be. Presently, moving containers via road transportation is cheaper, but the nature of the road infrastructure does not help matters, but barge operation has contributed immensely in decongesting the road as more containers are being moved by barges. It seems to be working well, though more attention is needed.



Hon. Bunmi Olumekun

We are sitting on about three billion dollars' business with 100 percent local content — Olumekun, President, BOAN

In this interview with Nigerian Ports Today, National President of Barge Operators Association of Nigeria, (BOAN); Hon. Bunmi Olumekun shares his opinion on barge operations.

What informed the birth of your association?

The organization, Barge Operators Association of Nigeria (BOAN) was formed in 2018 after the management of the Nigerian Ports Authority, granted approval for the movement of cargoes in and out of the Ports through the waterways. Therefore, we had to come together as operators to see how we can put ourselves together to form an association that we can use to defend our business and our investment and here we are today.

The issue of Barge Operations has been on the front burner in Port operation, especially in Lagos pilotage

district. What is your view?

Barge Operations is a business that has come to stay. it is a business that saves Nigerians from the gridlock we have in Apapa port corridor. Although, it has been in existence before now, in Nigeria, if something doesn't pursue us, we don't move. Barge Operations came into existence because the roads have become a no-go area, that was why we gathered ourselves to see what we can do and find alternatives, so we sprung in to Barge operations.

If you remember Baco Liner in the 70's, 80's and 90's, it's a European shipping company that comes from Europe. They operated at Kirikiri Lighter Terminal [KLT]. So, what they did was Barging and we know they made use of barges to convey their goods, containers and other cargoes to their jetty.

So now, we have to see how we can make use of our

INTERVIEW

water ways because it is a means of transportation. When we are talking about transportation modules, we are talking about roads, pipeline and water. Water takes a volume because of what they convey; compared to the roads where we have one truck with one container. But, we can have as many as 20 to 30 containers on a single barge.

Would you say that NPA is living up to expectations on its role at regulating the operations of Barges in our waterways?

The Barge Operators Association was formed in the office of the NPA's Assistant General Manager, Operations, in Marina. We are the baby of NPA. We have been having conversations with them, we have had physical conversation and we have been trying to see how we can develop further. Like I always say, this is a baby of the NPA.

We need to synergize with all and sundry so that we can move this operation to a greater level by coming together. If we deviate from our functions at the port, we need a regulator who will regulate our activities, so that we would not go out of the scope of our operation.

So, if the NPA coming to bring us together; to organize, regulate and even register the operators, it's a welcome development. It will help us to know the number of people that are practicing. We would know the people that are qualified and not that anybody will just be admitted into the system. Since it was the NPA that brought us together, they stand to regulate us and we are seeing the impact everywhere we go, to the extent that the Lagos state government has been inviting us, so that we can start using the waterways in the state.

As at today, our record shows that out of 36 states we have, about 32 are presently covered with water. So cargoes can still be moved from all these points to the other, so that we would not restrict our movement within Lagos alone. We have to go to Delta, Rivers, Ondo and Ogun states by water. All these things we can do, but the states still have to come and see how we can synergize together and achieve one purpose.

What do you think is the place of capacity building in the sector?

As Barge Operators, we are sitting on about three billion dollars' business, so you can see the huge investment. By the time all these things come on board we are still going to enlarge the scope. We are hoping so, by the grace of God. We will be involved in vigorous training both for our crew and the operators. Significant attention and focus must be geared towards human development in the sector.

What do you think are the constraints to Barge Operations in Nigeria?

There are some issues that came out from the NPA when we were talking about the issues of payment; we want to start taking some amount of money from our members which we need to collect per trip. We are not saying we

should not pay money or we shouldn't collect money; one thing is about payment, two things we want to suggest; let this payment come in terms of levy and it should be managed by both the Barge Operators and the regulators. We have a committee, it is not just collecting money but we would need to see how to make use of this money on the business to develop the business, so that if we are paying, we would know what we are paying for. We have a lot to achieve, we need to move the business to a standard acceptable internationally. If we are talking about safety and other things, we need to really work and if we don't want the foreigners to take over the business we need to do something ourselves as indigenous operators. We need funds from the Government for ourselves, so that we can take this business to the next level as well.

In terms of regulation, is Barge Operations being regulated?

To some extent, I am one of those people that started Barging. I was moving from Brawal to APMT. We came up with how we can change this Barge operations, because the dock workers were new set of people not the old people that have the experience.

I have to go back to my jetty at KLT to bring my labour to show them how to off-load and then we started. We were thinking of not using a bigger Barge so that we will not affect their own Operation. So we started with smaller Barge and that smaller Barge has to balance and for it to balance you need to calculate what you have on board and see how you can pick it to round up.

You can't just say, let me discharge this side, you need to study it. So, I have to go back to get my own labour to come and train them on how to discharge the barge, and we did that perfectly.

We did that for about three weeks, at the end of the day they came up and said now they've known what to do they want to start their own standard operation and they came up with their Standard Operation Procedure (SOP). Again, and now we have got to a stage that we need joint effort by everybody; both the terminal operators, Customs and others to come and see how we can have a single SOP that will work for everybody.

It is not about NIMASA bringing her own, NIWA bringing her own, and NPA bringing her own. Let us have a joint SOP, so that it will be easier for us. When you ask me if barging was being regulated or not, that was why I said to some extent and to that extent it is even deepening our pockets, because if you see the cumbersome way of licensing Barge operators now, you will be sorry for us.

Before you can build a Barge, you have to call NIMASA, NIWA and NPA. You need to give them your specimen on what you want to build. Just like you want to build a house in Lagos, you submit your drawing for inspection, after the inspection you will be approved to build. So, the cost of operation will go up because of all these processes; that's why we want to call everybody because these things are too cumbersome.

Let's see how we can bring it in one place while everybody will have the same window to operate the same thing and I think we are getting there. We were with the Minister last week, we have given him what we want and today I saw it in



We want to use our ports as a Hub of Africa.



Hon. Bunmi Olumekun

a newspaper that they are going to put up a committee.

We also have to be part of the committee because you cannot be making law for me without me being there. I have to know what you are doing for me so that I'll make my input, so that we will not come back tomorrow to tell the whole public that we were not part of it.

You are a businessman, you have invested in Barge Operations and NPA has invested massively in the Jetties. Don't you think that NPA stand to recoup what they invested in terms of revenue generation in Barge Operations?

We all are businessmen, there is a way NPA can get what they want in their investment. Every places we visited all over the world, there are what we call barging spaces. It is always about some meters away or most often, every terminal has their own barging space which is managed by the various port authority. They don't give it to the concessionaires, we will suggest that spaces should be allocated to us. One, there is a double charging. You have charged importer to bring his goods, you need to load in whether rail or by barge, you've already charged for loading, so why do you now double-charge the importer. When a Barge operator now approaches you that he wants to load the same container that has already been cleared, they'll now subject it to another double charges by the terminal operators.

Where do you see the Port industry in relation to Barge Operations in few years to come?

I said we are sitting on three billion dollars' investment and we are still going, because, now the Deep Sea Port is coming up. To be sincere with ourselves, we can't make use of the road even in Lekki axis, with Dangote refinery coming up, there is going to be another form of gridlock like it happens in Apapa. The best we can do is to see how we can make use of our waterways, that is why I am saying, even the state should come and let us strategize

on how we are going to do this. Let us see how we can make use of waterways at least; eighty percent of the goods have to move by water.

The Lekki Deep Sea Port operations will start by September; the type of Barges that we will be using there will be different from the ones we are using now, because it has to be Sea-going. The Barges and the tugs have to be Sea-going and you know Sea going barges are very expensive.

There are no two alternatives, it has to be Sea-going because anything that has to go to Sea has to be Sea-worthy. We need to work on all these because definitely we are growing and we are getting there.

I can tell you that in this country we are blessed and we have to put all our arsenal into operations.

Government has to come to our aid. They are doing fantastic in the Rail and they've done very well, but the thing is that 20 percent of what you invest in Rail, invest same in Barge Operations, we will make a huge sum of money. Investment in waterways, earns a quick return.

We want to use our ports as a Hub of Africa. Hub of Africa is when big Barge operator will not use foreign Vessel but use our own Barges. So we need to be moving our export like Dangote product to Abidjan, Ghana or anywhere. All these things are what we are trying to see and that is why I said the sky is just the beginning.

How do we handle the in-flow of foreign barge operators in Nigeria?

The thing is that we can manage them. They are supposed to come under us. They are supposed to be under our umbrella. You cannot just go to somebody's land and start operating. We need to protect indigenous operators. We need to protect ourselves. When all things are put in place, they will be forced to join us.

Specifically, what do you think should be done by NPA to boost Barge Operations in Nigeria?

The only thing we need is that they have to support us. Supporting in term of working together for a singular purpose of moving the nation forward. Although, NPA being our regulator, but they cannot be making decisions without our input. I have to be part of the policy making, for it to be effective.

Would you suggest that the principle of local content be applied to Barge Operations in Nigeria?

We have hundred percent local content in every equipment we use in barge operations as we speak. Barges are made here in Warri and some other places within the country. Recently, some factories just moved to Lagos without consulting the association. it is 100percent local content and we are 100 percent qualified for the business.

A portrait of Chief F.B. Agoro, an elderly man with a grey beard and mustache, wearing a brown traditional cap and a vibrant orange and gold patterned robe. He is seated in a black chair against a blue background. The text is overlaid on the image.

FROM THE ARCHIVES

**My service in
NPA took me
all over the world**
— 103 year old Chief F.B Agoro

Retired As Port Manager Eastern Ports In 1979

By Paul Erakhifu & Muhammad Anas

When roving news correspondents of the international award winning “Nigerian Ports Today” magazine heard that a retiree aged 103 was still kicking and active at his Lagos residence, they decided to have an appointment with him.

From the month of June 2022, the reporter made several attempts to get an appointment and the opportunity finally came recently when a family member (his second son) called to say Baba was ready for his interview.

Alas, Baba Agoro was quite happy to receive the team at his house in Yaba, Lagos. During the brief period of encounter with Baba Agoro, he shared experiences of his life at the NPA as best as he could and wished the NPA Management well.

Baba is now a man of few words, As a matter of fact the team had to rely on his son to fill out on some of the questions.

As part of our 10th year anniversary celebration, we are bringing you the interview we had with him for your reading pleasure Experts.

Congratulations Sir, We understand that you will be 103yrs old this year November, and you have a sound health, What is the secret?

Thank you! I will be 103 by the grace of almighty Allah on the 14th of November. Having sound health is a blessings from the Almighty. We can only stay healthy by being active and positive minded.

Like I said earlier being positive and not abusing one's body keeps one healthy. I try as much as possible to eat healthy, drink a lot of water and take herbal tea and I'm also prayerful.

Sir, Briefly tell us about your educational background and your career in NPA?

Well after my College from Baptist Academy, I joined the Railway training school at Apapa road, Lagos, called Desivilla after training there I was sent to Manshok North East, Nigeria for 3 years after which I was seconded to Nigerian Ports Authority when it was created by the Ministry of Transport and later made Dock Superintendent at Marina, I had the privilege to be the first African Dock Superintendent.

I served in various capacities, eventually rising to the position of Assistant Traffic and Commercial Manager in Marina Head office.

Immediately after the Nigerian civil war I was posted to PortHarcourt as Port Manager, Eastern Ports, a post I

held up until my retirement in 1979. I was given a chieftaincy title in River State as the Anayamabor of Rivers Port (The King of Rivers Port). I have travelled around the world for Trainings, Seminars and courses in the USA, UK and many more. And I'm grateful to have served Nigerian Ports Authority and Nigeria.

Tell us a little about your family?

My Son, God has blessed me with 7 children, My immediate family consist of myself, my children and 21 grandchildren, I lost my wife 20 years ago, I still have a sister who by the grace of God will be 100 years next year and a brother who also retired from the Nigerian Ports Authority who is now 89 years old.

Do you still have contact with some of your colleagues?

I really do not have contact with any of my colleagues anymore.

Papa, What is the secret of your longevity Sir?

Very simple, I eat a a lot of good food by way of balanced diet, I do not stress myself over negative thoughts. I make myself happy, I try as much as possible to think positively at all times no matter the condition I find myself.

Most importantly, I pray a lot to God for his mercies.

How do you relax these days?

I listen to religious songs, I drank a lot of herbal tea. I make sure I walk round the house many times in the day, then I rest and call my children and grandchildren as much as I can. These make me happy.

As for the NPA, I always love to hear that it is doing well, I sometimes hear about the progress you are making, but I am not happy about one thing which is that I have sent invitation for my birthday in the past few years but nobody attended from NPA.

God sparing my life I will be 103years on 14th November,2022.

What is your advice to the younger officers in NPA?

Well my advice to the younger ones is to love their job and work diligently, be honest in whatever they are doing and ensure they pray for Gods guidance. God bless Nigerian Ports Authority, God bless Nigeria.

Thank you for coming around to see me today, May the Almighty Allah bless you.



My advice to the younger ones is to love their job and work diligently, be honest in whatever they are doing and ensure they pray for Gods guidance.



Managing Director NPA Bello Koko at an event recently

Rejuvenating Eastern Ports Takes Centre Stage

By OMIDIJI OLUBIYI

Over the years, the fortunes of Ports in Nigeria's Eastern corridor have suffered a steady decline. Concerned with this development, successive Managements of the NPA have come with several measures to reverse the trend, with particular desire to revive the ports in Lagos which has placed enormous pressure on the ports in Tin-can and Apapa Ports and created unprecedented traffic gridlock in Lagos and its environs.

CREATION OF THE EASTERN PORTS

The development of Ports in the Eastern Region dates back to 1912 with the coming on stream of the Port Harcourt Port to aid the exportation of coal and other natural resources.

With increasing trading and other commercial activities, there became a need for expansion of capacity in the zone necessitating the construction of the Ports of Calabar Port, Rivers Port, Delta Port and Onne Port to complement the Apapa and Tin-can Island Ports in Lagos corridor.

Ironically, the patronage of these ports has continually suffered a setback, with importers and businessmen's

preference for the twin ports of Apapa and Tin-can Island, stretching them beyond capacity and even resulting in great traffic gridlock on the access roads.

One of the major challenges of the Eastern Ports which make them less attractive is the issue of insecurity with several restive youths forming criminal groups to attack vessels and crew. In fact, it is on record that some crew members are sometimes abducted, ransom demanded and/or killed. With this palpable fear, many shipping companies decline doing business in the Eastern waterways, but prefer Lagos in spite of its own shortcomings as well.

A few vessels which braved the odds have increased cost astronomically as a result of insurance premium while special rates called "war surcharges" are mostly slammed on importers, in addition to the standard freight rates.

Additionally, Eastern ports are faced with the challenges of poor roads and absence of railways to the facilities. Many importers find it difficult moving their goods to the hinterland.

To further compound the issues, there is the operational



The NPA should ensure that illegal pilotage by local pilots which had distanced shipping lines from the Delta Port, is not brought back

difficulty of shallow depths, hindering access for bigger vessels and the attendant money guzzling maintenance capital dredging.

In fact, NPT has it on good authority that a report by an ad-hoc committee of the House of Representatives to investigate the low patronage of the Eastern Ports listed among others, inadequate survey and unreliable natural charts, inadequate marking of channels, inappropriate navigational aids, poor and obsolete equipment, high siltation and long river passage.

All these have led to increase in the cost of doing business as compared to the Lagos axis, which they see as being more-friendly.

In addition to the above, the Eastern ports are faced with the operational challenge of shallow depths. This has constantly hindered movement of bigger vessels at the Ports.

Today, we can see that there has been a change in the narrative of the size of vessels that call at the ports.

This has eventually led to the need for Port Authority to create deeper depths to attract and accommodate modern and bigger vessels. The Lagos ports have a depth of 13.5metres which presently accommodates vessel into the Lagos ports as compared to a depth of between 6 and 11 metres in some Eastern Ports.

Consequently, the NPA Management has collaborated in the emergence of the Lekki Deep Seaport scheduled to start operations soon, with a depth of 16.5metres and the coming on stream of other ports in Badagry and Olokola.

Additionally, Eastern port is also presently facing the problem of poor infrastructure in the area of poor roads

and the absence of rail lines leading to the facilities. Many importers find it difficult to move their goods from the ports to the hinterland. Are the roads better from the Lagos corridor you may wish to ask?

If this is the case; one might say that the Lagos roads leading to the ports are better even though not perfect than the ones leading to the Eastern ports.

Strategies Towards Boosting Ports Operations And Patronage At The Eastern Ports

Having identified the various challenges facing the smooth operations of Port operations at the Eastern Ports, as compared to the Lagos area, various strategies and methods have been identified as a way of breathing life to the Eastern Ports which have been non-existing for a while.

Stakeholders have enumerated the following steps and measures towards boosting operations within the Eastern areas. They are:

*The NPA Management, being the Technical Regulator of the nation's Seaports should enforce and synergize more with relevant security agencies such as the Navy, NIMASA, Marine Police to provide safety for lives and property. It should ensure that modern day equipment such as Patrol boats are purchased for the detection and prevention of maritime crimes such as: Piracy, Robbery and Kidnapping. A secured port would result in the influx of vessels and a reduction of cost and freight rates to compete favourably with the Lagos window.

*Management should as a matter of urgency, commence the dredging of Ports at the Eastern Region, from the present depth which stand at between 7 and 11 metres. This will allow for bigger vessels into the ports. They said a Deep Sea port should be constructed in the Eastern Ports, such as the ones about to commence operations at Lekki in Lagos, with a depth of 16.5 metres.

*Management should collaborate with relevant government organs such as the Ministry of Works, towards the rehabilitation and construction of access roads for trucks to enjoy smooth passage into the port, for the evacuation of cargo. A good road network would attract investors and imports to reduce cost of doing business while boosting revenue generation, by way of Internally Generated Revenue as well as the Gross Domestic Product.

*The Management of the NPA should liaise with relevant government agencies for the reconstruction of the Ikom bridge in Calabar. The Ikom bridge road is a key linking Cross River state to the North-Eastern part of the country. The road, if completed would provide a better platform and linkage to the hinterland thereby attracting the use of the Eastern Ports.

* The NPA should ensure that illegal pilotage by local pilots which had distanced shipping lines from the Delta Port, is not brought back. This development would persuade ship owners to berth at the Port.

* Stakeholders have advised that the Eastern Ports should be made more attractive by the NPA for vessels to berth, especially, marketing of the potential as well as offering other incentives in view of the competitive nature of doing business in Nigeria. It should be recalled that importers have been given the freedom of making a choice of their Port of destination.



Managing Director NPA Bello Koko at an event recently

*There should be even higher incentive in the area of reduction of charges and tariff and Harbor dues at the Ports within the Eastern Region. This would encourage importers to reduce cost of doing business in the Nigeria and even number of vessels noting that Lagos presently controls 60% of vessels in the country. Its increased incentives have helped a little bit, but cargo handling can be much better in time to come.

* For the present state or challenges at the Eastern Ports to be surmounted, there is the need to urgently address operational issues. Reliable nautical charts, marking of channels, and navigational ones should be updated to avert unforeseen safety challenges and hazard within the Eastern Ports operational equipment such as tugboats, pilot cutters and a reliable break water coupled with high siltation should be looked into as well.

* Moreover, the present state of operational equipment within the Eastern Ports should be upgraded as soon as possible. There would be a new lease of life and patronage within the Eastern axis if the present obsolete equipment are upgraded with adequate modern tools such as in Lagos, to handle cargo for importers. This would stop the delay leading to demurrage, hardship on workers and improved turnaround of vessels amongst others.

In addition to the numerous positive contributions and strategies already put in place by the Mohammed Bello Koko-led Management towards the development and patronage of the Eastern Port, the Port Manager; Mr Festus Olumati, said the NPA recently installed a total of 36 bouys on the Calabar Port Channels, so as to further give proper direction to Vessels coming into the Port.

On a very positive note, the Port Manager told stakeholders and that the Port is alive and doing well as against the negative and erroneous impression of an abandoned port, earlier created.

"The insinuation that Calabar Port is dead is not true. The Port recently received a large vessel and is currently

expecting more of such Vessels", he confirmed.

Going further, he added that, the Calabar recently received a general cargo Vessel that berth at its facility with 204 heavy-duty trucks, pipes and laden containers.

"The port is still viable and of economic benefit to the state and Nigeria. It is safe for berthing, hence the need for Customers to patronize it to clear their general containers", he stressed.

Apart from these, NPA has granted a broad regiment of rebates to stimulate various operations at the Port.

These rebates are a reduction on harbor dues for agro-allied products that are conveyed by barges for one Port to another within the country and zero charge on towage services granted to barge operation, to encourage more barge operations following the Channel limitation issue in the Port.

Other rebates given were granted on Harbor Dues for Clinker Tonnage conveyed from the Calabar Port and a reduction on Harbor Dues for Container operations in and out of the Calabar Port.

It is also worthy to note that, in a bid to boost operational efficiency in Calabar Port, the Executive Management of the NPA has also intervened with the provision of a modern Pilot Cutter, *PC Badariya*.

The provision has put a final end to the agelong clamour for such specialised crafts by Calabar Port stakeholders. Available records have shown that this development has enhanced efficiency in the Pilotage operations of the Port, especially with regards to waiting time of vessels in Calabar Port.

In fact, the Port Manager of the Port; Mr Festus Olumati affirmed that these initiatives have shown signs of rapid growth in the past five months as, "modest positive impact on our overall operations and finances in particular"



BADAGRY DEEP SEA PORT: Another Game Changer

BY OMIDIJI OLUBIYI

The recent approval by the Federal Government through the Federal Ministry of Transportation towards the Concessioning agreement for the development of the Badagry Deep Sea Port has been described by Industry watchers, technocrats in the Maritime Industry and the general public as a welcome development and a right decision in the right direction. They have also stated that it is a further proof of the desire of the Authorities at maximizing the nation's potentials in view of her vantage geographical location within the Gulf of Guinea.

Historically, between 1736 and 1789, history has it that nationals from Portugal and Brazil explored the numerous potentials which the Lagoons in Africa especially in Badagry offered especially with the introduction of Slave Trade within that corridor. We read that these slaves were transferred from West Africa through the Waters and Lagoons of Badagry. By 1787, it was stated that a total of 500,000 Africans had been moved to Europe, South America and the Caribbean's by the Slave Ships.

The potentials at the Lagoon in Badagry were maximized by the Slave Masters in the business. These illegal activities were taken as a major source of income. They connived with the local Chiefs who exchanged these slaves for local items such as Wool, Linen, whisky, Wine, Cotton etc.

Subsequently, with the abolition of Slave trade and the

coming of Missionaries to Nigeria, Badagry witnessed the exportation of Coconut to Europe through the Lagoon in 1880 leading to the gradual elimination of Slave Trade completely.

With the approval for this Concessioning in the of the impending opening of the Lekki deep seaport Nigeria appears set to stand shoulder to shoulder with neighboring countries with seaports with drafts of 16.5 metres and beyond.

Before the recent developments Nigeria, had relied on River Ports which were created in the 50s since the adoption and creation of several Ports in Nigeria beginning with the Ports in the Lagos area. Administrators in the Country had been slow with the creation of Deep Sea Ports in the country until the recent One in the country at the Lekki axis. Factors such as Finance, Political and social concerns have been responsible for this. Nigeria had been facing the absence of Deep Sea Ports which resulted on her depending solely on River Ports with shallow drafts which could accommodate smaller Vessels contrary to the International trend.

We recall that the NPA which is the country's Technical Regulator having begun operations in 1955 had been commended for its role in making the Industry viable especially with the Port Concessioning programme in 2006. The Authority recently moved further with the need to make the industry compete favorably within the sub-Saharan Africa and be more relevant within the comity of nations with the coming on stream of the Lekki Deep Seaport expected to start operations in the coming

months.

Towards the realization of the numerous benefits which the Deep Sea Port would bring to the nation in view of the fall in the crude oil prices, the Federal Government through its regulator the NPA has further gone ahead in providing the necessary environment, logistics and partnership with various groups in developing the sub sector especially in the creation of Deep Sea ports for trade facilitation and the attainment of a hub status within the African continent.

With the approval for the commencement of the Badagry Deep Sea Port by the Federal Government coming into play, it is very necessary to commend the NPA Authorities for moving to the next stage with another Deep Sea Port away from the busy Apapa and Lekki axis to an area quite known for its serene environment. This move would further see the Maritime environment maximizing its potentials to the fullest.

The Badagry Deep Sea Port will be located in the Gberefun area of Badagry, Lagos State. It is about 55km [34 miles] West of Apapa and Tincan Island Port complexes. It is proposed to be more than 4 km of quay and approximately 620 Hectares of land and about 480 hectares of Industrial and Logistics Park Zone. The project is expected to change the face of the Maritime Industry in the country in the area of investments, revenue generation amongst others. It is expected to host the largest Cargo Port, A free Trade zone and a Container Terminal. These would boost investment leading to a further increase in the Gross Domestic Product of the country.

The Badagry Deep Sea Port project is being executed through the Public Private Partnership [PPP] comprising the Federal Ministry of Transportation , Federal Ministry of Trade and Investment , the Lagos state Government, a private Consortium of APT Terminals, Ocean Investments, Oando, and Terminal Investment Ltd.

Industry experts spoken to have expressed the view that the Deep Sea Port is a welcome development to Nigeria. ' Nigeria is strategically located at a significant point in the Atlantic Ocean. With about 853 Kilometers Coastline which gives it a geographical advantage to becoming a Maritime hub for not only the West and Central African region , but also the entire Maritime trading World. With over 70% of Cargo bound for West and Central Africa designated for Nigeria. We also have a huge commercial advantage. The Badagry Deep Sea Port when it comes on board would maximize to the fullest the strategic place of the Badagry Waters to the nation's benefit.

The Federal Government through the Federal Ministry of Transportation and the NPA being the Technical Regulator has been commended for this facility. It is expected to be the latest bride in the Maritime industry in the next 5 years of its construction. According to the Honorable Minister of Transportation Muazu Jaji Sambo'' This is to further the government's goal of making Nigeria the Maritime hub of the West and Central Africa sub region. This project it may interest you to know will also generate a total revenue of over \$53.6 billion over the Concession period. It will create



about one quarter million jobs and also attract foreign direct investments to the country and help improve the economy and well-being of Nigerians

With an expected cost of \$2. 59 billion, the agreement is expected to last a period of 45 years after which it would be reverted to the Federal Government through the NPA. Some of the benefits of the Badagry Deep-sea Port include

- Revenue of \$53. 6 billion
- 250,000 jobs for Nigerians.
- Improved Gross Domestic Product
- Investment development
- Trade facilitation.
- Reduce Cargo Congestion in Lagos
- Competitive advantage for Nigeria
- uncongested hinterland Connectivity.

AN INSIGHT AT THE BADAGRY DEEP SEAPORT

1, A total of 3.9 million Twelve Equivalent Units [TEUs] are expected to be moved within a year.

2, 24 million Metric tons of Cargo and 1.4 million cars are expected to be received per year.

3, the facility would accommodate the following;

- a, General Cargo Terminal
- b, Container Terminal
- c, Roro and Grain Terminal
- d, Offshore Supply Bases
- e, Liquid Bulk Jetties
- f, Navy berthing facility
- g, Road fly over
- h, Rail and Public roads
- I, Badge and rail terminals

In conclusion, the Nigerian Authorities have positioned the Maritime sector towards the actualization of its dreams of the attainment of hub status with the creation of a Deep Sea Port in Badagry. It is expected to witness the berthing of bigger Vessels in the Nigerian Waters.

With this, the country is bound to witness growth as well as become a big player in the African region

Agenda For Muazu Jaji Sambo, New Transportation Minister

By OMIDIJI OLUBIYI & SOYOMI OLUGBENGA

The Maritime Industry and the Nation at large were awoken with the appointment and disposition of new individuals to drive different ministries by the Mohammed Buhari administration geared to reengineer.

Over the years, several Minister of Transportation have come on with the device to reposition the sector particularly the Maritime sector in a laid to attain global best practice and secure a hub status in sub sahara Africa.

I recall Hon. Minister sir, the Concessioning of the NPA to private terminal operations began in 2005 by way of the landlord/Tenant model fashioned in line with international practices. The aim of the administration of Port business into the hands of technocrats was meant to make the port industry more efficient, improved service delivery, revenue generation, elimination of bureaucracy, looting and other vices.

With your appointment as the incumbent Minister of transportation, it is expected that you would definitely bring to the table new ideas, innovations and reforms which would further develop the industry irrespective of the limited time at your disposal.

During your inaugural statements at the Transport Ministry and your first day in office, you sought for renewed synergy and collaboration from all concerned stating that you would adopt an open mind in your duties whilst any form of indiscipline would not be condoned.

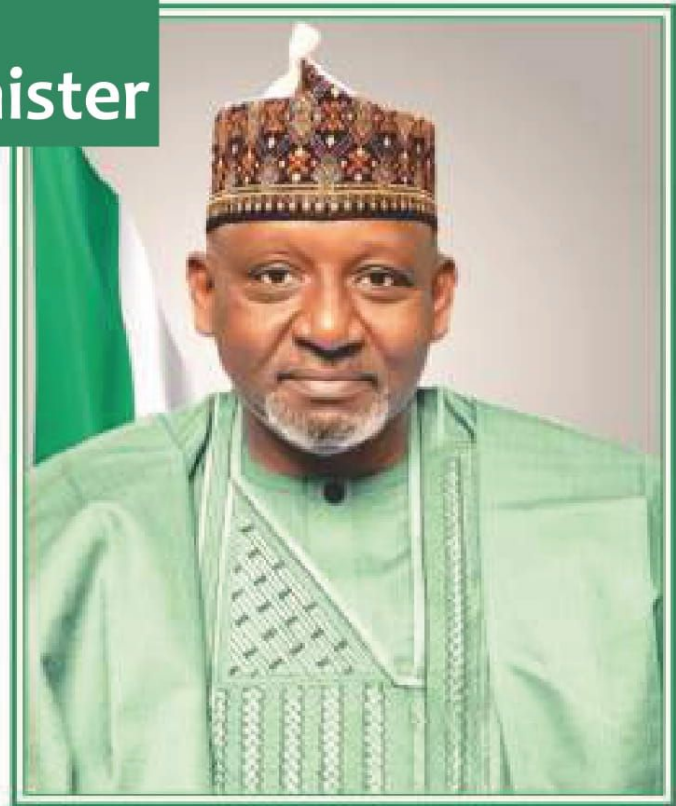
Quoting you," I want to tell you that I am here holding for a very short time. I am coming with and open mind."

These statement can attest to the fact that you are a thorough professional per excellence who believes in team play from all around and your desire to achieve success tasks before you.

"We will look for the low hanging fruits and make sure that we put them on the table as quickly as possible".My first impression on seeing this news was rather confusing and seem pregnant with many meanings and impressions.

I seem to ask many questions in my sub conscious.What are the hanging fruits are. Why are they low. Where are they? Are they harvestable. By who, when and lastly how do we put the fruits on the table as quickly as possible. Many questions Honourable Minister.

One of the numerous low fruits which you must look into is the issue of insecurity within the Maritime sector.Before now, there had been a total absence of



MU'AZU JAJI SAMBO
HONOURABLE MINISTER OF TRANSPORTATION
FEDERAL REPUBLIC OF NIGERIA

security for investors and ships within Gulf of Guinea. The area was a nightmare for those wishing to do business within the sub-Sahara Africa as a result of threats by pirates who attack Vessels within that area. The region and Nigeria seemingly lost business to this act and threats.

Various platforms and plans had been put in place by previous Heads of the ministry to stem these acts and encourage trade in the Nigerian corridor. With the introduction of the Deep Blue Project by the Ministry, there had been an appreciable peace and security within the Gulf of Guinea. This move has further boosted trade and investment, improved Gross Domestic Product [GDP] of the country.

Hon. Minister sir, we wish to crave your indulgence at ensuring that security of lives and property is further reinvigorated within the Gulf of Guinea and specifically Nigerian waters.

I was thinking that the Ministry further collaborate with relevant security Agencies especially the Navy, Marine Police and also ensure that there is a constant sharing of intelligence to detect, track and arrest those found wanting in the area of kidnapping, robbery and Vandalization.

Hon. Minister Sir, it is gratifying to note that you have visited the new Deep Sea Port Facility at Lekki sitting on 90 hectares of land that is expected to increase revenue, provide jobs and investment and most importantly

CONTINUES ON PAGE 38



Managing Director NPA Bello Koko at an event recently

Agenda For Muazu Jaji Sambo, New Transportation Minister

CONTINUES FROM PAGE 35

reduce gridlock within the Apapa axis courtesy of the coordination of the Ministry of Transportation with consortium from the Lagos State Government and others. It is noteworthy that the connection of the Port to Railines recorded your attention.

We need to do more and be proactive with this project at Lekki as a result of its location. You should ensure that there is the swift evacuation of trucks with containers from the Lekki deep seaport. The purposed construction and expansion of the roads within the axis should be fast-tracked by the relevant government agencies in view of the increasing vehicular movement expected to pass through the port in the coming months.

In addition, you should try and facilitate and provide an enabling environment for creation of other Deep seaports which are in the pipeline. They include the Badagry Deep seaport, Olokola Deep seaport, ogidigbe Deep Sea Port amongst others.

With these Deep seaports in Nigeria, we would be readily positioned to attaining a hub status within the Sub-Sahara Africa. Nigeria would have a big investment environment within the sub region and take back a greater part of trade and Maritime businesses hitherto taken away from us by countries such as Togo, Ghana, Chad and Cote D'Ivoire.

Another area the Hon. Minister must look into is the controversy concerning the Cabotage Vessel Financing. The shipping community has been having a running battle with the problem of the availability of the funds in the sector. They have constantly called on the relevant Agency and the Ministry of Transportation to take a critical evaluation of the issue and act appropriately by way of disbursement.

Sir, the CVFF was established under the Cabotage and Inland Shipping [Cabotage Act] in 2003. It is an accumulated fund from the contribution of 2% derived from the contract worth by local Ship owners aimed at promoting the development of indigenous Ship acquisition to enable

indigenous Shipowners' compete with their foreign counterpart.

Twenty years down the line sir, there has not been any appreciable impact of the fund which is in the tune of \$350million [#210 billion] to the Shipping Community and the country at large.

The immediate past Minister of State for Transportation Gbemisola Saraki at a recent town hall meeting with relevant Stakeholders stated that the funds have not been misappropriated as erroneously believed but it is presently being analysed by the National Assembly for onward dispensing.

Sir, kindly use your good office to look into this development in view of the many positive developments it is expected to bring to investors in the area of increase in the number of Ships in the country, creation of jobs, a ship yard and the resources to the country at large.

There is the need for the Ministry to seek for an avenue to constantly collaborate with relevant stakeholders and the Maritime sector to further come up with strategies which would go a long way at repositioning the country within the comity of nations.

Furthermore, we are expected to make more money in view of the fact that the sector has now been tagged as the country's major source of revenue generation in view of the fall in the prices of crude oil.

Sir, these are some of the germane issues that readily comes to mind for your attention as you settle down to work. The entire Maritime family is looking up to you to further bring positive changes most especially the low hanging grapes on the tree"

The table is very big sir, capable of accommodating large quantity of grapes by way of developments and achievements whilst you are in office. Definitely the process of harvesting might be tasking but your understanding of the Maritime environment which span over 4 decades is expected to bring about

NPA Re-assures Stakeholders On Trade Facilitation — Bello Koko

By OMIDIJI OLUBIYI

The Managing Director NPA Bello Koko has reiterated the commitment of the Management to sustain boosting policies at boosting trade facilitation at the nation's Seaport. This according to him was in line with the thrust of President Muhammadu Buhari at maximizing the numerous potentials of the country.

Mr. Koko made this remark when he paid host to the visiting Manufacturers Association of Nigeria led by its DG Segun Ajayi who were on a working visit to the Corporate Headquarters office Marina.

According to him, the Management was consistently providing an enabling and conducive environment in which businesses can thrive and experience a seamless operation within the Port and its environment. A case study the MD said was the elimination of the Apapa gridlock, which hitherto had affected businesses and investment windows in the country.

"Our key responsibility is that of trade facilitation whether in the area of



Bello Koko

import or export we ensure that we provide an enabling environment that will encourage export'

The team of the MAN were assured that the NPA under his leadership would further collaborate and synergize in ensuring that its activities are carried out in line with the ease of doing business.

Management, he stated was constantly providing operational

equipment such as craft and tugboats to ease the berthing process of vessels as the Ports. He charged the visiting MAN Executive to take advantage of the upcoming Lekki Deep Seaports with the berthing of investor's goods through the Association. He was of the view that the facility with a draft of 16.5 meters would further facilitate the importation of goods in the country.

Koko called on the MAN team to work on the modalities towards encouraging exports rather than import in view of the effects on the social economic development of the country.

In his response, Mr. Ajayi stated that the team was at the NPA to further appreciate the positive contributions the association has enjoyed under the present management while seeking for a renewed synergy and collaboration with the NPA Authorities in its desire of moving the nation forward.

The MAN Chief stated that there is need for government agencies to collaborate in eliminating substandard goods from entering the nation through the Ports.

NARTO/MWUN Collaboration, a positive step in the right direction — MD NPA

BY OMIDIJI OLUBIYI

The Management of the Nigerian Ports Authority has commended the decision by the Nation's major owner and has pledged its repositioning the Maritime sector to collaborate towards bringing the nation's resources to its optimal level.

Mr Mohammed Bello Koko made these remarks when he played host to the Executive members of the Nigerian Association of Road Transport Owners (NARTO) led by Alhaji Yusuf Lawal Othman and The Comrade Adewale Adeyanju -led Maritime Workers Union of Nigeria (MWUN) at the Corporate Headquarters, Lagos.

According to him the collaboration by the two Unions was a way to further drive their common goal with one voice for Management to easily relate with. Most importantly, it will as well eliminate rivalries and disagreements which may affect operational efficiency and service delivery in the sector.

Hear Koko "Let me congratulate you on this alliance. It means there would be less conflict and less friction. You become stronger by coming together to protect your interest. We are interested in the alliance, that means we have a Union of two groups with one goal, easy to relate

with and interact with regularly.

I promise you the NPA will work with you and keep engaging you. As a policy, the NPA always ensure that we engage our Stakeholders in decision making."

The Chief Executive Officer at the NPA thanked the Unions for cooperation extended to Management in the implementation of the Eto Application stating that without it, the successes recorded not have seen the light of the day. Today the application has effectively led to the drastic elimination of the gridlock at the Apapa corridor except for the grey areas at the Tin Can Island Port environment which Management is assiduously working on.

Hear Koko "We thank you for your support and collaboration in the implementation of the Eto application. Without your support, there is no way it could have worked. That ETO has reduced the traffic and gridlock at Apapa which is non-existent except at Tin can axis"

He stated that the NPA would continue to ensure that the Minimum Safety standards are enforced and implemented within stressing on the need for constant dialogue between the NPA and the Union leadership to ensure a conducive working environment, he stated that Management was aware of the challenges the operators face in doing business thus it is constantly deploying human and financial resources on the roads.



Sustainable Investment In People, Assets And Systems Is Essential For NPA's Present And Future, Says Adenrele Adesina, ED, Finance & Administration

BY OMIDIJI Olubiyi, SOYOMI Olugbenga, AMUNIKE Nkechi & SAMUEL Francis

The Executive Director, Finance & Administration of the Nigerian Ports Authority (NPA), Ms Adenrele Susanna Adesina, believes that efficient and flourishing ports are critical for Nigeria's economic future. People, Assets and Systems within the port sector must therefore be fit for purpose. She has commended the Managing Director of NPA, Mohammed Bello-Koko for reviving the Port training institute for workers in the organisation.

She noted that human capital is the greatest asset in any organisation and promised to work towards ensuring that NPA's staff were maximized and that

welfare was taken care of.

In her maiden interview conducted by the NPT News crew after her recent appointment to the office, she stated that with the restoration of the Port Training Institute, NPA was strengthening the culture of investing in people and using the training institute to symbolize the glory of the past and the possibilities of the future.

She maintained that the NPA training institute had cutting edge technology which would provide ample opportunity to engage knowledge experts in different fields of endeavor.

She said: "We don't have to fly a 100 people to a location. We can actually use technology to engage a subject matter expert from anywhere and bring that expertise right to Apapa Dockyard for our people to benefit from".

It is believed that some retired staff would be used as Resource Persons at the Training Institute.

"I think continuity is important. Often, we talk about the way things used to be, how excellent the people were trained in times past... I see it as something beneficial; having that handshake between former generations that have gone through Nigerian Ports."

According to the Executive Director, finance and human capital was the life blood of the organisation without which everything comes to a halt.

"In government, when the engine is running, we tend to think of projects; In education, schools have been built, in housing estates have been built, they see what works is doing; bridges and roads have been built but behind that is actually the effective stewardship of finances and people.

"I see this Directorate like the blood that runs through the veins of the Nigerian Ports Authority. A lot of what we do may not be directly seen in the way that people take photographs of the Port and the Ship, the cranes and the containers. People see the physical assets but this 'blood flow' is actually what makes everything work."

Ms Adesina, who is the first female Executive Director in the Directorate, said she was happy to learn more about the maritime sector. She pledged to focus on making things work seamlessly to keep the whole engine working at NPA and looks forward to working and understanding the linkages between the Port sector and the rest of the economy.

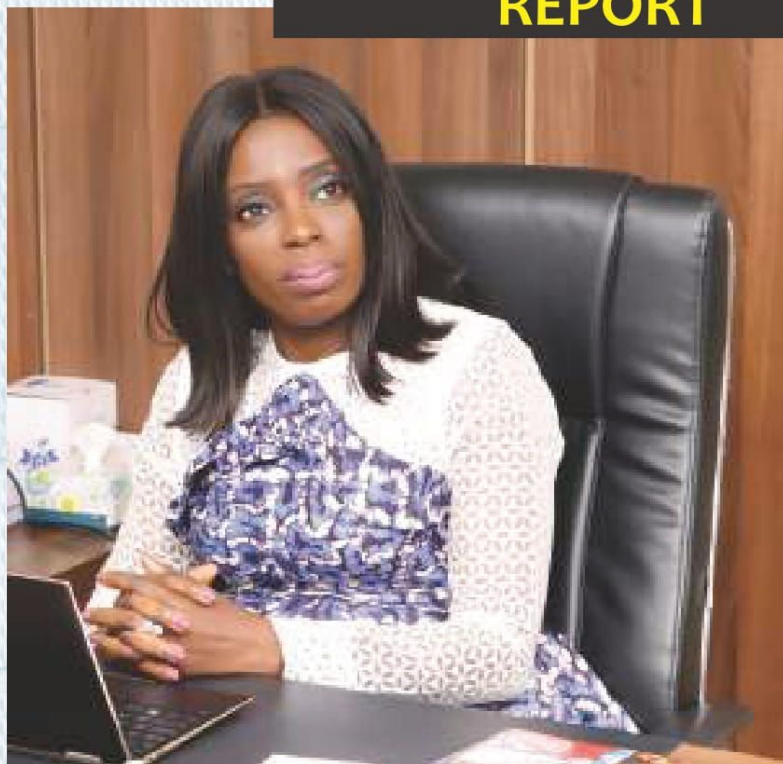
Speaking on the issue of industrial harmony in the organisation, the Executive Director, said it was important to understand the key themes prevalent in the NPA before engaging with wisdom and believed that promises and pronouncements should be made with the intention of keeping them.

"The best we can do is to be as candid as we can whenever there is a need to engage and hope and trust that what is being spoken is sincere even if it may at times be difficult to hear"

She hoped to meet with critical stakeholders such as pensioners and to "treat them with the honour and respect they deserve as they are people that have come before in this institution," noting that there was really no need for one group trying to displace another.

Ms Adesina opined that staff development was critical to the success of the organisation and called for greater understanding and collaboration, saying that "we, staff and management, are all assembled here like an orchestra to achieve a certain outcome and output: different equipment, different positions to achieve a certain sound.

"If something is missing, then the sound is not right and if we think about things in that way, then we can honour, respect and submit to one another as



necessary to get the best for the Authority because the tendency is to see from our own perspective only but in an orchestra, the bass is not more important than the violin, sometimes the bass is emphasized, sometimes the violin is emphasized but they are all part of achieving the overall objective".

She noted that it was incumbent on staff to work at their jobs with diligence for "there are many people that would be glad to be where we are no matter how much we may feel it is imperfect".

On what motivates her, the erudite Executive Director maintained that she's passionate about Nigeria and her possibilities and hopes to nurture and express this in a way that shows the attributes of Africa in her being.

She hopes to leave a legacy of "someone who had the opportunity to serve her country", noting that things can be done differently to change people for the better at whatever level of experience.

She called on NPA workers to continue to promote a healthy work ethic that translates beyond self to those that advance the wellbeing of the institution.

"You can go to Singapore and see how fantastic their port is but it is not built by Nigerians, it is Singaporeans. So this our Apapa port, if we want it to be excellent, then we have to be driven by that desire and we have to be honest with ourselves".

Ms Adesina has put more more than 20 years in the banking sector both here in Nigeria and in the United Kingdom. She worked for Stanbic IBTC for about six years before joining the Public Service where she was introduced to the world of files and memos when she served as Commissioner for Budget and Planning in Ogun State from 2015 to 2019.



You can go to Singapore and see how fantastic their port is but it is not built by Nigerians, it is Singaporeans

Better welfare underway for NPA workers — Koko

By Famous O

The Managing Director NPA Mohammed Bello Koko as part of his visit to facilities within the port corridor across the country has assured the workers at the Warri port located within the Eastern axis, of Management's determination to provide improved welfare packages to boost their morale towards a more efficient service to meeting global best practices.

According to him, the welfare of the NPA workforce has been top priority to Management in view of efforts at repositioning the organization towards the attainment of a hub status within the Sub-Sahara Africa.

Bello Koko was at Warri port with the Management team as part of his efforts at further developing infrastructures and collaboration with relevant stakeholders at various port locations in the country.

The NPA helmsmen stated that the Authority under his watch would operate an open door policy with the workforce in an effort at improving the synergy between Management and the workforce. This he said was in fulfilment of his earlier remarks when he assumed office.

Mr. Koko further stated that management was eager to improve operational efficiency and service delivery towards the attainment of a hub status. In this regard, contract has been awarded for the dredging of the Channels for improved berthing of vessels at the Port for increase of patronage by investors.

The MD promised that Management would as a matter of priority take legal actions towards the recovery of the NPA Assets being encroached by community stating that repairs of the break water was ongoing with necessary palliative

measures where necessary.

In addition, he promised the workforce that Management would ensure that their welfare of the personnel is attended to.

Earlier on in his welcome address, the Port Manager, Delta ports, Mrs Nelson Ovbude thanked the MD for his visit to the Port which was his first port visit since his assumption of duty as the Managing Director.

He informed the MD that the Port was faced with different challenges ranging from the absence of perimeter fencing, shortage of man power, none installation of buoys, absence of Costal buses for staff and dredging of Channels for bigger vessels to berth amongst others.

Bello also assured stakeholders that management soon commence the dredging of channels for the accommodation of bigger vessels. This he added would further improve business activities and patronage.

The MD as part of his visit to Delta Port paid a courtesy call to the Olu of Warri, Atuwatse III with a view to improving synergy and collaboration between the host community and the NPA which has been cordial for a long time.

NPA Receives First Vessel At \$1.5bn Lekki Deep Seaport



Ahead of the commencement of commercial operation at the \$1.5bn Lekki Deep Seaport in September this year, the Nigerian Ports Authority (NPA), recently, received the first-ever vessel at the seaport.

The vessel, ZHEN HUA 28, which berthed at exactly 1329 hours, delivered three Ship to Shores (STS) and 10 Rubber Tyre Gantries (RTG) cranes that will help in the evacuation of cargoes from vessels to the shore.

The seaport has an annual cargo tonnage

of four million tons per year and container volume of 2.5 million TEUs with three container berths equipped to handle more than 1.8 million TEUs annually.

Speaking at the event, the managing director of NPA, Mohammed Bello-Koko, said Lekki Port, when it commences operations, will be the first fully automated port at take-off in Nigeria.

He further stated that the successful delivery of the three STS and the RTG

cranes was critical to the commencement of operations of the deep seaport.

He said, "the successful delivery of these three state-of-the art STS cranes and 10 RTG, are very important equipment which are critical to the commencement of operations of the Lekki Deep Seaport. This is historic as it moves us a step closer to birthing Nigeria's first Deep Seaport and also demonstrates our readiness to take trade facilitation a notch higher.

"The commitment of NPA to providing every support necessary to place Nigeria on the global list of countries with Deep Seaports is unflinching. This is why matters related to the operationalization of Lekki Deep Seaport before the end of this year have been placed on top priority.

"For us at the Nigerian Ports Authority the coming on stream of Lekki Deep Sea Port symbolizes a lot of positives. Apart from being Nigeria's first Deep Seaport, Lekki Port will also be the first fully automated port at take-off. This provides an insight into the path we are already toeing as a management team to govern the operationalization of not just the forthcoming Badagry, Ibom and Bonny Deep Seaports, but also of the reconstruction of the aged Tin-Can Port, where work is set to commence once we secure the necessary approvals from the Federal Ministry of Transportation and FEC respectively."



NPA Training Institute Takes Off In Apapa

By JOACHIM AKINSELOYIN PAUL ERAKHIFU
AND OLUWA SULIAT OLUWATOYIN

The Management of NPA has reiterated its commitment towards efficient and effective Manpower Development through continuous training of its workforce Represented by the Executive Director Finance & Administration Ms Adenike Adesina the Managing Director emphasized the need every employee to make personal development a top priority.

During the recent flag off of training for year 2022 at the Port training Institute, Dockyard, the Managing Director, Mohammed Bello Koko, represented by the Executive Director Finance and Administration, Ms Adenrele Adesina

spoke on the need for the workforce to make personal development a top priority.

Ms Adesina called on participants at the training session to believe in themselves as there is nothing impossible for them to achieve.

In her words “so as we launch the training session today we ask you to come along with us on this journey to believe that there is nothing impossible for you as a staff in NPA and by coming to this place there is something for you here. I just want to welcome you. This is the first lecture here and trust that better days are ahead.”

She added that the Authority has invested so much in training and welfare of workers and that concerted effort should be made to reciprocate the good gestures.

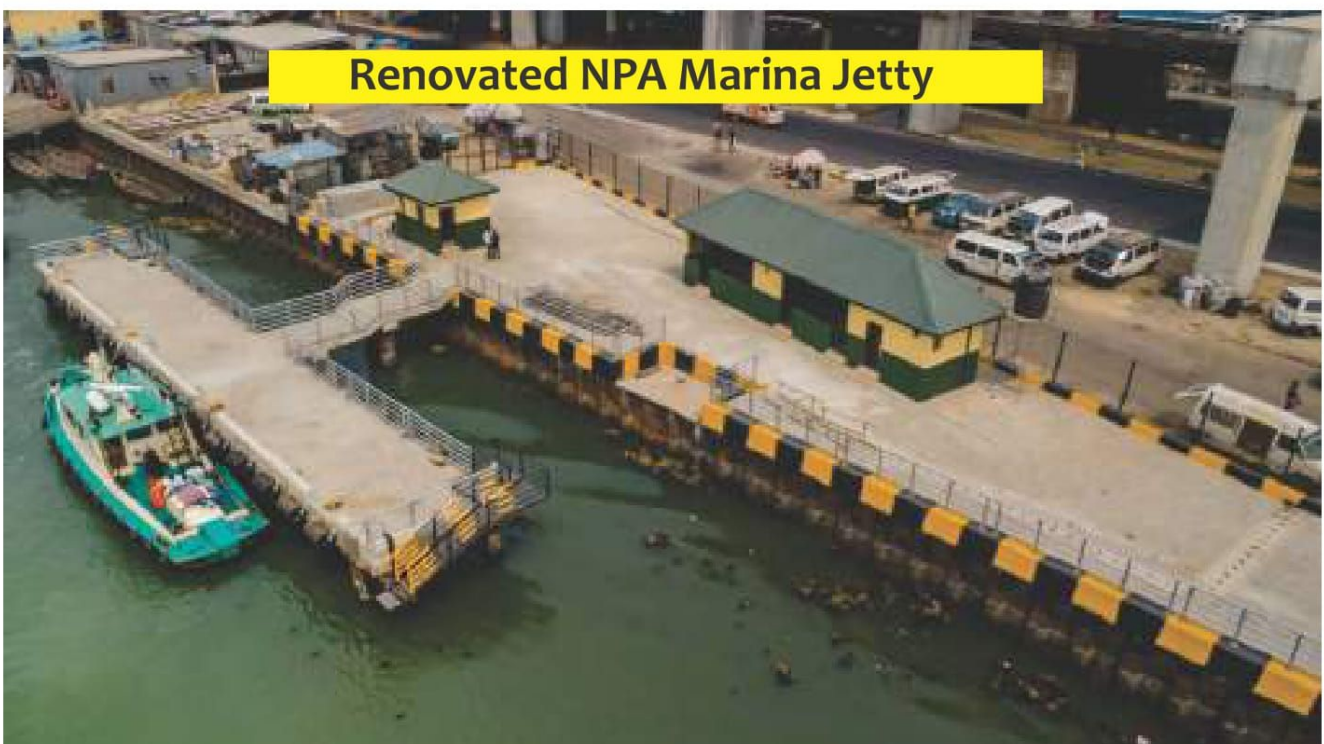
In his remarks the General Manager Human Resources Mr Umar Muhammad

Ahmad said the opportunity to be trained is valuable and knowledge gained. Even after retirement from the organization the knowledge acquired remains a legacy that will forever be cherished.

While congratulating the Participants he enjoined them to see themselves as pioneer trainees of the institute and advised them to take it serious as it will form part of their appraisal.

On behalf of the participants, the Assistant General Manager Performance Management, Mrs Zainab Dantiye appreciated the Management of Authority.

The ceremony was attended by top officials of the training institute and performance appraisal Department.



Renovated NPA Marina Jetty

Apparently ginger is a starring ingredient in many green juices for good reason.

While the ancient root has long been touted a sick-day panacea in traditional Chinese and Ayurvedic medicine, the overall health benefits of ginger are wide-ranging, according to Karen Ansel, R.D.N. and author of *Healing Superfoods for Anti-Aging: Stay Younger Live Longer*.

Not to mention it's crazy-versatile—you can throw it in your smoothie, grate some on a stir fry, add it to soup, or sip ginger tea.

1. It can reduce pain

Ansel says ginger contains substances known as gingerols that quash inflammation and turn off pain-causing compounds in the body. But if you're dealing with any kind of chronic pain, talk to your doctor about a long-term treatment plan, since it might be something a plant can't fix.

2. It can heal irritated skin

If strong winter winds are doing a number on your skin, start healing from the inside out with ginger. According to Ansel, ginger's anti-inflammatory properties help soothe red, irritated skin.

3. It may help protect against cancer

While no single ingredient has the power to ward off serious disease, ginger does pack a pretty mean punch. Ginger is loaded with antioxidants that help protect the body from cancer, says Ansel.

4. It can help you look younger

You probably see the buzzword "antioxidant" splayed across your favorite expensive face creams—but that's actually for good reason. There's promising (yet preliminary!) research suggesting antioxidants help protect the skin from free-radicals (things in the environment like pollution and UV rays), which speed up the breakdown of collagen and damage the skin. According to Ansel, ginger's antioxidant content can help maintain your skin's collagen production, which promotes skin elasticity and smoothness.

5. It can help you digest quicker after a meal

Food babies are pretty uncomfortable, but thanks to ginger, they don't have to last forever. A cup of ginger tea could help your stomach empty faster so food doesn't just sit there after an indulgent meal, according to Christy Brissette, R.D., and president of 80 Twenty Nutrition. What's



10 Health Benefits Of Ginger

more is that it'll help calm your stomach and stave off bloating and gas.

6. It can reduce nausea

Why yes, you are pretty much nurse Florence Nightingale if you offer your hungover friend a can of ginger ale the morning after a fun night out. In general, ginger is a research-backed remedy for nausea, whether you're dealing with a hangover, enduring a bumpy road trip, recovering from chemotherapy, or cursing pregnancy's morning-sickness symptoms.

7. It can reduce bad cholesterol

Brissette says ginger can help lower LDL cholesterol levels (the bad kind!), reducing your risk of heart disease. A small recent study affirmed these findings, demonstrating that control groups who consumed three grams of ginger (that's about half a teaspoon) three times a day experienced a significantly higher reduction in triglyceride and cholesterol than the placebo group.

8. It can ward off cardiovascular disease

Ginger's blood-thinning properties

could help prevent the formation of blood clots, reducing your risk of heart and stroke. Brissette warns that if you already take blood-thinning medications, check with your doctor before including more ginger in your diet.

9. It can help boost immunity

Why do people live on ginger lozenges when they're sick? Those same gingerols that fight inflammation also have antimicrobial and antifungal properties to help fight infections and boost your immunity.

*Hot water,

*Two tablespoons of fresh grated ginger

*Juice of one lemon

*Half a tablespoon of honey.

Or, toss a teaspoon into chicken soup for some added cold-fighting benefits.

10. It can ease period cramps

If you find yourself clutching your abdomen in pain every month, you might want to try an ibuprofen alternative, according to Jessica Perez, R.D. "I firmly believe ginger is one of the best natural forms of medicine," she says. "It helps with so many inflammatory processes."

MONKEYPOX ALERT!

Monkey pox is a mild viral zoonotic disease caused by infection by monkey pox virus. Monkey pox virus is part of the same family of virus as variola virus, the virus that causes small pox. The symptoms are similar to small pox but milder. It has the ability to spread from animals to humans and not just between people. The disease is called Monkey pox because it was first identified in colonies of monkeys kept for research in 1958. It was only later detected in humans for the first time in 1970. It is endemic in the African countries of Cameroon, Central African Republic, Democratic Republic of Congo and Nigeria. The first monkey pox outbreak outside Africa was in 2003 in the United States of America. In May 2022 multiple cases of monkey pox were identified in several non-endemic countries.

Situation Report

The global alarm was activated after more than 200 suspected and confirmed cases of the virus were detected in at least 19 countries since early May, mostly in Europe. The World Health Organization has declared the global Monkeypox spread a Public Health Emergency of International Concern (PHEIC).

On 26th May 2022, the Nigeria Centre for Disease Control and Prevention (NCDC) had to activate a national Multisectoral Emergency Operations Centre for Monkeypox (MPX-EOC) in order to strengthen and coordinate ongoing response activities in-country while contributing to the global response.

According to the NCDC report, as at 29th May 2022, a total of 21 confirmed cases with one death have been reported from 9 states and the FCT - Adamawa (5), Lagos (4), Bayelsa (2), Delta (2), Cross River (2), FCT (2), Kano (2), Imo (1), Rivers (1). The death was reported in a 40-year-old patient who had underlying co-morbidity and was on immunosuppressive medications.

Signs and Symptoms

The incubation period (interval between infection and appearance of symptoms) of monkey pox is usually from 5 to 21 days.

The infection can be divided into two phases:

-The invasion period manifests as fever, intense headache, muscle aches, back pain, low energy, swollen lymph nodes and a skin rash or lesions.

-The rash usually begins within one to three days of the start of a fever. Lesions can be flat or slightly raised, filled with clear or yellowish fluid, and can then crust, dry up and fall off. The number of lesions on one person can range from a few to several thousand.

The rash tends to be concentrated on the face, palms of the hands and soles of the feet. They can also be found on the mouth, genitals and eyes. The disease is often self-limiting with symptoms lasting two to four weeks. It is more severe in children and immune compromised people.

Spread of Monkey Pox

*The disease is spread through close physical contact with someone who has symptoms. The rash, bodily fluids (such as fluid, pus or blood from skin lesions) and scabs are particularly infectious. Clothing, bedding, towels or objects like eating utensils/dishes that have been contaminated with the virus from contact with an infected person can also infect others. Ulcers, lesions or sores in the mouth can also be infectious, meaning the virus can spread through saliva. People who closely interact with someone who is infectious, including health workers, household members and sexual partners are therefore at greater risk for infection.

*The virus can also spread from someone who is pregnant to the fetus from the placenta, or from an infected parent to child during or after birth through skin-to-skin contact. Animal hosts include rodents and non-human primates.

*Eating inadequately cooked meat and other animal products of infected animals is possibly a risk factor.

Prevention OF Monkey pox

*Avoid direct contacts with infected persons and animals.

*Adequate cooking of animal products.

*Good housekeeping by getting rid of rodents and ensuring good sanitation and environmental hygiene.

*Regular hand washing with soap and water.

*Isolation of infected person and animals

*A newer vaccine that was developed for smallpox (MVA-BN, also known as Imvamune, Imvanex or Jynneos) was approved in 2019 for use in preventing monkeypox although not yet widely available.

Employees are advised to please report to the Medical Division, any suspected case of Monkeypox in the Organization.

Mrs. Saudat Oluwatoyin Adeka, PhD

For Workplace Wellness Committee, Medical Division, NPA.

Everything You Need to Know About Monkeypox Virus

- Monkeypox is a rare viral disease similar to smallpox in appearance
- An infected animal transmits the virus to humans through a bite or direct contact
- Currently, there are 92 confirmed monkeypox cases in 12 countries
- Fever, muscle pain, headache, swollen lymph nodes, and tiredness are the initial signs
- Vaccination against smallpox can be effective in preventing monkeypox



Being the largest and most culturally diverse continent globally, Asia also drives a large percentage of the growth in international shipping. It comes as no surprise then that this continent also includes some of the world's top ports. Out of the top 10 ports in the world, eight are located in Asia.

Here are the top 10 ports in Asia, based on size, traffic, and rank.

1. Port of Singapore

The Port of Singapore is ranked second in the world, owing to its size and traffic. In 2019, this port reached 37.2 million TEU. It is said that a ship arrives or leaves from the Singapore port every few minutes.

It is linked to hundreds of ports all over the world and has around 200 shipping lines. At a given time, there can be around 1,000 ships in that port alone.

2. Port of Shanghai

The processed cargo in Shanghai port went over 443 million tonnes in 2005, surpassing the Singapore port. The fast development of China's economy has a significant part to play in this port's success.

In 2020, this port achieved a container volume of 43.5m TEU, a new record. This helped the port keep its title of the busiest container port in the world.

3. Port of Laem Chabang, Thailand

Port Laem Chabang is the deep central seaport in Thailand. This port is also the fourth biggest one in South-East Asia with a yearly traffic of 8 million TEU.

It contains multiple minor ports and seven terminals, including Terminal D, the most advanced terminal in Thailand.

4. Port of Busan

Busan advertises itself as the pathway between the Pacific Ocean and Asia. Being the main port in Korea, it manages 81% of container cargo. The Port of Busan has the space to process 91 million tonnes of cargo.

This port is also the fifth busiest one in the world. The traffic was expected to be around 23.5 million TEU in 2020.

5. Port of Hong Kong

Previously the world's busiest port before the Singapore Port stole the title, the Port of Hong Kong is still situated in one of the world's most successful facilities.

Despite the heavy competition with Shanghai, this port has displayed significant growth, housing containers worth 19.8 million TEUs in 2016. The port is one of the busiest and most productive ports in the world.

6. Port Kelang

Being Malaysia's main ocean hub, Port Kelang is also





Port of Singapore

ranked 14th in the world. A railway serving Kuala Lumpur is also connected to this port, benefitting the trade. In 2018, Port Kelang's traffic reached 12.3 million TEU. This port is also the second biggest port in South-East Asia.

7. Port of Tokyo

Located in an area with concentrated economic growth and a population of 40 million, this port is ranked 14th in the world. In 2005, this port generated an output of 3,594,000 TEUs, a record sum.

The Port of Tokyo is described as having the ability to house the biggest vessels. The berths at the oil container terminal have a large capacity.

8. Jawaharlal Nehru Port

The largest container port in India, Jawaharlal Nehru Port, handles most of the containerized trade in India. The port borders the Arabian Sea and is connected to major highways and railways in India. Between 2018 and 2019, the port's container volume was 5.05 million TEU.

9. Port of Tanjung Palapas, Malaysia

Port of Tanjung Palapas is the third biggest port in South-East Asia and part of the 20 biggest ports in the world. The yearly traffic in this port is around 12 million TEU.

This port is different because it is ahead of most ports in Asia in terms of technological developments. In July 2019, it broke the vessel utilization record for the third time in a row.

10. The Port of Shenzhen

The Port of Shenzhen is one of the biggest ports in China. The development of opportunities and technological developments in this port are some of the best in the world.

This port is the name of several ports along the coastline combined. Holding the headquarters of around 40 shipping companies, the port has allowed 130 international container lines to develop.

The port is connected to around 300 ports in several countries. In 2018, it was ranked the third-largest container port in the world with a throughput of 27.7 million TEUs.



By Paul Erakhifu,
Friday Eze and
Abidemi Agboola

**ASSUMPTION OF DUTY OF THE NEW MINISTER OF TRANSPORTATION
Mu'azu Jaji Sambo, AND MINISTER OF STATE Mr. Ademola Adewole Adegoroye
on Wednesday July 13, 2022**







The Induction and conferment of fellow of the Nigerian Institute of Public Relations (NIPR) on the Chairman, Board of Directors, Nigerian Ports Authority (NPA), Chief Akin Ricketts.



Chief Akin Ricketts



L-R Ibrahim Nasiru, General Manager, Corporate and Strategic Communications and Chief Akin Ricketts, Chairman, Board of Directors, NPA.



Chief Akin Ricketts and other fellows at the event

MINISTER OF TRANSPORTATION TOURS RIVERS PORT



PHOTO SCENE THESIS





MINISTER OF TRANSPORTATION VISITS LEKKI DEEP SEA PORT PROJECT IN LAGOS

L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Permanent Secretary, FMOT, Dr. Magdalene Ajani, Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ), Rougang Du, Hon. Minister of Transportation, Muazu Jaji Sambo, DG, NIMASA, Bashir Jamoh, Exec. Sec. NSC, Emmanuel Jime when the first official visit of the Minister to Lekki Port in Lagos last weekend.



L-R: Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ), Rougang Du, MD NPA, Mohammed Bello Koko, Chief Technical Officer, Lekki Port, Steven Heukloms, Hon. Minister of Transportation, Muazu Jaji Sambo, when the Minister visited the Port in Lagos.

Hon. Minister of Transportation, Muazu Jaji Sambo (6th right), Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko and other stakeholders during the tour of Lekki Port.





MINISTER OF TRANSPORTATION VISITS LEKKI DEEP SEA PORT PROJECT IN LAGOS

L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Permanent Secretary, FMOT, Dr. Magdalene Ajani, Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ), Rougang Du, Hon. Minister of Transportation, Muazu Jaji Sambo, DG, NIMASA, Bashir Jamoh, Exec. Sec. NSC, Emmanuel Jime when the first official visit of the Minister to Lekki Port in Lagos.



L-R: Chief Executive Officer, Lekki Port Lagos Free Trade Zone (LFTZ), Rougang Du, MD NPA, Mohammed Bello Koko, Chief Technical Officer, Lekki Port, Steven Heukloms, Hon. Minister of Transportation, Muazu Jaji Sambo, when the Minister visited the Port in Lagos.



Hon. Minister of Transportation, Muazu Jaji Sambo (6th right), Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko and other stakeholders during the tour of Lekki Port.



MINISTER OF TRANSPORTATION TOURS **ONNE** PORT COMPLEX

1st Right MD Nigerian Railway Corporation, Fidat Okhiria, 4th Umar Hassan Director Finance and Accouts, FMT, 6th MD International Container Terminal, Jacob Gulmann., 2nd left Hon Faruk Adamu, Chairman , International Container Terminal

L-R: Executive Director, Finance and Admin. Aderenle S. Adesina, Hon. Minister of Transportation, Muazu Jaji Sambo, MD NPA, Mohammed Bello Koko, Exec. Dir., Marine & Operations. Hon. Onari Brown during the tour of Onne Port Complex, Rivers State



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, MD Brawal Oil Services, Dale Heseltin, Hon. Minister of Transportation, Muazu Jaji Sambo, Director Finance and Account, HMOT, Babayo Hassan, Executive Director, Marine and Operations, Hon. Onari Brown during the tour of facilities at Onne Port Complex, River State

R-L: Hon. Minister of Transportation, Muazu Jaji Sambo (3rd left), MD NPA, Mohammed Bello Koko (5th left) and other Stakeholders during the inspection of facilities at Onne Port Complex, Rivers State.





MD NPA HOSTS CHIEF OF NAVAL STAFF IN LAGOS



MD NPA INSPECTS MEDICAL & OTHER FACILITIES AT BODE THOMAS SPORTS GROUND





MD NPA RECEIVES CEO NEPC IN LAGOS

The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko received a delegation from the Nigerian Export Promotion Council (NEPC), led by the Executive Director/CEO, Dr. Ezra Yakusak who paid a working visit to the Management at the Corporate Headquarters, Marina-Lagos.



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presenting the Authority's plaque to the Chief Executive Officer, Nigerian Export Promotion Council (NEPC), Dr. Ezra Yakusak 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 Chief Executive Officer, Nigerian Export Promotion Council (NEPC), Dr. Ezra Yakusak (5th left), members of his team and top Management of NPA during a working visit to the Corporate Headquarters, Lagos.



NPA Management Synergises with Standard Organization Of Nigeria (SON)



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko presenting the Authority's plaque to the Director General, Standard Organization of Nigeria (SON), Mallam Farouk Salim during a courtesy visit to the Management of NPA at the Corporate Headquarters, Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (4th left), Director General, Standard Organization of Nigeria (SON), Mallam Farouk Salim (5th left) and other senior officers of SON during the courtesy visit.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko commissioning the newly built NPA Training School in Dockyard, Apapa. To the MD's right is the Vice Chancellor, University of Lagos (UNILAG), Oluwatoyin Ogundipe while to his left is Prof. Pat Utomi, the Flag Officer Commanding Western Naval Command, Rear Admiral, Yakubu Bala (right) and DG NIWA, George Moughalu (left).



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (4th left), Vice Chancellor, University of Lagos, Oluwatoyin Ogundipe (5th left), Executive Director, Engineering & Technical Services, Prof. Idris Abubakar (left), Executive Director, Marine & Operations, Hon. Onari Brown (2nd left), Executive Director, Finance & Admin. Adenrele S. Adesina (3rd left), GM Corporate & Strategic Communications, Ibrahim Nasiru (right) during the official commissioning of NPA training school in dockyard, Apapa.

R-L: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, the Vice Chancellor, University of Lagos, Oluwatoyin Ogundipe, DG Nigerian Maritime Safety Agency and Administration, Dr. Jamoh Bashir during the official commissioning of NPA training school in dockyard, Apapa.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (sitting 5th left) and other stakeholders during the commissioning of NPA training school in dockyard, Apapa.



Representative of the Managing Director, Nigerian Ports Authority (NPA), and Executive Director, Finance and Administration, Adenrele S. Adesina (Middle), Leader of the team and MD Marininnovators, Gadi Ben Moshe (2nd right), Business Architect Digitalization, Port of Antwerp Bruges, Nico De Cauwer (2nd left), Chairman of Customs Committee, International Port Community System Association (IPCSA), Uwe Liebschner (3rd left), IMO Regional Coordinator for West & Central Africa, Capt. Dallas Eric Lanyea (3rd right), GM ICT, Anthony Edosomwan (left) and Nigeria's Technical Adviser to International Maritime Organization (TA – IMO), Engr. Anas Suleiman (right) during a working visit of IMO Consultants to the Authority's Corporate Headquarters in Lagos.



Representative of the Managing Director, Nigerian Ports Authority (NPA), and Executive Director, Finance and Administration, Adenrele S. Adesina (4th left), Leader of the team and MD Marininnovators, Gadi Ben Moshe (3rd left) and officers of both NPA and IMO Consultants during a working visit to the Authority's Corporate Headquarters in Lagos.



HEADS OF MARITIME & RELATED AGENCIES MEET IN LAGOS



MD, NPA, Mohammed Bello Koko (middle), MD Nigerian Inland Waterways (NIWA), Dr. George Moghalu (left) and the GM Legal Services/Company Secretary, NIWA, Danladi Ibrahim during the meeting of Heads of Maritime and Related Agencies in Lagos.



L-R: DG/CEO Nigerian Institute of Transport Technology (NIIT), Dr. Bayero Salih-Farah, Executive Secretary, Nigeria Shippers Council (NSC), Emmanuel Jime, MD, NPA, Mohammed Bello Koko, DG NIMASA Dr. Bashir Jamoh, Registrar/CEO, Council for the Regulation of Freight Forwarding in Nigeria (CRFFN), Sam Nwakohu, MD Nigerian Inland Waterways (NIWA), Dr. George Moghalu, Rector/CEO, Maritime Academy of Nigeria (MAN), Emmanuel Effedua, and MD Nigerian Railway Corporation (NRC), Fidete Okhiria during the meeting of Heads of Maritime and Related Agencies in Lagos



BUREAU OF PUBLIC SERVICE REFORMS (BPSR) VISIT NPA



The Managing Director, NPA Mohammed Bello-Koko today played host to the Director General, Bureau of Public Service Reforms (BPSR). Dr. Arabi Ibrahim Dasuki and his team at the Corporate Headquarters, NPA, Marina, Lagos. The Visit was aimed at the deployment of the BPSR's Self-Assessment Tool (SAT) in the Nigerian Ports Authority.

The Managing Director, NPA, Mohammed Bello Koko in a handshake with the visiting Director General, Bureau of Public Service Reforms (BPSR), Dr. Arabi Ibrahim Dasuki at the Corporate HQ, NPA, Marina, Lagos.



Bello Koko, Managing Director, NPA explains matters of interest to the Director General, Bureau of Public Service Reforms, BPSR, Dr. Arabi Ibrahim Dasuki, during the visit.



The Managing Director, NPA, Mohammed Bello Koko, (4th from the left), The Director General, Bureau of Public Service Reforms, BPSR, Dr. Arabi Ibrahim Dasuki (5th from the left), The General Manager, SERVICOM, NPA, Musa Shehu Yaro and other officers from both the Nigerian Ports Authority, NPA and the Bureau of Public Service Reforms (BPSR) during the event.



MD NPA RECEIVES LBS IN LAGOS

The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko received a delegation from the Lagos Business School (LBS), led by the Director, Executive Education Victor. A. Banjo who paid a working visit to the Management at the Corporate Headquarters, Marina-Lagos.



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presenting the Authority's plaque to the Director, Executive Education Lagos Business School Victor. A. Banjo 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), Director, Executive Education Lagos Business School Victor. A. Banjo 5th left), members of his team and top Management of NPA during a working visit to the Corporate Headquarters, Lagos.



MD NPA PLAYS HOST TO IMO CONSULTANTS IN LAGOS



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Leader of the team and MD Marinnovators, Gadi Benmoshe (2nd right), Business Architect Digitalization, Port of Antwerp Bruges, Nico De Cauwer (left), Chairman of Customs Committee, International Port Community System Association (IPCSA), Uwe Liebschner (2nd left), IMO Regional Coordinator for West & Centrand Nigeria's Technical Adviser to International Maritime Organization (TA – IMO), Engr. Anas Suleiman (right) during a working visit of IMO consultants to Authority's corporate headquarters in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (sitting 3rd left), and Leader of the team and MD Marinnovators, Gadi Ben Moshe (sitting 2nd right) and officers of both NPA and IMO Consultants during a working visit to the Authority's corporate headquarters in Lagos.



NPA RECEIVES THE FIRST-EVER VESSEL AT LEKKI DEEP SEA PORT (Zhen Hua 28)



Ahead of the commencement of commercial operation at the \$1.5bn Lekki Deep Seaport in September this year, the Nigerian Ports Authority (NPA), received the first-ever vessel (Zhen Hua 28) to berth at the port. This is even as the ship brought three Ship To Shore (STS) cranes and ten Rubber Tyred Gantry (RTG)





NPA MANAGEMENT TOURS CALABAR PORT



L-R: Executive Director, Engineering & Tech. Services, Prof. Idris Abubakar, MD NPA, Mohammed Bello Koko, Obong of Calabar, Edidem Ekpo Okon Abasi Otu V, Executive Director, Marine & Operations, Hon. Onari Brown, Exec. Dir. Finance & Admin. Adenrele S. Adesina during a courtesy visit to the Obong of Calabar in his Palace.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle) commissioning the new mini safety station in Calabar Port. Flanked by Executive Director, Marine & Operations, Hon. Onari Brown (left), Exec. Dir. Engineering & Tech. Services, Prof. Idris Abubakar (2nd left), Exec. Dir. Finance & Admin. Adenrele S. Adesina (2nd right), Port Manager, Calabar Ports, Ikechi Festus Olumati.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (7th left), other top Management of NPA and Stakeholders after an interactive session in Calabar Port.



MD NPA, Mohammed Bello Koko (3rd right), top management of NPA and other Stakeholders during the tour of Calabar Port in Cross River State.



HOUSE COMMITTEE ON PORTS & HARBOURS VISIT NPA



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Chairman, House Committee on Ports & Harbours, Hon. Garba Muhammed Datti (2nd left), Deputy Chairman, House Committee on Ports & Harbours, Hon. Jimoh Ojugbele (left), Executive Director, Finance & Admin. Adenrele .S. Adesina (2nd right), and the Exec. Director, Marine & Operations, Hon. Onari Brown (left) during an oversight visit of the Committee on Ports and Harbours to the Authority's Corporate Headquarters in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (sitting 2nd right), and Chairman, House Committee on Ports & Harbours, Hon. Garba Muhammed Datti and top officers of NPA and other honourable members of the Committee during an oversight visit to the Authority's Corporate Headquarters in Lagos.



BELLO KOKO AT 2022 ZENITH BANK INTERNATIONAL TRADE SEMINAR IN LAGOS

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, MD Zenith Bank, Ebenezer Onyeagwu, Governor of Central Bank (CBN), Godwin Emefiele during the 2022 Zenith Bank International Trade Seminar in Lagos.



L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Former Executive Secretary/CEO, Nigeria Export Promotion Council (NEPC), Segun Awolowo, Chairman Dangote Group, Alhaji Aliko Dangote during the 2022 Zenith Bank International Trade Seminar in Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (right) and other stakeholders at the 2022 Zenith Bank International Trade Seminar in Lagos.





MD NPA HOSTS JAPANESE AMBASSADOR TO NIGERIA

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (left) presenting the Authority's plaque to the Ambassador of Japan to Nigeria, His Excellency, Matsunaga Kazuyoshi during a courtesy visit to the Management of NPA at the Corporate Headquarters, Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (middle), the Ambassador of Japan to Nigeria, His Excellency, Matsunaga Kazuyoshi (2nd right), Wife to the Ambassador, Matsunaga Yoko (2nd left), Head, Political / General Matters, Embassy of Japan, Maehira Tomoyoshi (left), Special Adviser to the Ambassador of Japan, Victor Ipigbhe (right) during a courtesy visit to the Management of NPA at the Corporate Headquarters, Lagos.



NPA MANAGEMENT HOSTS EXECUTIVE OF MANUFACTURERS ASSOCIATION OF NIGERIA (MAN) IN LAGOS

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko presenting the Authority's plaque to the Director General, Manufacturers Association of Nigeria (MAN), Segun Ajayi Kadir when he paid a visit on the MD at the Corporate Headquarters, Lagos.



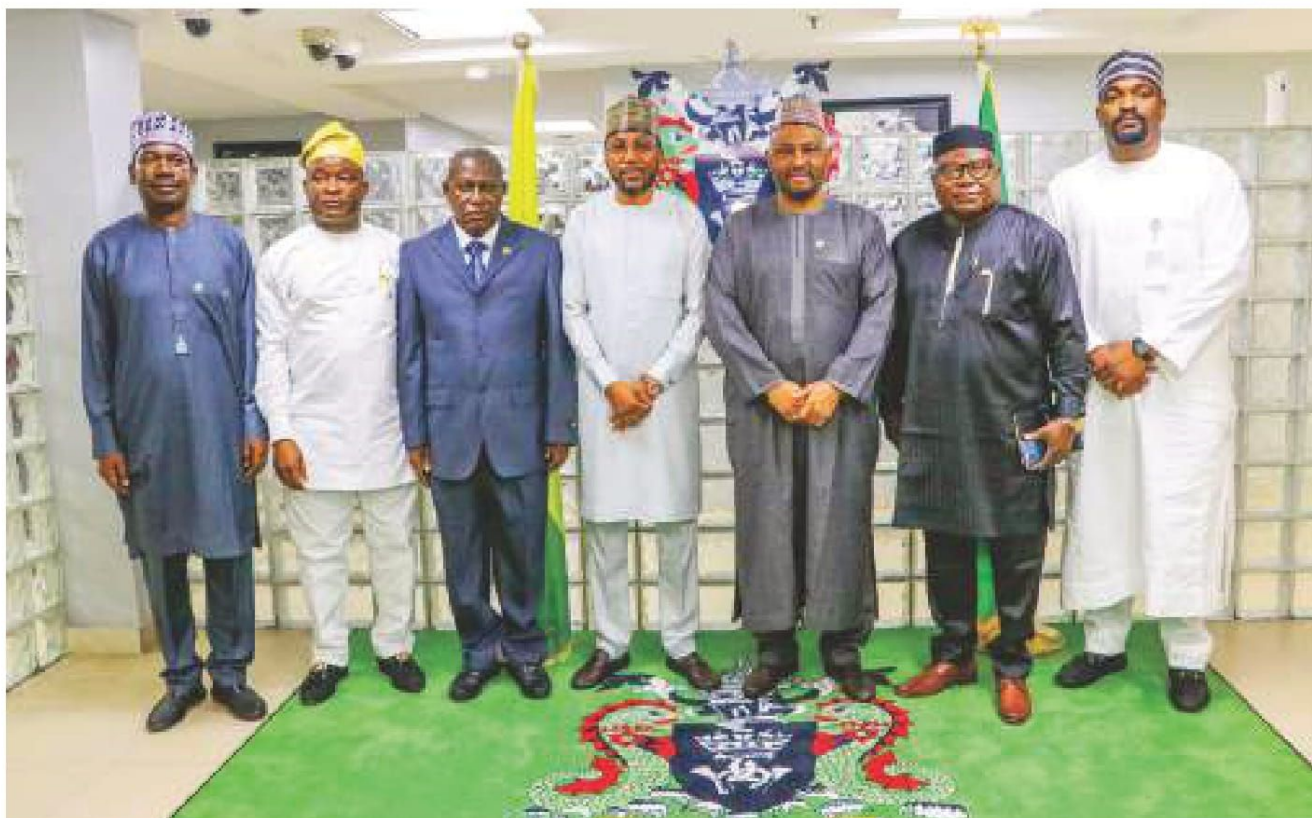
The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (6th left), Vice President MAN, Chief John Aluya (7th left), DG MAN, Segun Ajayi Kadir (2nd right) and other senior officers of MAN during the courtesy visit.





NPA MANAGEMENT SYNERGISES WITH STANDARD ORGANIZATION OF NIGERIA (SON)

L-R: The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko presenting the Authority's plaque to the Director General, Standard Organization of Nigeria (SON), Mallam Farouk Salim during a courtesy visit to the Management of NPA at the Corporate Headquarters, Lagos.



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko (4th left), Director General, Standard Organization of Nigeria (SON), Mallam Farouk Salim (5th left) and other senior officers of SON during the courtesy visit.



This grain is mostly found in West Africa. It is called Fonio Millet (*Digitaria Exilis*) in English but known as Acha in Northern Nigeria. In Nigeria, the ancient grain is cultivated mainly in Plateau State. Acha is used to make several types of delicacies of Northern origin.

The grain is packed with fiber, B-vitamins, Amino Acids, Zinc, Magnesium, and has a low impact on blood sugar. It is light enough for a start as cereal and friendly enough as porridge for a good night which makes it a super healthy food.

You can make Acha with lots of vegetables, make it with beef, chicken, make it taste sour with roselle leaves, bitter with bitter leaves or just plain.

INGREDIENTS - 5 servings

- 1 Kg soft beef
- 1 cup Acha (fonio millet)
- 1½ cups carrots (diced)
- 1 cup garden eggs (yalo or gauta) diced
- ½ medium size cabbage
- ½ bunch of spinach
- Few roselle leaves (yakuwa which is zobo-leaves for the sour taste)
- 4 Seasoning cubes
- Salt to taste (optional)
- 2 pieces each of Scotch bonnet and bell pepper
- 1 large Onion
- 7 cups of Water

INSTRUCTIONS:

Wash and put meat in a pot, add 2 seasoning cubes, add some sliced onions and little salt, then add 4 cups of water, cover the pot and place on the cooker to cook until tender.

Wash Acha using 2 round-bottom bowls until completely destoned, then put aside and wait for the meat to cook.

Wash and prepare all add-ons and keep separately; Dice 3 carrots to get 1½ cup, dice 2 large garden egg to get 1 cup, slice ½ medium cabbage, onion, pepper, spinach and roselle leaves, then keep all aside.

When meat is tender, add 3 cups of water, add 2 seasoning cubes and salt to taste then add sliced onions and pepper, allow to boil.

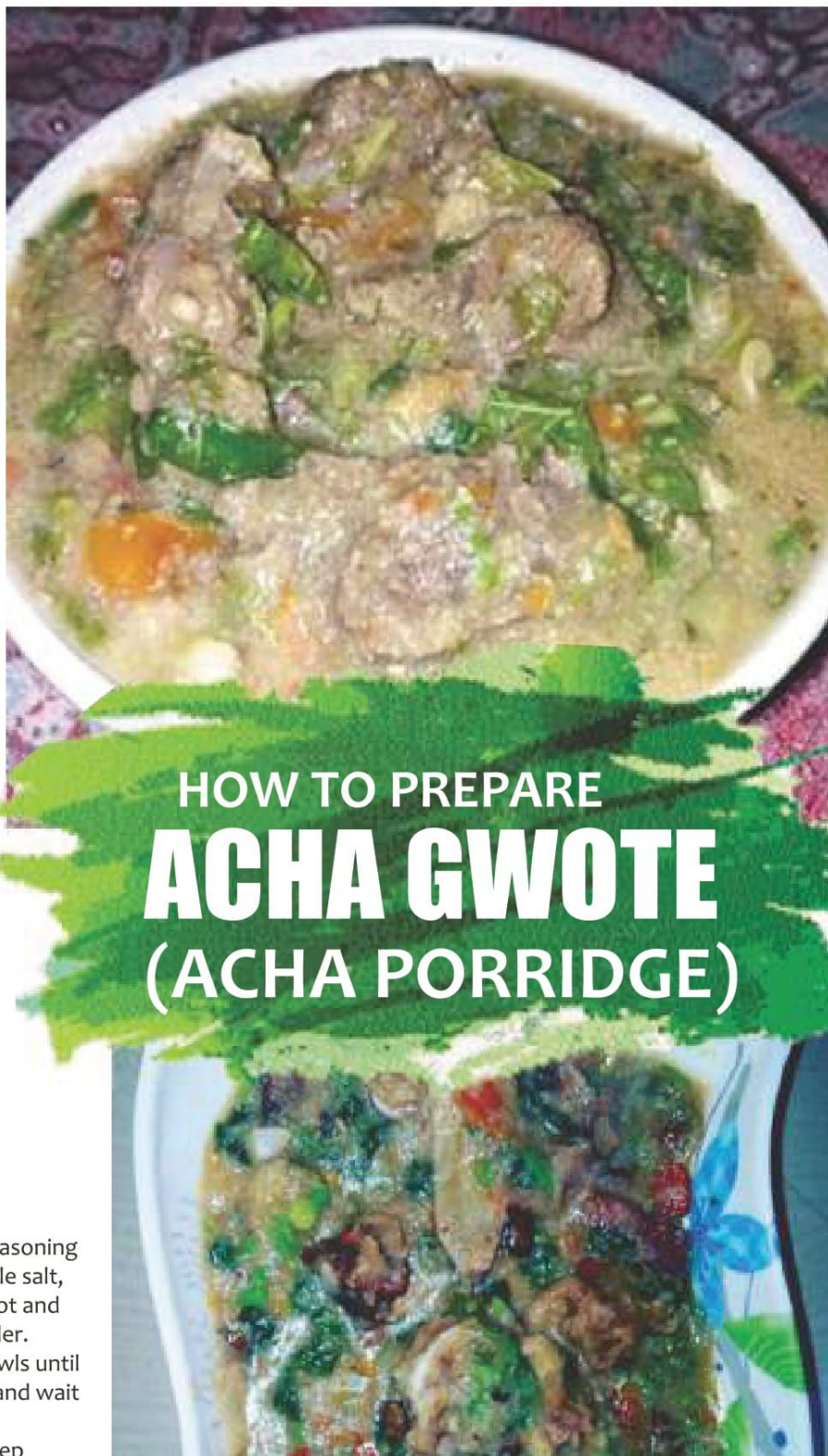
Add Acha and keep stirring as it begins to

thicken (it will become 4 time the original size when cooked).

Add chopped carrots and garden eggs and continue stirring for 2 minutes.

Add cabbage, then add roselle leaves and spinach. Keep stirring and cook for another 3 minutes and turn off the cooker. Acha Gwote is ready for serving.

ENJOY IT.

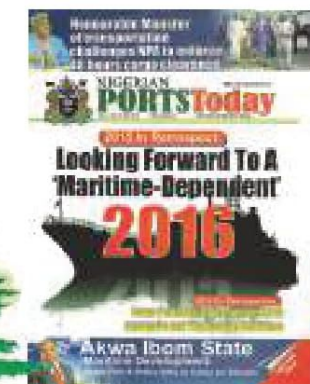
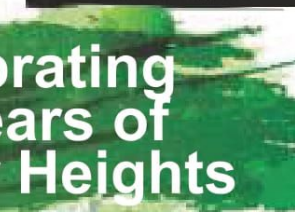
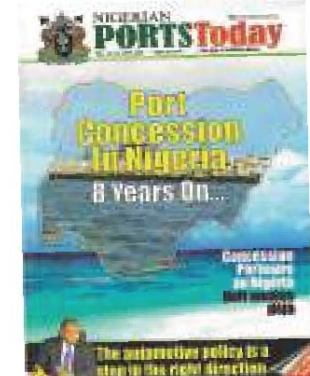
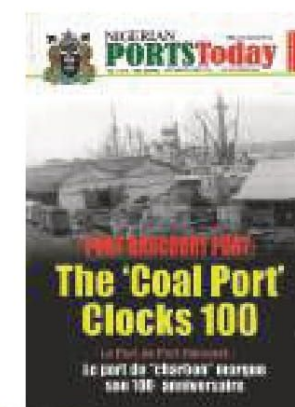
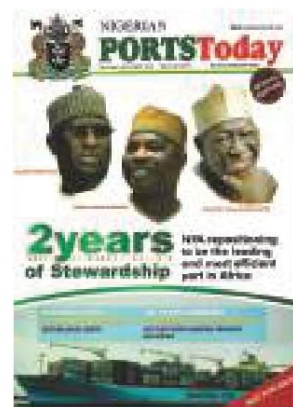
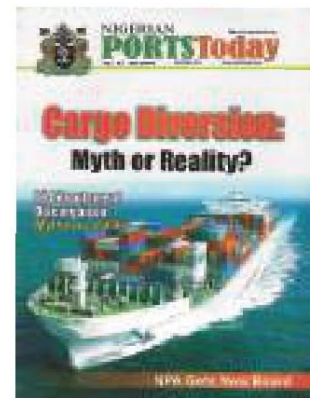
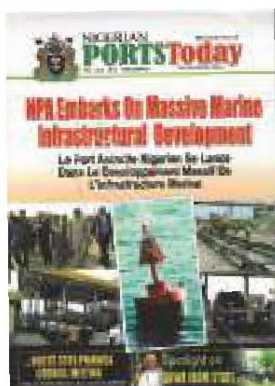
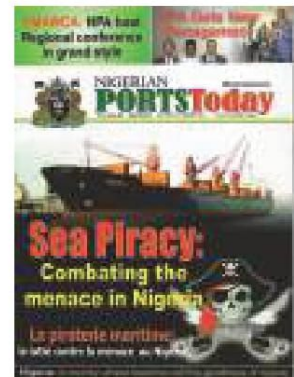


HOW TO PREPARE ACHA GWOTE (ACHA PORRIDGE)



NIGERIAN PORTS**Today**

*VOL. 7 No 31; JUNE - SEPTEMBER, 2022 * ISSN: 2276-6413 ...The Hub of Maritime News...



Celebrating
10 years of
Greater Heights

The Authority's tabloid *The Nigerian Ports Today* [NPT] is celebrating its tenth year of coming on board. It has within this period been an Authoritative voice of the Maritime sub sector, reporting in sighting news items for the Maritime family. In this vein, it is imperative to bring on board the various views and experiences of the pioneer members who have stirred the Vessel from its inception till date.

Celebrating NPT now over 10 years in print?

Thinking about how far we have come gives me a sense of Nostalgia. I remember how it all started. On this beautiful day, I was called to come up to the office of my GM Chief Michael Kayode Ajayi. When I walked in he was talking about the new brand of a magazine. Our in-house journal used to be the NPA News (Reminds me of Mr. B.B. Sanni of blessed memory).

This was really In-house, (staff matters etc).

Chief Ajayi thought we should make our journal a global brand.

When I joined the meeting, I made a few inputs and he says to me "You are the Editor"

That was the beginning, we all discussed the name it should be called and then we named her "Nigerian Ports Today"

It's been over Ten years, The NPT has travelled to different parts of Nigeria and to other Nations too.

It's been more than Ten years of hard work for all the members of the Editorial team. Sometimes sleepless nights, especially when we had production meetings far into the night.

So many things come to my mind but most of all, I remember a trip we made by from Port-hacourt to Bonny, it was a turbulent, the sea was ragging and at a point we all thought we should say our last prayers but God was there and the sea was calmed. We got to Bonny and got our story safely.

Being editor of the journal for 6 years out of the over 10 years In-print was not "Moi Moi", but it was always rewarding when another edition came on the news stand for the reading delight of everyone.

I want to appreciate our Management for all the support NPT has enjoyed over the years.

I'm back on the beat again, having gone on sabbatical for a while, and we (the NPT team) are determined to take her to much greater heights.

Kudos to over one decade of NPT.

— SARAH BALLAH, Pioneer Editor

WOW, already a decade of NPT!

It seems like yesterday when the Division set out to change the face of the NPA NEWS in house magazine to a more industry focused, more intellectual thrust and with diverse areas of coverage and we birthed NIGERIAN PORTS TODAY (NPT).

I recall long nights when I had to write and rewrite several stories, transcribe interviews and also coordinate the sports page. I recall the ever stormy yet sleepless nights of editorial sessions across hotels around Ikeja, Lagos.

Thank God, the NPT today is more of a "bible" of the industry, well sought after by stakeholders and the general public.

— SOLA ADESANWO

My Experience with NPT

I thank God that the Nigerian Ports today is 10 and that I am part of the success story. It has been a sweet and memorable experience, I could remember in August, 2016 when we had an editorial meeting, the then Editor-in-Chief, Captain Iheanacho Ebubeogu and the then Editor, Mrs. Sarah Ballah asked me to go and take shots of gridlock in Apapa. I was on the Liverpool bridge taking shots when the soldiers descended on me thinking that I was taking shots of them. I was severely beaten and nearly thrown into the river with my camera until a Colonel came to my rescue.

Glory be to God, all is now history and NPT is waxing stronger.

— PAUL ERAKHIFU

Congratulations to NPT Team!

Congrats to each member of the team for an excellent performance on our success story for the past 10 years. To the members of our team, Congratulations because once again you have proven the power of good team work. I am so lucky to work with you because you can bring innovative ideas and a fresh perspective on the magazine. — AMECHI OPARA

NPT @10, MY EXPERIENCE

Just like yesterday, it's a decade, a decade of sweet and sweat, but it's been a worthwhile journey. Working with the pioneer Editor-in-chief, Chief Michael Kayode Ajayi and the pioneer Editor, Pastor Sarah Ballah, remains the most indelible experience in my career in NPA till date.

Through the journal, *Nigerian Ports Today*, my training as an artist and journalist found expressions. It has no doubt given me a platform to exhibit my creative intuition.

Back in 2015, my then Editor, Ballah, said to me, "Akosile, you are handling the cover story", huge task it seemed but she made it easy through her words of inspiration and encouragement. I wrote the cover on **PORT CONCESSION IN NIGERIA: 8 YEARS ON.** (VOL. 4 No. 16; APRIL 2015)

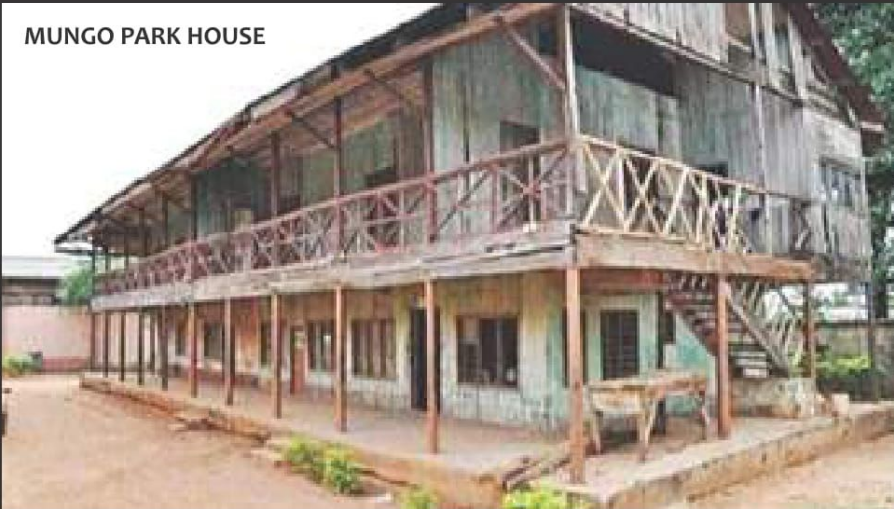
I am proud I'm still on this team ten years running, we are the shop window to the organization. — AKOSILE OLUSOLA



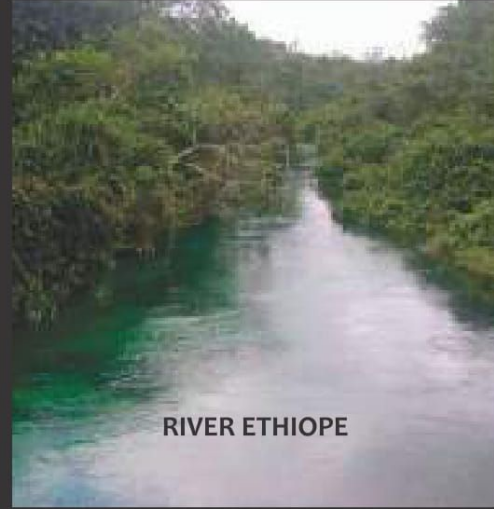
At the unveiling NPT 10 years ago



MUNGO PARK HOUSE



RIVER ETHIOPE



TOURIST SITES IN

Delta State was created in August 27, 1991. It's in the South-south geographical zone of Nigeria. It was carved out from former Bendel State and bordered on the North by Edo state, the East by Anambra and Rivers states and in the South by Bayelsa state. Delta state has 25 local government area and its capital is situated in Asaba.

Delta state has some remarkable, cultural and socio-political tourist attractions that would attract visitors and tourists whenever they visit or travel to the state for business and tourism purpose.

Recently, our photojournalist accompanied the management of NPA on the tour of Warri port, he used the opportunity to visit some of the tourist sites in the state.

Happy Reading.

THE RIVER ETHIOPE - This is arguably the deepest inland waterways in Africa, at 176km. It is interesting to know that the River is a place of worship for Olokun traditional religion and Igbo religious movement. It is interesting to know that the source of the River Ethiope is at the foot of a giant silk-cotton tree at Umuaja in Ukwuani local government area.

Travellers and researchers will definitely find this site useful for record and research purposes.

THE NANA'S PLACE – This historical site was built by Chief Nana Olomu of Ebrohim, a famous indigenous entrepreneur in 19th century with business association with the British. He later had serious misunderstanding with colonial masters

and was later banished to Ghana. Till date the Nana Palace is a beautiful sight to behold.

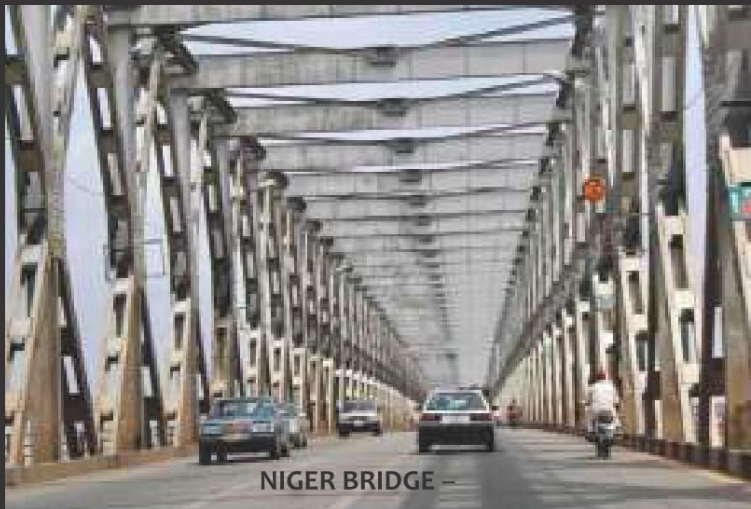
THE MUNGO PARK HOUSE – This site was built in 1886 by the Royal Niger Company (RNC) and it was the former colonial administrative headquarters. It is important to know that this site is now the National Museum, situated in Asaba. It was occasionally used as seat of the Urban District Council. Foreigners, researchers, writers will find this site useful.

THE ARAYA BIBLE SITE – It is on record that this site houses a copy of the Holy Bible. In 1914, it was believed the bible miraculously descended from heaven on this spot. Pilgrims and Christians will find this site very attractive.

OGULAGHA BEACH – Foreigners and tourists will find this useful for leisure and relaxation.

LANDER BROTHERS ANCHORAGE – This is situated in Asaba, built in memory of early British explorers. This tourist site has a museum, graveyard and artworks and writings. It has a replica of one of the boats that was used by the lander brothers.

WARRI KINGDOM ROYAL CEMETRY – This ancient cemetery is 512 years old, a burial ground and resting place for past rulers of Warri Kingdom. Remarkably, a tree is planted on each of the grave, it makes the place look good.



NIGER BRIDGE –



LANDER BROTHERS
ANCHORAGE

THE DELTA

THE NIGER BRIDGE – This famous bridge was completed in 1965 and it connects Delta State to the Eastern point of Nigeria. Strong and beautiful sight to behold.

VISIT TO THE MAGNIFICENT PALACE OF OLU OF WARRI

Recently, the Managing Director of Nigerian Ports Authority (NPA) led the management team to visit His Royal Majesty, Olu of Warri, Ogiame Atuwatse III in his palace. The courtesy visit enables both NPA Management and the Olu of Warri to brain storm and share ideas on the development and progress made so far in Delta Ports.

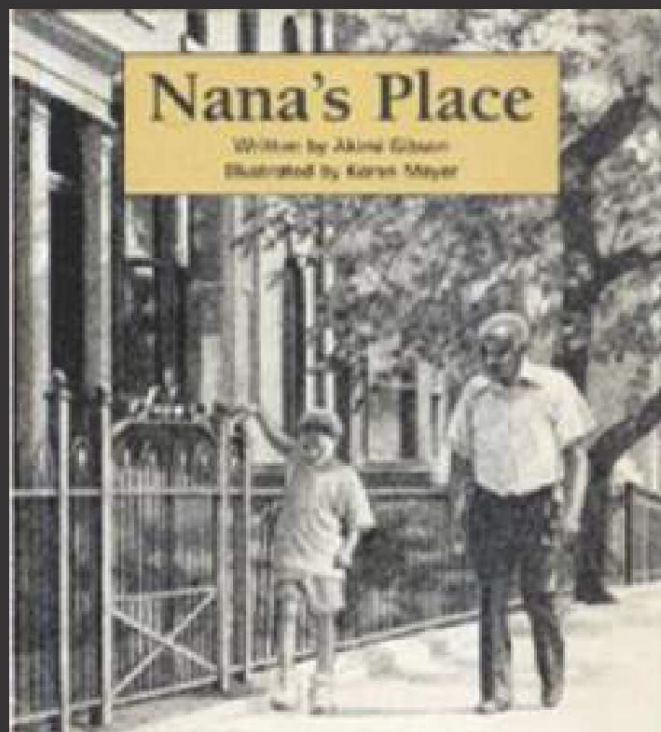
The entire compound is a master piece, the spacious compound has good road network, well cultivated flowers round the compound. The beautiful edifice has a meeting hall where the Olu of Warri receives visitors, a chapel, office, mini hall amongst others.

The Magnificent Palace can conveniently house about 40 guests, it has good lighting and well furnished with comfortable seats.

It is interesting to know that the palace does host prominent festival like the “Palace Watch” festival. Ghigo Aghofen Palace, otherwise known as “Palace Watch” this festival was initiated by the Ogiame Atuwatse III, the Olu of Warri. The festival creates intimacy and cordial relationship between the Inorin community and the Olu of Warri kingdom. The colourful festival is full of glamour and dancing. Also it enables the communities to change guard every three months. The first edition of the festival was held 18th December, 2021.



OLU OF WARRI





Bello Koko: The Game Changer Whom Do I Tell Your Story?

By OMIDIJI OLUBIYI

In one of his celebrated literary works *Things Fall Apart* Chinua Achebe wrote “There was a saying in Umofia that as a man danced so the drums were beaten for him.” Mr Koko you have not acted below our expectations thus far. I need to tell your story but how and from where?

Koko as you read this piece, I do not know if you love to listen to Afro beat music or not but I recall the late Fela Anikulapo [Abami Eda] in one his popular songs **Open and Close** released in 1971, the Multi-talented song writer and political activist who told a story.

We were anxious to hear him again and again pass his message with the heavy intro of the drums and guitar. **Baba talk naa** was what comes up in one’s mind. He opened the song with emphasis on telling us a story...

Hear him, I want to tell you a story
No Be Story O

I want to tell you a story
No be story O.
Wetting e be, e be dance
Tell me wetin you dey call am

His **story** eventually was centred on the need to understand and copy the latest **dance** in town [Open and Close]. Koko I must tell your story. Your contributions in the last few months in office have been numerous and impactful. Your name is the “new dance” and a newest Sheriff in town ready to take the Sector to the next level.

You have **danced** well within your first few months in office sir in view of the accolades poured on you by the Maritime family for being the **Master Changer of the voyage in a turbulent Waters**.

Mr. Koko our amiable Managing Director, records before me show you are the 29th Managing Director to mount the saddle of the Authority having begun operations in 1955.

Chinua Achebe in his work **Things Fall Apart** aptly makes me write about your feat. The MD sir, I must write your **story** because your actions have served as a reference point to the up and coming officers. Achebe in his words stated **If you don't like my Story write Your own**. How do I write your story Koko. Too many things to say and report. Time and space is rather little, but I will do my best with my little background in literary works and within the context allowed and my little abilities to educate, persuade and inform you and the readers of this journal, the Voice of the Maritime sector.

Mr Koko I am going to state it as it is without any form of subjectivity or bias. I would never try to change the narratives from what they look like. Our Elders according to Achebe say "Until the lions have their own historians, the history of the hunt will always glorify the hunter".

Koko, Koko, I guess you intend to leave an indelible mark beyond your predecessors when you leave office. You want us to have the utmost confidence in you and work with you which we are doing.

I recall your request when you were made the substantive MD on 15th February, 2022. You assured the Maritime Family and the Public of what your plans are going to be by way of Accountability and transparency.

Quoting you sir, **'Everything I have said is a legacy I want to leave. Hold me responsible for all I have said before and especially these ...'** Koko what did you say?

Your legacy sir. Did I hear you say your word is your virtue?

"I'll like to see our Ports fully automated. It will be the backbone of efficiency to our Port. It will improve Revenue. I'm looking forward to a legacy of rehabilitated Ports infrastructure with the right Marine equipment" - Yes, You Can Mr Koko. **How do I Tell Your Story?**

Your Federal Authorities charged you with the responsibility of taking the Nigerian Ports Authority unassumingly the leading Maritime sector in Sub-Saharan Africa to the next level. Your choice was aptly accepted by many. You had proven yourself capable to meeting the expectations of making the Ports more efficient and customer friendly amongst other notable landmark achievements. Mr President must have Heard Your Story. He definitely wants to hear more.

As a focussed leader, you charged your workforce on the need for improved synergy and collaboration towards making the Ports a hub within the sub-Sahara Africa. You have taken the right step as an accommodating Leader through a platform. You even created a feedback forum from the employees whom you have worked with for about 5 years. This development is a good measure to start work as the CEO of NPA. Having promised to look into our welfare and reward hard work on assumption of duty.

Quoting you Koko,

Staff Welfare for me is key and important. We cannot

satisfy the Staff but we shall try our best Possible MD Sir, we believe you sir just like you recently promoted officers and Staff across the length and breadth of the Authority. Do not say I told you sir, the Workforce are happy with you. They call you [Correct guy]. I wonder what your next name is going to be.

Enough of this play, let's get serious. I am the desk officer assigned to cover most of your media related events for the Corporate and Strategic Communications Division and the NPT [International Award winning Journal of the Authority]. It has been interesting and has made me to be on my feet since my bosses don't like excuses and no room for failure. They don't like stories of failure in spite of my small position since I don't want query. The slogan is **"Just get the job done."**

Mr Koko, you may not know me but I have been watching your style of leadership since you assumed precisely on 15th February, 2022. You have done well sir. I must report you sir. From improved operational efficiency, rehabilitation of Port Infrastructure, improved revenue generation and improved service delivery amongst many others.

You have demonstrated an exemplary style of leadership in the daily running of the organization taking a cue from Niyi Osundare who is an essayist, a poet from the Western part of Nigeria. His background experience in life is showcased in his work **The Leadership and the Led** whom you Mr. Koko represents a very true picture in this regard. Hmm may be your background from childhood must have prepared you for the tasks today sir. **Koko whom do I report you to again?**

MD Sir, the poet and lecturer explores the ideals of good leadership which the office of an Authority like NPA should have which you aptly represent. He vividly explores the need for an institution like the NPA to bring positive changes to the society through a Headship just as you manage the Ports guided by your major selling ports namely Port Automation, improved Staff Welfare and capacity development.

The poet [Osundare] describes a leader like you, Koko, as;

**Tough like a tiger, compassionate like a Doe
Transparent like a River, mysterious like a lake
A leader who knows how to follow
Followers mindful of their right to lead.**

The Leader Koko and **the Led** the Maritime family have witnessed positive developments which have impacted on both parties since assumption.

Quoting 'Sola Adesanwo's anthology **The Musings of the Quester**, the poem **All Hail the Trojan**, the Poet describes a leader like you as one with a sense of responsibility and a **game changer** focused on achieving success with renewed determination no matter how difficult they seem to look like.

Koko, please read and digest this sir.

*On his tough shoulders
Rests the econo-giant where
Several souls search for daily bread
The man who dredged a channel
Empowered many who
Could not sail streams
But now can sail seas.*

As upright as you are sir, you took the bull's horn by ensuring

SPECIAL REPORT

that the Training Institute of the NPA which had been moribund was brought back to life. The facility had before now produced prominent personalities who have gone to contribute to the growth and development of the nation. For Example, the former MD NPA Adebayo Sarumi and Raymond Dopkesi of the AIT are some of these **noble Men**.

Sir, History would remember you for providing a platform meant to develop the capacity of the workforce to meeting the challenges of the sub sector. It is on record that the school can contain 300 persons per time, seating capacity of 73 people, a large hall with capacity for 112 people, a mini hall of 50 people, automated library, a canteen, computer training hall and of a hostel of 30 bed capacity. What else can I remember, they are too many.

Yes, I remember the Authority you said would engage the use of former employees of the Authority who are willing to transfer their vast knowledge and expertise to the younger ones still within the Organisation. This facility would help in the reduction of cost by the Organisation. Kudos sir for this initiative.

Koko I must report you again. You had oftentimes stated that the Operations under your watch would continue to focus on developing strategies towards the training and retraining of the Workforce to meeting challenges in the maritime sector.

According to you, it is often seeking partnership with International bodies to contribute meaningfully in this regard stating that this would further expose the employees to modern trends in the Industry.

No wonder Osundare described you as a **little of a Lamb, a little of a Lion [I don't want to be rude]** in view of the challenges you faced in achieving this feat. I expected nothing else being a Chartered Accountant of over three decades with an unblemished record from a humble family in Kebbi.

Under your watch the revenue profile has shot up.

One of the truest tests of integrity is its blunt refusal to compromise. Of course the poet is right to have used the words correctly in describing the need for your actions.

Mr Koko sir, if I may quote you sir in an interview you granted a national daily, you justified the present state of operational efficiency and improved service delivery at the Ports today which has led to increase in revenue generation.

You said these words sir” ***The first thing we did was to improve the collection mechanism. Cost minimisation was very key. The idea is if you reduce cost, you are increasing the likely surplus that you will transfer to the government.....other debtors have started paying their debts.. We have become aggressive, holding regular meetings. No wonder you are The Game Changer.***

Koko, you would be remembered for encouraging local businesses, through the commissioning of Export Processing Terminal where you recently launched 10 certified export terminals. You believe in the diversification of the nation's economy from the oil sector to the Non-Oil sector in line with the Mohammadu Buhari's policy of boosting revenue.



I was on your team during your visit to one of the Terminals at Ikorodu. Mr Koko assured investors and exporters that Management was willing to provide all necessary Technical support in the area of logistics for Private Individuals. He further stressed that It is expected that this effort would encourage local investors and reposition towards greater efficiency of export products which would eventually lead to increased revenue generation.

Mr. Koko you would be applauded for your recent disposition towards the development at the Lekki Deep Sea Port in view of the need at further expanding the scope of the Maritime Sub-Sector towards the attainment of a Hub status within the Sub-Sahara Africa not forgetting the assurances at positioning the Country at the rightful place in the comity of the Nations.

The Deep Sea Port according to recent studies would be used for shipping and vessels operations that berth from different parts of the world today. In view of the competitive nature of the shipping and Port operations, Koko your Management in partnership with the China Harbour Company, the Lagos State Government and the Tolaram group would be expected to see to the take-off of the Deep Sea Port in September, 2022.

The Port according to you is going to be with a draft of 16.5m as against the 13.5m which is no longer in vogue and can only accommodate small Vessels. You stated that the NPA being the Technical Operators of the country's Maritime sector is willing to support in the area of the procurement of the Tug boats, Pilot Cutters and construction of a Control Tower amongst others.

The \$1.5 billion project is expected to bring revenue by



way of taxes and Royalties as well as provide job opportunities for over 150,000 people. What an investment window you are bringing into the area of boosting investment and ending gridlock within the Apapa axis. You recently launched about 26 motorbikes to monitor and enforce the free flow of traffic to also ease the movement of all. Can we quickly forget the nightmare from the gridlock you erased?

Management under your watch has received appreciable commendation for your efforts at further eradicating the traffic gridlock totally within the Apapa corridor housing the Lagos Port complex and the Tin Can Island Port.

Before now, going to Apapa for whatsoever reason was rather a nightmare. The once peaceful environment became a place for all sorts of dehumanising activity. Life was suddenly turned into a nightmare coupled with various forms of social vices such as robbery, hiding place for miscreants etc. I do not want to recall the hellish experiences we had to go through.

With the introduction of the Eto application through the partnership with TTP Limited hired by the NPA, there has been a sign of relief by Truck owners and residence.

Vehicles not verified from the Truck parks are not allowed into the Port. This has led to a reducing in the cost of doing businesses at the Port, a reduction in time wasted, improved investment, revenue and a free flow of traffic within the Port corridor.

Congratulations sir as you plan to fully digitalise the

Port by 2025. Recently, you informed delegates at the 41st Ports Management Association of West and Central Africa [PMAWCA] Annual Council Meeting and 16th Round-table Conference of Managing Director in Douala, Cameroon. You said the platform would ensure the enthronement of a paperless, time saving and cost efficient Port operations, and I know it shall be so.

I recall also that on your assumption of office, you organised a Management retreat for the top echelon to deliberate and come up with strategies towards moving the Authority forward for greater efficiency and Service delivery. What a worthy Leader you are. You wanted a redirection.

Lest I forget MD, history would not forget the swift move you employed in ensuring Industrial peace and harmony of the Lagos Ports axis before the Maritime workers and Government agency. I marvel at the fact that you swiftly made your moves at curtailing a most recent one. Indeed, you are a leader. How do I describe you?

The Nigerian Ports today under the Leadership of Mohammed Bello Koko has incorporated a Zero tolerance to all acts of corruption and financial leakages within its operations with a view to further optimizing improved revenue generation and efficient Port Service.

Be that as it may, in its determination at engaging this misdemeanour headlong, Management has collaborated with a Government agency the Independent Corrupt Practices and Other Related Offences Commission (ICPC) charged with responsibility of detecting and prosecuting offenders.

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

Findings from the Operations of the Organisation reveal that there has been a checkmate of vices in the Port Corridor which has had a positive impact on the Authority's purse and an improved remittance to the Consolidated Revenue Fund.

As I begin to round off this piece on your achievements thus far, I salute your contributions at repositioning the port industry better than you met it sir. In the **Muster of the Quester** Adesanwo a renowned Port, Writer a public Commentator describes your actions thus.

Now the tales

Those tales you

Crave to tell daily

Are forever

Frozen six feet

Below Mother Earth

But we will not forget.

I can continue to report you **Koko** for your accomplishments thus far in office. History would remember you and describe you in these few words. **There was a man by name Mohammed Bello Koko who once worked in the private sector. He brought his wealth of experience and contributed to repositioning the Nigerian Ports Authority to meeting international best practices. He Came, Saw and Served his country to the best of his abilities.** Mr Koko, I need to berth my Pen.



ONITSHA PORT:

A Critical Overview Of Its Prospects And Challenges To The Nigerian Economy

By **OMIDIJI OLUBIYI**

History has it that Port operations began in Nigeria in 1955 after the enactment act was done in 1954 by the government at the center. Consequently, successes and investment opportunities recorded by various administrations later led to the development and growth of other Port across the country.

In view of the expected potentials and prospect, the sector can bring to the nation's economic plan, there had been series of reasons for the Nigerian State take full advantage of the possibilities of the Maritime sector. One major indices or factor which can be attested as being responsible for this increase in Port facility was the increase in trade and transportation within the nock and cranes of the continent and beyond.

Recall that before the commencement of Maritime activities in Nigeria, the country had been noted for its potentials as a major producer of the oil business and as

a major exporter of agricultural product to various part of the world.

It is against it background that the Nigerian Authorities began the investment in Maritime trade. Record according to the World Bank show that the country's revenue generated through oil exportation through the Maritime sector as at in 2021 stood at \$514bdollars.

The Lagos port which is the premiere port and the Apapa port which is the oldest and the biggest port in the country in terms of both land area and volume of cargo. It was established in 1913 and began operations with the constructions of four deep water Channels in 1921.

The port at Tin-can island, the tinniest port in Nigerian was established in 1975. It was noted for its economic activity as a result of the expansion need arising from the cargo traffic\ pressure from the LPC. It began operation in 1976 after the construction of the three main quays. It presently occupies a 79 hectares of land area while the Calabar Port came on board in 1979, It is



noted for the handling of containers, general cargo, bad cement, grains and the food.

Onne Port on its part lies on the river bonny along the creek of Ogu. It was established as a free port zone to serve the oil and gas sector of West Africa. It was a rehabilitated port needed to take ocean going vessels and consists of a Federal ocean terminal and the Federal Lighter Terminal.

Port Harcourt is located in the Gulf of Guinea within the Eastern Nigeria. It is noted as an important transshipment hub for Niger and Chad.

Warri port was constructed in the 1980s to take care of the operational needs of west delta region and attract the oil businesses.

In the view of this background and synopsis of the growth and development of port growth in Nigeria, the country recently Concessed the of the Onitsha river port to a company to be managed for 30 years. Onitsha Port is located in a city located on the South Eastern Bank of the Niger River in Anambra State. It is located within the Onitsha axis known for its geographical size and the volume of cargo in business.

The investment according to report states that the investment is expected to bring into the coffers of the country a sum of 4billion at the initial stage and another 23 billion for the 30years of the concession period.

The coming into play of the Onitsha port has been described by many shareholder's and the public as a necessity which ought to have come into play before now. Records show that the major ports in the country have been located in other geographical axis without anyone in the eastern corridor in view of the huge business opportunity in that area. It further noting that majority of the vessels berth within the Lagos axis and the country at large and eventually found their way to the Eastern region with huge logistics challenges.

Investigation reveals that a larger percentage of this vessels that berth within the Lagos waters housing Apapa port and tin-can island port leave their goods conveyed to the eastern axis and market. The use of trucks and trailers which help towards the Eastern market are faced with different problems and risk factors in the area. Some include of bad roads, insecurity of lives and goods, broken down vehicles, increase in the cost of doing business through the

conveyance of goods from Lagos port to the Onitsha axis, loss of investments and loss of revenue in the act of doing business across board.

The Onitsha port according to many technocrats is expected to bring into board lots of potentials in terms of revenue generation and job creation. "The port has a lot of potentials and it a major gateway to the south east". Our roads are not designed to carry the loads they carry. The pressure on our roads needs to be addressed and to achieve this, we need to make a lot of investment in our waterways. Over 60% of cargoes from Onne and elsewhere end up in either Onitsha or Aba.

The port having commenced business after years of neglect is expected to lead to the creation of other port such as Baro, Lokoja and Ojuta all within the country. The Onitsha port established on over 12 hectares' piece of land is equipped to deal in business in the area of general cargo such as containers, bulk cargo and other packaged freight.

Prospects of the Onitsha Port

The Maritime sub sector in Nigeria today has been seen as a major source of revenue generation to the coffers of the country and especially the growth of the Gross Domestic Product (GDP) in view of the fall in the prices of crude oil in the international market.

Government has in recent times created various platforms and environment within the business community which is determined to further attract investment opportunity to the country. Recall that in recent times, it came up with the policy of Ease of Doing Business which was meant to eliminate various encumbrances which might hinder the growth and flow of business within the port industry in this regard.

In view of this, the coming into play of the Onitsha port is a good development having observed that it had been abandoned and unused for years before the new development and its commissioning.

With the commencement of the port, various positive developments are expected to come to the country at large. These include:

1. The Onitsha port is expected to reduce the pressure of traffic in the Lagos port.
2. With the expected revenue accruable, the Federal and state government would enjoy more funds.
3. There would be an expansion of the inland waterways and the subsector in general.
4. Trade facilitation within the country and beyond would be further enhanced.
5. Job creation would see the light of the day.
6. It will allow cheaper goods to the consumer as a result of the cost of doing business.
7. Swift evacuation of containers would be enhanced through the use of barges.
8. There would be a greater volume of cargoes from the ports to the hinterland.
9. The Federal government's policy of Ease of Doing business would be further enhanced and evaluated to



attract foreign investments.

In view of the positive development derivable from the commencement of the Onitsha port under a consortium, there are other grey areas which are likely to be addressed as encumbrance to the operational efficiency and service delivery from the port. They are highlighted below

The authorities need to look into the issue of adequate water for the port. The Onitsha axis, it is being observed does not have adequate water for vessels and other operational activities. Stakeholders have stated that one of the ways to address this shortcoming is for the dredging which also has its own shortcoming especially wiping out the means of livelihood of the locals.

In view of this limitation in the areas of abundance of water within the axis, we may likely reduce the potentials of barges berthing in the port. The problem of inadequate water at Onitsha port can be addressed with a master plan to the authorities. Government should look into the Dam built across the river Niger and Benue and their axis which over the years have reduced drastically the total quantum of water volume of the river Niger by a large percentage.

Furthermore, many have stated that the project might be faced with the problem of intertribal differences by the locals in that area who might try to lay claim to the project in new of the project expected. The management should allow for equal opportunities to forestall intra tribal differences.

Moreover, the fear of insecurity within the eastern port of business and human lives might change the narrative of the investors wishing to use the facility for business therefore affecting trade and operational efficiency.

It should as a matter of necessity intensify the security of lives and property within the Onitsha axis in view of the numerous security threats currently the eastern axis and

the community has faced in recent times.

There is the fear of poor river Channels which are not charted and unmarked leading to shallow draft as well as poor navigation which have affected operations. Experts spoke to say the issue of unmarked channels would lead to slow movement of barges and waste of time especially with hide tide.

Government should critically access the need for the rehabilitation and construction of roads leading to the port facility. The roads have to be dualized so as not to face the problem of congestion at the port as a result of gridlock. If there is a good road network, the Port facility would witness efficiency, and service delivery.

In conclusion, the creation and commencement to the Onitsha port by the Federal government is a welcome development. It is expected to further reposition the maritime subsector in the right direction to attaining a hub status within sub-Sahara Africa.

Efficiency, Custom or service delivery, increased revenue generation, Ease of Doing business and the evacuation of boxes as well as congestion within the port environment are some of the critical benefits expected come up to arise from the port operations.

However, government should put in place machinery and logistics platform in the area of improved Security of lives and properties amongst others to make the port attractive. With this in place, there is surely going to be a rejuvenation of Port industry in the area of numbers and also create avenue for more ports in the country.



We are committed to changing the fortunes of Eastern Ports — *Bello Koko*

The Managing Director, Nigerian Ports Authority, **Mohammed Bello Koko** recently led other Executive Management Team for a working tour of the Rivers and Onne Ports respectively for an on-the-spot assessment of infrastructural development as cargo traffic increases in the Eastern Ports.

On the side line is the facility inspection; during the tour, the Managing Director took time to shed light on some critical issues plaguing the Eastern Ports.

What are your impressions of the challenges on ground regarding the cargo traffic in Onne?

You know in recent months, we have had increase in cargo traffic in Onne Port, there has been an improvement

on the businesses here and there is need for us to ensure that what is currently happening in Lagos does not repeat itself here in terms of congestions, the state of the roads, the berths and so on and so forth, so we have come here to inspect the Road D. If you recall, recently the Federal Executive Council awarded a contract for the construction of part of Road D and Road E. We came here to have a look at road D and it is over 5 or 8 kilometres long. It was initially given to a certain company to construct but that company for some reasons has not been on site.

There is a need for us to sit down and renegotiate the need for them to go back to site and start the reconstruction of that road. We also came to look at



MD NPA, Mohammed Bello Koko (3rd right), top management of NPA and other Stakeholders during the tour of Calabar Port in Cross River State.

some of the berths; there is a berth here that has collapsed. We have made provision for the rehabilitation of that berths in the 2022 budget. For the road also, we have made budgetary provision for the construction of that road. We have observed that all of a sudden, Onne is extremely busy and that there are a lot of porous areas where port unwanted elements have used to come into the port and we are having minor issues of stripping or stealing of cargoes in containers. There is a need for us to also secure the port from all sides and ensure the safety of imported goods or exports in the port.

Do you have any concerns over the vulnerability of creeks close to the Port?

It is a matter of concern but we are working with the Nigerian Navy and you can see one of their patrol boats around. Onne Port has the highest patrol boats of the Nigerian Navy because of its proximity to Bonny, LNG and also because of the port businesses here. There have been a lot of operations in the creeks by the Navy and other government agencies and there is a clean-up going on, the challenges of illegal bunkering have also been a concern to us because it has increased pollution along the waterways especially towards the port here. We are happy with the operations of the Nigerian Navy and we are seeing improved security and also the reduction in illegal activities around the port.

Are you considering any incentive(s) to investors operating at Onne Port to boost their business (s)?

We gave tariff relief to shipping lines among others. We haven't seen as many positive responses as we expected for multiple reasons, we have given incentives at various port locations but there are issues related to the draft limitations along the channels. Bigger vessels cannot come in; we have to dredge those channels. One of those locations is Calabar. The reasons for not dredging Calabar

channel is because of a subsisting court case restricting NPA from taking any form of action to dredge that channel which was instituted by one of the technical partners to the Joint Venture that NPA is involved in. For Warri, we know what the issues are. The break water collapsed over ten years ago. It has to be reconstructed. The break water helps to ensure that siltation doesn't get into the channels, so we are working on those. But we would look at those tariffs given and then reassess it and see if there is a need to amend it to ensure that we get more traffic.

Any plan to introduce a call up system on the Onne Port axis?

There is a study being done on that but firstly we need to even have the truck park location to ensure that even when there is a call up system, there will be a park where the trucks will assemble that has proximity to the port also. We are reviewing that and within the first quarter of this year, we believe that it will be introduced to other port locations in the country especially Onne Port that is witnessing very high traffic.

Can you tell us the current Berth situation in Rivers Port?

I know one of the terminal operators in Port Harcourt Port is supposed to reconstruct some of the berths. There had been issues with that but I can assure you that in the next one month or so that terminal operator will mobilise to site and start the reconstruction of that berth. If you are there now you will see that equipment has already been mobilised to site.

Has the Authority commenced work on Bonny

Deep Sea Port?

The location has been identified and it is a location that has a natural draft of over ten to twelve meters. So for us, that is a perfect location to build another Deep Sea Port. Don't forget we also have a national port master plan that needs to be in place so that we will be able to determine where these port locations will be, how economically viable would they be in terms of their locations, so Bonny is a study, the location has been identified, the studies are ongoing and we hope that when the financial and other technical issues are resolved, work will start. Don't forget that Bonny port actually is sponsored by a private investor, so it is a private investment and not a Joint Venture between government and a private investor. So at the end of the day, these matters will be resolved.

Any policy statement for Nigerians concerning the Eastern Ports?

I wish to state something for the record, we cannot determine for the importer where to take their goods nor can we determine to the exporter from which port to take their goods from. We want Nigerians to know that there are available alternative ports in the East. You have a port in Rivers, you have one in Onne, there is one in Warri and there is one in Calabar.

We are doing everything we can to ensure that all the necessary marine services are provided there, whether it is the tug boats to bring in and take out the ships, be it the pilots cutter, and also even the channel itself. We are doing all we can to ensure that dredging starts at those locations. There will be a remedial sweeping of the Escravos bar to ensure that more vessels come into Warri and Port Harcourt. We have also seen more increase in traffic in those locations, and if you check it, if you have a factory or an industry in Aba or in Nnewi, the nearest port is Port Harcourt or Onne or Calabar, it is shorter by half actually, and we are encouraging Nigerians to take advantage of these locations.

You can see a bit of redundancies at some of the berths, we are discussing with the terminal operators that operate those berths to also ensure that they put them to proper use, if we need to change what approval they have in terms of what type of cargo that should come in, we will do it. You can see containers all over Onne port and we are happy that there is an increase in the number of containers coming into Onne port. We have seen that slight increase also in Delta port but we haven't seen that much increase in Calabar. We are also discussing with manufacturing companies that import raw materials and letting them understand for instance, if you have a raw material in Aba or in Owerri, it is easier for you to import through Onne or Rivers Port and it is a shorter distance than actually bringing it through Lagos.

What is your take on the vessel that got burnt in

**Escravos?**

It wasn't within our channel per say, it was far away so it was in no position to disrupt shipping activities in Delta port, but of course we are concerned about safety whether it happened along the channel of NPA or any other place and I am sure that the relevant government agencies starting from NIMASA and other are doing everything to ensure that the unfortunate incident does not occur again. NPA is equally available to collaborate in such efforts.



Onne Port has the highest patrol boats of the Nigerian Navy because of its proximity to Bonny, LNG and also because of the port businesses here

Do you have any intention to carry on a sort of palliative on the dilapidated D Road, Onne Port?

It goes beyond waiting for the budget, it also takes the procurement process. We are discussing this with the terminal operators here. We will jointly make sure that palliative works are done on that road at least to make it motorable for trucks, that way even if the rains comes in the next 2 or 3 months, it will be a bit passable, but we will give it priority, it is of utmost importance that road D is constructed as soon as possible.

What are your plans for the undeveloped areas?

For the undeveloped locations, most of them could have been allocated to various companies that have come up with proposals for development but firstly, it is the responsibility of the NPA to provide roads, drainages, electricity, etc, that hasn't been done. That will happen in another phase, perhaps in the second or third phase in the development of phase 4 B. We are looking into that to ensure that Onne becomes a model port in Nigeria.



Ocean Shipping before the Age of Flight: A Spotlight on the Mv Aureol

BY EDMUND CHILAKA

Introduction

Just like people race to the airports nowadays to catch a flight abroad, intercontinental journeys before the advent of commercial aviation was made by ship. The travels of famous nationalist leaders in Nigeria or Africa, including Nnamdi Azikiwe's travel to the US in 1925 or Kwameh Nkrumah's similar trip about ten years later, and all the earlier adventures of European explorers, colonialists, and the infamous slave trade were made by ships which were first powered by sail (wind power) and later by steam engines. The Mv Aureol was one of such vintage ships and the last Elder Dempster vessel to serve West Africa until 1974. I have had inquiries made about her by people whose parents or relations sailed on her luxurious cabins during their overseas trips in the 1950s and 1960s, hence this spotlight to x-ray her role and the history of ocean shipping before the age of civil aviation.

The Rise of Civil Aviation

It is claimed that the first man to fly an unmanned aeroplane was an Indian scholar, Shivkar Bapuji Talpade, whose flying machine went over the Chowpatty beach in 1895, eight years before the Wright brothers in the US attempted the same feat in 1903. However, the 1st of January 1914 is marked in many

quarters as the very beginning of commercial aviation as a "flying boat" designed by Thomas Benoist of St. Louis, carried the first paying passenger, Abram Pheil, a former mayor of St. Petersburg in Florida USA across the bay to Tampa from St. Petersburg on that fateful day. The flight lasted twenty-three minutes and landed to a cheering crowd of 3,500 Florida denizens, according to the Fort Meyers Florida Weekly. Thereafter, the development of the aeroplane for military and commercial purposes took off and gathered momentum to give birth to the speed and glamour of modern civil aviation which robbed these of its precious passengers in the days of yore. In Nigeria, the first civil aviation event occurred in Kano in 1925 when a Bristol fighterplane landed at the horse race-course called the Polo Club, as part of a British Government Royal Air Force security reconnaissance flight en route Egypt. As commercial aviation gained ground after World War I and flying became another mode of transport, Bud Carpenter started flights between Kano and Lagos using the railway line for guidance and in the early 1930s a seaplane was used to operate commercial flights between Lagos and Warri. However, these were encroachments into the passenger shipping world which for centuries was solely provided by ocean liners. During that interregnum, all Nigerian travellers who went overseas did so aboard the ships of the Woermann Line and Elder Dempster Line which



regularly called at the Lagos Port. Hence, sea trade along the Dakar-Luanda range was started by Woermann Line in 1849 and joined by Elder Dempster Line in 1852.

The Primacy of Sea Travel

Due to the long-standing primacy of sea travel, the word 'oversea' was born to describe anyone going across the seas to foreign lands. Hence, for Nigeria, instead of the Murtala Muhammed International Airport or Nnamdi Azikiwe International Airport, for example, which became popular in modern times, oversea travellers in those days went to Berth Two at Apapa Port for embarkation or disembarkation; an Executive Lounge used to be operated at that berth. Most sea trips usually lasted about three weeks of steaming and stops at other ports in Accra, Banjul, Abidjan, Dakar, and Las Palmas for refueling and brief excursions of the port city. New travellers generally 'endured' the bouts of sea sickness while the experienced ones enjoyed the pleasures of sea travel. There were various classes of cabins, such as first class, second class, and third class. Deck passengers stayed in the open spaces atop the hatches. Cabins were secluded rooms decked much like hotel rooms ashore, and equally well furnished, according to the various degrees of luxury marketed by the shipping lines. Many people would find it incredible the level of luxury that was available in those floating abodes of

intercontinental travel. In fact, the President of Ghana, Kwame Nkrumah, for the sheer love of the pleasures of sea travel, had the entire passenger accommodation aboard the Black Star Line ship, Mv Benya River, converted into a special presidential suite complete with office and living accommodation, and a presidential reception lounge. This was specially outfitted for his frequent diplomatic shuttles as a leading politician of a prosperous Ghana, and a Pan-Africanist leader of the Casablanca Group which had great plans to unify the continent into the United States of Africa. He was not alone in this love for sea travel as he copied the idea from other world leaders whose floating presidential mansions set them apart in the company of nations, much like the present rave about the US President's Air Force One jet, for example. Thus, the world of sea travel had no lack of sophistication.

The Elder Dempster Line and the Aureol

However, for the generality of commercial maritime trade which offered passenger and cargo services, some of the popular ships which served West Africa for a long time included MV Apapa, Mv Accra, and the Mv Aureol, all owned by Elder Dempster Line. Woermann Line, Palm Line and Holt Shipping also had regular vessels calling to the region. While "Woermann-Linie" referred to the ships of Woermann Line, Palm Line had vessels such as Africa Palm and Ikeja Palm and Holt Shipping had the Elizabeth Holt, all of which called at West African ports. The Aureol, however, resonated farther with Nigerians following the colonial tie to Britain which made communication and interaction between the metropolis and the colonies broader, more frequent and fundamental vis-a-vis government and politics. The Aureol was commissioned in 1951, maintained a fortnightly service, and was connected with the journeys of many colonial officers and personnel as well as the first generation of indigenous elites and students who travelled overseas as civil servants or for further studies. The Aureol was also politically significant as she had much connection to the entertainment of Nigeria's ruling elites in the run-up to independence and the immediate post-independence life and society. Her stately drawing rooms did not have many equals in the port cities where she docked, nor could better European food and wine be found anywhere else on the 'Coast', as West Africa was called in those days. Other significant milestones of the Aureol include 1st May 1954 when she officially opened the Queen Elizabeth II Quay at Freetown, Sierra Leone. She was also involved in celebrating the opening of Ghana's new harbour at Tema in the 1950s, and was the first mail vessel to berth at the new passenger terminal at Takoradi in 1964. Hence, there was close affinity between the schedules and activities of the Aureol and officers of the colonial state. For example, it was his attendance of a party aboard the Aureol that saved the life of Nigeria's first indigenous Chief of Army Staff and later Head of State, General Thomas Aguiyi Ironsi. For, when the coupists sent to kill him reached his Ikoyi residence in the wee hours of January 15, 1966, he was still aboard the Aureol at the party, which he left well after the wind of misfortune had blown past. On leaving the party and reaching his house, the news of the coup reached him and he made counter measures that eventually frustrated Major Chukwuma Nzeogwu's original coup d'état. Other notable roles played by the Aureol included shipping the ceremonial Jaguar cars and paraphernalia which composed the Prime Minister, Tafawa Balewa's, motorcade during Nigeria's independence celebration at the Lagos Race Course on 1st October 1960. In fact, sea trade was all-encompassing for Nigeria, as for all newly-independent countries of Africa, Asia and Latin America which are

CONTINUES ON PAGE 90

A Spotlight on the Mv Aureol

CONTINUES FROM PAGE 89

maritime nations due to their access to the sea. Hence, when Nigeria established its own national carrier, the Nigerian National Shipping Line (NNSL) in 1959, its impact on life and society was so fundamental that one of its former managing directors, the late Gerald Chidi said that anyone who was somebody in Nigeria of the First Republic had something to do with the shipping line.

Colonial Era Passenger and Cargo Handling

However, in West Africa during the first phase of the activities of the first liner shipping companies, there were no properly constructed quays; only surf ports based on sandy beaches. Hence, passengers were embarked and disembarked using “mammy chairs” which were hoisted by the ship’s cranes off the deck onto canoes dangling on the rough sea. Similarly, cargoes were loaded and unloaded using single large canoes or multiples strapped together to fit the cargo’s size. Sometimes, though rarely, inadvertent errors in the delicate balancing of the “mammy chairs” could send an unfortunate passenger tumbling into the water, to be quickly rescued by the expert Kroo Boys managing the process. On the hilarious side, it was said that during the disembarkation of particularly ‘wicked’ returning colonial officials, for example, the handlers have been known to contrive the “mammy chairs” for such brief ‘unfortunate’ failures, as payback, before they were quickly rescued to safety!

Nevertheless, as the main platform for international travel for hundreds of years, ships were generally fitted for both passengers and cargoes, with the latter being composed of accompanied and unaccompanied luggage. The luggage for colonial sea travel, for example, was a lot more expansive than the severe stretch of 22 kilos allowed by airlines today. A typical colonial civil servant on the outward journey to Africa, say Nigeria or the Gold Coast (Ghana), could have up to 18 boxes containing all the articles for roughly reconstructing European style civilizations in the backwaters of Africa, including chests for personnel effects such as clothes and footwear. The haulage of those luggage required many head porters who were accustomed to trek the long distances between the ports in Lagos, Forcados, Calabar, and Abonema (Ugwuocha) Wharf to the immediate hinterland or from other inland ports such as Ibi, Baro, and Idda, to colonial stations and Rest Houses scattered all over the southern and northern provinces of Nigeria. When railways began to be constructed in the early 1900s, it brought ease to previously stressful road journeys as colonial arrivals joined trains at Apapa which called at Abeokuta, Oshogbo, Ilorin, Jos, Kano, Kaduna and Maiduguri, from the western flank, or Aba, Umuahia, Enugu, Makurdi, Kafanchan, Zaria, Maiduguri, from the eastern flank, and many smaller stations along the way. The dynamics of using head porters showed remarkable ingenuity and management of raw human labour as well as the state of the art vis-a-vis intermodal transportation during the 19th and 20th centuries upon which the imperial economy depended. For example, on a trip from Omoku to Okwuzi in the Ahoada Division of the Eastern Province in the mid-1940s, Keith Arrowsmith, the District Officer could not use the Native Administration lorry because the road was flooded, so his entourage went on foot. A gang of head porters carried his loads nine miles after they crossed the Orashi River by canoe, while he rode on his bicycle. His luggage were listed as canvas camp chair, camp bed and mosquito net, petrol cans, tins of oil, chop boxes, office boxes, food supplies, kitchen equipment and crockery, and boxes for his cook and servants.

The trip could as well have been to or from the railway station or the seaport for any of the various journeys made by colonial officers during their working tours in Africa. The average load for head porters weighed about 36kg. In 1908, the colonial government paid head porters 6d (six pence) per day when they carried a load and 3d (three pence) per day when returning without load. The private sector may have paid a little higher, as usual. Head portage for export cargoes was not too different. For example, in 1898, it took 1,400 head porters to move 31,500 tons of rubber from Kumasi to Cape Coast for export, at a total cost of £700.

The Pedigree of the Aureol and Her Sister Ships

There are other interesting aspects of sea trade in the days of yore to arouse our curiosity today, including the fact that being the sole mode of intercontinental travel, ships at first, were built mainly for basic purposes, transportation, rather than for the optics. It was much later, after the Second World War, that beauty and grace entered the lexicon of the trade, especially for the dominant carrier, Elder Dempster. Hence, the Aureol’s predecessors, Mv Accra and Mv Apapa were described as mainly “angular, purposeful and utilitarian” as against the Aureol whose elegance earned her the title, “The White Swan”. The trend of elegance, beauty and posh interiors increased the preference by the elites for social events held aboard berthed luxury hangouts. It must be noted, however, that such parties could not detain ships at port unnecessarily but have to be timed to fall within their sailing schedules. This brings us to that aspect of a ship’s voyage when, at the terminal port, she was in transition, preparing for return to the home port. For such “combination carriers”, disembarking passengers must have left the cabins and deck spaces and outbound cargoes unloaded while the focus turned to loading for the home run. The ED ships usually provided a three-week express service for 259 First-class, 24 Second-class and many “coastal deck” passengers, over a general lifespan of twenty years.

When introduced in 1951, the Aureol was designed and built to satisfy the longstanding contract for passenger and mail services between the UK and West Africa which started in 1852 when the carrier’s forerunner, the African Steamship Company Ltd under Macgregor Laird gained royal charter to carry mails for the Post Office. The regular ports of call were Las Palmas, Freetown, Takoradi and Lagos. With the withdrawal of Mv Accra and Mv Apapa from service in 1968 after twenty years in service, following the increasing dominance of air travel, the Aureol became the sole vessel of the company calling the West African range. Following decreasing sailing schedules to West Africa, ED’s direct passenger and cargo voyages using the Aureol were foreclosed six years later, after she arrived Southampton on 21st October 1974 for the last time. She was subsequently offered for sale and sold to Marianna Shipping and Trading Corporation of Athens. The new owners renamed her Marianna VI under Panamanian registry and she sailed to Jeddah as an accommodation ship with 402 single-class berths. She continued as an accommodation ship as at 31 August 1985 at Rabegh near Jeddah under the management of Bilinder Marine Corporation SA of Athens and was reported still in service as of 1990.

• Dr. Chilaka lectures maritime transport and logistics at the Centre for Multimodal Transport Studies, University of Lagos.

***What NPA has always ensured was good governance and efficient service delivery.**

MD Bello Koko addressing the Director, Executive Education Lagos Business School Victor Bayo who paid a courtesy visit to the NPA Headquarters.

***The essence of the training school is to ensure proper training also help our succession plan in the industry.**

MD Bello Koko addressing the press during the inauguration of the NPA training school Apapa.

***It has gotten to a stage where the presidency would start meeting out penalties and punishments to MDA offices that don't meet their responsibilities including the police. We must ensure that export boxes get into the Port.**

Bello koko addressing the Assistant Inspector General of Police [AIG] Ibrahim Sani Kaoje.

***We can all aspire that the worst of ETO is better than the best of the time before eto**

Bello Koko's maiden media interactive section with selected Maritime press

***NPA had over time even before we got here tried to reform the place in such that it operates far better than a normal unit service environment**

Koko addressing the Director General Bureau for Public Sector Performance Dasuki Ibrahim Arabi

***The NPA is assiduously working and ensuring we create and sustain an enabling environment to stimulate export operation at the nation's seaport**

Koko addressing the Nigerian Export Promotion Council team lead by Executive Director/Chief Executive Dr. Ezra Yakusak who paid a working visit to the NPA Boss.

***On assumption of office, we have constantly strategized at reducing cost of operation, leakages and most importantly boost revenue generation through improved service delivery.**

Koko during an appearance on Arise TV to commemorate his 100 days in office.

***Let me congratulate you on this alliance. It means there would be less conflict and friction. You become stronger coming together to protect your common interest.**

Mr. Koko admonishing the leadership of NARTO and MWUN during a working visit to NPA Headquarter office.

***Port efficiency is not just the responsibility of the NPA but that of every Stakeholder and Government Agency operating within the Port.**

The MD NPA answering questions from the Hon. Garba Datti Muhammad led House of Representative Committee on Port and Harbors during an Oversight function to the NPA Headquarters.

***At the NPA we are pleased to state that the introduction of badges in Port Operation has led to our roads becoming free and there is the swift evacuation of Cargo.**

The NPA Chief Executive speaking with Stakeholders at the 2022 Zenith International Trade Seminar on Non-Oil Export.

LEÇON TRENTE ET UN (LESSON 31)

In the last lesson we studied Nautical Terms.
Revision questions.

Say these nautical terms in English

- ancre
- péniche
- cabine
- navire
- balisage
- couchette
- zone de mouillage

In this lesson, we shall be studying some Maritime terms.

Maritime Terminology.

French term	English Translation
• ancrage	anchorage
• tablier	apron
• barge	barge
• couchette	berth
• connaissance	bill of lading
• bollard	bollard
• boîte	box
• bouées	buoys
• cabotage	cabotage
• capacité	capacity
• cargaison	cargo
• transporteuse	carrier
• chandlers	chandlers
• cale	chock
• greffières	clerks
• consignation	consignment
• destinataire	consignee
• grue	crane
• suite	contraband
• douane	custom
• surestarie	demurrage
• dock	dock
• brouillon	draft
• drague	dredge
• vrac sec	dry bulk

NOTE: We shall study more Maritime terms in the next lesson

On se verra la prochaine fois.

(All the best, See you next lesson.)

Sports Will Grow In Leaps And Bounds In The NPA — NGINI

Mr Chuma Ngini is the General Manager, Lands and Assets. He joined the Nigerian Ports Authority in 1985. Started his sport career immediately. He participated in several events culminating in the management of sport in NPA being a member of Nigerian Sports Association. [NPOSA]

Enjoy the rest of this interview about Ngini.

Can we meet you sir?

My name is Chuma Ngini, I am currently the General Manager Lands and Assets.

Can you trace your involvement in Sports at the NPA?

I have been involved in NPA sports since 1989 and that was when I joined Organisation. I joined sports as soon as I came because of course I was doing sports way back from the university, secondary and primary school so it wasn't any difficult thing for me, just joining NPA sporting community as soon as I came.

So which sports have you participate in?

I have been playing for leisure actually since I joined NPA. I played Tennis and I think we played, I joined NPA football team at a point, then played and then I transited to managing sports thereafter. I was playing at NPA tennis section in Bode Thomas. It was daily traffic jam that actually made me to leave the place at a point to start playing but overtime we have been going back to participate in the tennis but like I said after a while I transited to managing sport and in those early days when Dan Princewill of blessed memory, if you remember here we organised some beauty pageants when we had NPA queens and other stuff so I was part of all those days.

Sir what actually motivated you to represent NPA at the games? because I learnt that NPA participated in Federation of Public Service Games [FEPSCG]

Yes, like I said I grew up doing sports so it wasn't a problem for me to join. It is something I grew up loving to do. So it is just love for sports and love for keeping fit.

Please tell us, how long have you represented NPA at NIPOSA games?



The question won't be how long but when last because it's been long time I left the sports management in NPA. If my memory will serve me right, I think we actually changed the name from Ports Authority Sports Association [PASA] to NIPOSA. It was when we were in the zone Dan Princewill who was Head of Personnel took over and became the Chairman of NIPOSA. I was the Secretary if I can remember of the central NIPOSA then Miss Aboh was secretary of western NIPOSA, Miss Aboh was Secretary of central NIPOSA and then I don't know if you remember Mr Okechukwu of the blessed memory, Paddy O, who was a Public Relations Officer. He is late now. That was when we changed the name from PASA to NIPOSA and that is the name that has been retained ever since. So my dear, the question is when last. It is not how long. We played our part and I think a decade ago other people took over and all I then did thereafter is, I do my thing as a person, play in APAPA CLUB, play in NPA and I think two years ago before COVID, I went back to the sports ground playing football with them, with the younger ones but just simply at a recreational level.

Okay sir, NPA normally go for NIPOSA games, other sports festivals have you been part of this, how many medals have you won in the past?

Like I said we would be saying how many did we win because we went as a whole team because after I played for a little while at individual level of course I transited to managing sports. So we took NPA to Bauchi in 2005. We went to Port Harcourt if you remember and Calabar or so (I don't remember again) Port Harcourt 2006, Minna 2007, Bauchi 2007 and I think in Abuja too in 2003 and 2008 and I was on the ground from point to point making sure everybody was comfortable. So the question will be, what did we win. It is not me as a person because I was interested in making things work out. Bauchi was an experience. It is an experience not to forget and at one point there is one experience I am yet to forget. I don't know whether it was when we went to Bauchi. We went to one recreational area, Yankari game reserve. It was an experience that will be long for anybody to forget. Yes,



Yankari Game Reserve. It was an experience.

Please tell us, what is your dream for sports in NPA?

My dream for sports in NPA is that it should grow in leaps and bounds. It should be harvested as soon as they come in because as soon as they come in, people are still a bit younger and busting with a lot of energy to participate and then if you harvest people that early particularly those who are interested, even those who are not playing and doing games earlier then maybe they will develop interest in all the area and then if not competitive level, for leisure and for wellbeing. So my dream is that sports in NPA should become more embracing than it is now. I know management has been supportive. It is just that support of management should reflect in the heightened activities in sports. If you check you will see that the management has gone to do so much developing the sports ground. So people should find time in playing games, if you don't play football you play Tennis. You

must find something to do. Even now there is a Gym, so my dream is that every NPA employee should develop interest in game or the other. If not for any other thing, for wellbeing.

Which advice do you have for NPA management?

I have said it, NPA management has been supportive. They should retain and sustain the support. I know the support has been there so the management should continue to support and you can't get it any better than what has happened recently. A lot of money has been put down developing the sports facility. A lot of money has been committed to fund participation in the FEPSGA game so management has done a lot, and the employees should then reflect that management support by massive participation in either a competitive level or leisure for their wellbeing and well, like you know, all works and no play makes Jane a dull girl (laughs) enough of Jack. So that's it.



Tobi Amusan:

Nigeria's golden girl

Nigeria's participation at the 2022 World Athletics Championship in Oregon, USA was made special by the outstanding performance and the iconic showing of Tobi Amusan who did not only win the 100 metres hurdles event but also created a world record with a time of 12.12s in the semi finals. She blasted that record two hours later in a wind-aided time of 12.06s.

Amusan's performance and another female athlete Ese Brume who picked up a silver medal in the long jump event at the championships redesigned Nigeria's declining status among great athletics nations in the



world.

Her story with Oregon started years back, when, as a junior athlete, she was billed for the World Junior Athletics Championships but could not travel because the American Consular office in Abuja delayed the issuance of her visa.

According to coach Solomon Aliyu, who was her coach then, “the rest of the team had travelled and her visa was still being processed. She had a visa interview on Friday and her event was on Monday. As of Friday, her visa was yet to be issued. I stayed back to wait for her because she could not travel alone as she was still a minor.

“When at the end of Friday the passport was still not out, I decided to leave for the USA to join the rest of the team. But before I left, I advised her not to worry, that there were going to be many more championships she would attend in future because she had a very bright future.” That was how Tobi missed her first trip to Oregon.

Incidentally, it was that same venue, where she was supposed to launch her athletics career as a junior international that the 25-year old chose to stun the athletics world and on a bigger stage.

The story of Oluwatobiloba Ayomide

Amusan is like a script for the big screen. Born in Ijebu Ode, Ogun state 25 years ago to parents who were both teachers, she grew up under a very strict regime. Her venture into athletics was not an all smooth affair in the home front as her father didn’t sanction it. At one instance, he burnt her running kits and warned that he should never see her run again. But she found a strong ally in her mother, who saw something different in her. When she was going for an out-of-state competition, she would lie to her father that she was going for an inter-school debate.

“My mom would cover for me that I was going for inter-school debates in Shagamu and then she would drive down there to give me my outfit,” the athlete told BBC Africa.

In the beginning, Tobi Amusan’s coach was Ayodele Solaja, a grassroots athletics coach in Ogun state. He honed her skills in track and field, but typical of a grassroots coach, his ward was like Jack of all trades master of none. “She was competing in the relays, 100 metres and long jump,” coach Aliyu recalled. Indeed, Amusan herself told the BBC that she began as a footballer but when her coach discovered her high work rate because she was always everywhere on the pitch during training, the coach then advised that she should take to athletics because she would be better off there. That was how she fell in the hands of coach Ayodele Solaja.



Tobi Amusan

How Nigerian Sports Women Set The Pace For Their Male Folks

Year 2022 could rightly be called the year of the women in Nigerian sporting circle. It is a year in which women rose up stoutly to carry the sporting flag of Nigeria high where the men have largely followed.

Team Nigeria finished the 2022 Commonwealth game held in Birmingham, UK with a total of 35 medals, 12 Gold, 9 Silver and 14 Bronze medals, with all the twelve Gold all from the women folk across Athletics, Wrestling, Power lifting, shot put, long jump etc. Some of them are Tobi Amusan (100m hurdles), Ese Brume. (Long Jump), Amusan. Ofili. Nwokocha. Chukwuma. (4 by 100 meters), Chioma Onyekwere. (Discus), Miesinnei Mercy Genesis (Wrestling), Others are Oduntayo Adekuoroye. (Wrestling), Blessing Oborududu (Wrestling), Folashade Oluwafemiayo. (Powerlifting Para), Rafiatu Folashade Lawal. (Weight lifting), Adijat Adenike Olarinoye (Weight lifting), Goodness Nwachukwu. (Discus Para), and Euchiaru Njideka Iyazi (Shotput Para).

Meanwhile, the two major icons of the 2022 performances are Tobi Amusan and Ese Brume both of whom won gold in 100 metres and Long jump women they shone brilliantly breaking and setting new records at the games.

The most outstanding would be Tracks queen Tobi Amusan's 100m women's hurdles win, after she wiped

out the world record in the semi-final to clock a time of 12:12sec and also powered to win the finals in 12:06sec in Oregon, United State of America recently.

For her extra-ordinary effort Tobi Amusan was rewarded with a sum of \$70,000 for winning Gold at the event and \$100,000 for her 12:06sec World Record feat.

Similarly, Ese Brume whose 7.02m long jump performance fetched her a silver medal at the same World Athletics Championship had earlier won bronze medal at the last Tokyo Olympic games.

Still at the recently concluded World Athletics Championship at Oregon, USA was another record setting performance of the 4 by 100 meters relay race by the Nigerian quartet of Joy Udo-Gabriel, Favour Ofili, Rosemary Chukwuma and Grace Nwokocha. The quartet ran a spectacular race to set a new African and Nigerian Record of 42.22secs to finish 4th behind USA 1st, Jamaica 2nd with Germany coming 3rd in a race that was generally described as phenomenal at the World Athletics Championship at Oregon, USA.

In a similar vein the Nigerian female National Football team the Super Falcon was able to clinch one of the African ticket available for the 2023 Women World Cup but failed to



*Ese Brume

win the WAFCON tournament held in Morocco where they still had the best record of 9 trophies over the years.

Similarly the Nigerian female U-20 women team the Falconets equally qualified for the next FIFA U-20 Women World Cup Tournament to be held in Costa Rica. Still in celebration of the Nigerian women The female under 17 team better known as the Flamen goes will also be part of FIFA U-17 women Football tournament which will take place in October, in India.

In light of the above, these laudable achievements has further confirmed the general assertion that what a man can do a woman can do better. These Nigerian women have come to raise the Nigerian flag gallantly with their recent scintillating performances in the field of sports where the men have recently been found wanting. They deserve all the accolades they are currently enjoying.

A stylized map of the African continent in light gray. Nigeria is highlighted in dark blue. A dotted line starts from Lagos, Nigeria, and curves upwards and to the left, ending in Europe. Several dashed lines radiate from Lagos to other parts of Africa and Europe. A semi-transparent teal box is overlaid on the left side of the map.

Julius Berger Services
Nigeria offers direct
and regular connection
between Nigeria and the
rest of the world.



JULIUS BERGER
NIGERIA PLC



JULIUS BERGER

NIGERIA PLC

Import/export



Julius Berger Services Nigeria Limited has expanded its offerings to include a regular Liner Service between North Europe and West Africa / Julius Berger Warri Port Terminal, Nigeria, in cooperation with Universal African Lines (UAL) – a leading provider of shipping services, specialized in breakbulk and project cargoes.