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...The Hub of Maritime News...



Deep Seaports On Full Throttle

Lekki Delivered, Others Underway

LES PORTS EN
EAU PROFONDE
EN PLEINE
PUISSANCE
LA CONSTRUCTION
DU PORT DE LEKKI
EST ACHEVE ET
D'AUTRES SONT EN
VOIE DE CONSTRUCTION



**OTUNBA
KUNLE
FOLARIN:**
A TRIBUTE
Late Chairman, PCC

Apapa/Tin-Can
Access Roads:
The journey so far





Season's Greetings

May the holiday season fill your home with joy,
your heart with love, and your life with laughter.

Warmest thoughts and best wishes for a
Merry Christmas and a Happy New Year.



from all of us at
NIGERIAN
PORTS
AUTHORITY



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FROM THE WHEEL HOUSE

It is my pleasure to join the team of this bilingual journal of the Nigerian Ports Authority - "Nigerian Ports Today".

We pledge to our audience, beginning with this edition, an improved Magazine; in both content and presentation.

There could not have been a more opportune time to come on board than now, when Nigeria's first Deep-Sea Port is awaiting official commissioning. Understandably, that

is the subject of our lead story which also captures other Deep-Sea Ports under development.

The coming on stream of these Ports will position Nigeria as the transshipment hub of West Africa and significantly boost the country's maritime services revenue.

Recently rehabilitated access roads to the Lagos Port Complex Apapa and Tincan Island ports, which have eased cargo evacuation receive attention in our second lead story.

The official commissioning of a dedicated Export Processing Terminal - Diamond Star - is also in focus. Its establishment is aimed at intensifying NPA's efforts geared towards making cargo export less cumbersome, as well as supporting the diversification agenda of the Federal Government. This new facility is the fifth to be licensed by NPA.

The maiden visit to Nigeria by Kitack Lim, the Secretary General of the International Maritime Organization, who participated in the Nigeria International Maritime Summit 2022 also features in this edition.

Travelogue captures the enthralling and captivating images of Luanda, Angola, which played host to the 42nd Annual Council Meeting of the Port Management Association of West and Central Africa (PMAWCA) and the 17th PMAWCA Managing Directors Roundtable. Nigeria's team was led by our Managing Director, Mohammed Bello- Koko.

Although Nigeria's football team is not part of the ongoing World Cup tournament in Qatar, some players of Nigerian origin are representing other countries and show-casing their talents admirably. This, and the exploits of KOKO MARINES, NPA's football team, receive the attention of our sports crew.

"Photosynthesis" captures sundry activities of NPA in pictures; including our regulars on health, cuisine, "About Nigeria" and much more.

Our next edition promises a lot more. Till then...




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EDITOR-IN-CHIEF

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C'est un plaisir pour moi de faire partie de l'équipe de rédaction de ce magazine bilingue de l'Autorité nigériane des Ports - "le Port nigérian d'aujourd'hui".

Nous promettons à nos lecteurs, à partir de la présente édition, un magazine de meilleure qualité tant en contenu qu'en présentation.

Il ne peut jamais y avoir un moment plus opportun de faire partie de l'équipe de rédaction que maintenant au moment où le tout premier port en eau profonde n'attend que son lancement. Bien entendu, c'est au fait le thème de notre article vedette qui traite des autres ports en eau profonde qui sont en voie de construction.

L'entrée en activité de ces ports positionnera le Nigeria comme un hub de transbordement de l'Afrique de l'Ouest et promouvra de manière très significative la génération de revenus à partir des activités maritimes du pays.

Les voies d'accès au Complexe portuaire de Lagos à Apapa et aux Ports de Tincan Island qui viennent tout récemment d'être réhabilitées et qui faciliteront l'évacuation des marchandises reçoivent dore et déjà une attention particulière dans notre deuxième article vedette.

Le lancement officiel d'un terminal dédié au traitement des marchandises destinées à l'exportation - le Diamond Star - constitue également notre point de mire. Sa création vise à intensifier les efforts de l'ANP vis à vis de l'allègement des tracasseries relatives à l'exportation des marchandises aussi bien qu'à appuyer le programme de la diversification du Gouvernement fédéral. Cette nouvelle infrastructure est la cinquième à être mise en opération par l'ANP.

La toute première visite au Nigeria de Kitack Lim, Secrétaire général de l'Organisation maritime internationale qui a participé à l'édition 2022 du Sommet maritime international du Nigeria est également accordé une place de choix dans la présente édition.

Travelogue capte les images passionnantes et captivantes de Luanda, Angola qui a abrité la 42^{ème} Réunion annuelle du Conseil de l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) et la 17^{ème} de la Table Ronde des Directeurs généraux de l'AGPAOC. L'équipe nigériane a été conduite par notre Directeur général, Mohammed Bello- Koko.

Tout en pleurant la mort de l'un de nos meilleurs techniciens, le regretté Otunba Kunle qui jusqu'à sa mort était le Président du Conseil consultatif des Ports de l'Autorité nigériane des Ports (CCP), nous rendons hommage au feu Otunba Folarin tout en publiant ce que l'on peut facilement considéré comme étant la dernière interview détaillée qu'il a accordée au média.

Quoique l'équipe nigériane de football ne participe


pas à l'actuel championnat mondial qui se déroule à Qatar, quelques joueurs d'origine nigériane sont en train de représenter d'autres pays et de faire valoir admirablement leurs talents. Ceci et bien les exploits de MARINES KOKO, l'équipe de football de l'ANP, ont attiré l'attention de notre équipe sportive.

"La Photosynthèse" capte les diverses activités de l'ANP sous formes pittoresques dont nos articles réguliers sur la santé, la cuisine "Autour du Nigeria" et beaucoup d'autres articles d'intérêt.

Notre prochaine édition promet de présenter beaucoup d'autres articles intéressants. Jusqu'à ce moment là...



Yemisi Oyinola
EDITOR-IN-CHIEF



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

My Dear Colleagues,

This last quarter of the year 2022 did not come without its own dynamics, but imbued with our overriding objective of responding positively to Stakeholders' expectations we were able to tame those challenges dauntless as they were all in our bid to end the year on a good note.

First I would like to express my delight that the journey towards the delivery of the 25years Port Master Plan has recorded a great deal of mileage and is on the verge of conclusion.

Also in this quarter our support initiative for the renewed export orientation of the Federal Government was concretized, as five out of the ten Export Processing Terminals (EPTs) conceived to make Nigerian's exports competitive in the global marketplace commenced actual operations.

Within the same period, we also had the opportunity to make contributions towards the all important subject of building ecofriendly Ports during the 42nd Port Management Association of West and Central Africa(PMAWCA) and the 17th Managing Directors' Round Table Council which held in Luanda Angola recently where valuable insights on sustainable ways of achieving ports decarbonization were exchanged and are being incorporated into our policy framework.

Our organizational learning and talent development agenda also recorded a significant milestone with the visit of the President of the World Maritime University (WMU) in Malmo, Sweden, Dr. Cleopatra Doumbia-Henry which afforded us the opportunity to secure the support of the global maritime think tank in development of the curriculum of our training facility at Apapa.

I also want to congratulate the Honourable Minister of Transportation Engr. Muazu Jaji Sambo for the successful hosting of the International Maritime Summit recently. It was a remarkable Maritime event which coincided well with the maiden visit of the Secretary General of the International Maritime Organisation (IMO), Kitack Lim to Nigeria.

The Award of the "Best Maritme Agency of the year 2022" conferred by Daily Telegraph Newspaper also served to notify us that our efforts at improving operational efficiency are being noted and has inspired us to redouble our efforts.

The unprecedented generation of the sum of N286B and the remittance of N103B to the Consolidated Revenue Fund (CRF) account of the federation as at end of October 2022, could have only been achieved by collective smart work for which i commend us all.

This message will remain incomplete without mentioning on a sad note, the demise of one of our exceptional talents, Pharmacist (Mrs) Ngozi Obikili who until her sudden death was our General Manager Corporate & Strategic Planning.

We are also still mourning the passage of one of Nigeria's leading technocrats Otunba Kunle Folarin who until his death was the Chairman of the Nigerian Ports Consultative Council(NPCC), an umbrella outfit funded by the NPA for all Stakeholders in the Maritime Industry to brainstorm and reduce friction in port operations. We will miss all the laudable contributions of the Otunba to the development of the Maritime Industry in Nigeria.

I would like to conclude by appreciating everyone of us for the teamwork that birthed all the good reports of the year 2022 and wish us and our loved ones the very best of the rest of the year as we brace up to further entrench best practices and improve our

MOT DE BIENVENUE DU PRESIDENT DIRECTEUR GENERAL

Mes chers collègues,

Ce dernier trimestre de l'année 2022 n'est sans ses propres dynamiques mais notre objectif principal est de donner positivement satisfaction aux attentes des parties prenantes. Nous avons réussi à relever ces grands défis surtout qu'ils s'inscrivent dans le cadre de nos efforts qui visent à terminer l'année sur une bonne note.

D'abord, je voudrais exprimer ma joie du fait que les efforts vis à vis de la livraison d'un plan cadre de 25 ans ont enregistré un grand progrès et est actuellement en voie de conclusion.

Aussi, au cours de ce trimestre, notre initiative d'appui en faveur d'un accent renouvelé du Gouvernement fédéral sur les exportations a été concrétisée du fait que cinq d'entre les dix Terminaux de Traitement des Marchandises d'Exportation (TEM) conçus dans le but de rendre compétitifs les exportations du Nigeria sur le marché mondial sont entrés dans la réelle phase d'opération.

Pendant la même période, nous avons également eu l'opportunité d'apporter nos modestes contributions à la question cruciale sur les voies et moyens de créer des ports favorables à l'écosystème lors de la 42^{ème} Réunion du Conseil de l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) et la 17^{ème} Table Ronde des Directeurs généraux tenues à Luanda, Angola où de grandes lumières ont été faites sur les manières durables de réaliser le niveau de carbones générées dans les des ports. Ces échanges sont en train d'être intégrés dans notre cadre politique.

Notre programme d'apprentissage organisationnel et de renforcement des capacités a également enregistré un progrès significatif avec la visite du Président de l'Université maritime mondiale (UMM) à Malmo, Suède, le Dr. Cléopatre Doumbia-Henry. Cette visite nous a permis l'opportunité d'obtenir l'appui du groupe de réflexion mondial dans le développement des programmes d'études de notre infrastructure de formation à Apapa.

Permettez moi également de féliciter Son Excellence Monsieur le Ministre du Transport, Ingénieur Muazu Jaji Sambo pour avoir abrité avec éclat le récent Sommet maritime international, un événement maritime remarquable qui avait coïncidé avec la visite au Nigeria du Secrétaire général de l'Organisation maritime internationale (OMI), Monsieur Kitack Lim.

L'attribution du prix de la meilleure agence maritime de l'année 2022 au Journal Daily Telegraph a également servi de rappel que nos efforts visant à améliorer l'efficacité opérationnelle sont bien reconnus et ce geste nous a inspiré à doubler d'efforts.

La génération sans précédent d'un montant de 286 milliards de naira et le virement de 103 milliards de naira au compte du Fonds de Revenus Consolidé de la fédération à la fin du mois d'octobre 2022 ne pourrait se réaliser qu'à travers des efforts collectifs au sujet desquels nous nous félicitons.

Le présent message demeurera incomplet sans faire mention sur une note de tristesse le décès de l'un de nos talents exceptionnels, la Pharmacienne (Mme) Ngozi Obikili, directrice en charge de la planification sociale et stratégique.

Nous pleurons toujours le départ de l'un des plus grands techniciens du Nigeria Otunba Kunle Folarin qui jusqu'au moment où il a rendu l'âme était le Président du Conseil consultatif nigérian des Ports (CCNP), une organisation faîtière financée par l'ANP permettant à toutes les parties prenantes dans la chaîne maritime de mûrir des réflexions et réduire la friction au niveau des opérations portuaires. Nous allons décidément manquer aux contributions louables d'Otunba vis à vis du développement de l'industrie maritime au Nigeria.

Je voudrais tout conclure en appréciant tout un chacun de nous pour le travail d'équipe qui a donné lieu aux bons résultats enregistrés en 2022 et vous souhaite une très agréable fin d'année au moment où nous nous préparons à asseoir davantage en 2023 les meilleures pratiques et à améliorer notre efficacité opérationnelle.



Mohammed Bello Koko
MD, NPA



NIGERIAN PORTS AUTHORITY

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



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Zhen Hua arriving Lekki Port

Deep Seaports On Full Throttle

Lekki Delivered, Others Underway

The vision of the Nigerian Ports Authority for its Ports to be the Maritime logistics hub for sustainable Port services in Africa is fast becoming a reality.

The desire to develop deep Seaports in Nigeria which started with the Lekki Deep Seaport project over a decade ago is gradually coming into fruition as preparations are at advanced stage towards commencement of commercial operations at the Nation's first deep Seaport.

In this report, Omidiji Olubiyi and Friday Eze examine the prospects of the multibillion dollar Lekki Deep Seaport project to the Nigerian economy and how the Port which is West Africa's deepest, will serve as West and Central Africa's main Transshipment Hub. Their report:

All over the world, Authorities of various nations constantly explore the several potentials and

opportunities that are available in their maritime domains for survival. The business environment is constantly competitive, resulting in relevant Authorities like the Nigerian Ports Authority, [NPA] in the Maritime sector seeking to further harness the resources and knowledge identified in the maritime domain with a view to optimizing the overall benefit to the nation, especially the Gross Domestic Product (GDP).

Over the years, Nigeria has depended on revenue largely from exportation of crude oil. The crude exports were shipped through vessels which called at different sea ports across the country.

Realising the inadequacy of these Ports and terminals to accommodate modern and larger vessels, which resulted in diversion of such

vessels to other destinations with deeper draft of 16.5 metres and above, NPA embraced the development of the Deep Seaports in different parts of Nigeria. Consequently, export and import cargo meant for Nigerian market were diverted to Neighboring countries.

Now that the Federal Government through the management of NPA is improving and upgrading its Ports infrastructure and delivering on efficiency, the transit cargoes market worth N136 Billion annually can return to the Nigerian economy.

What is a Deep Seaport?

A Deep seaport is a fixed or floating man-made structure, or a group of structures, other than a vessel, located beyond State seaward boundaries and used or intended for use as a port or terminal for the transportation, storage, and further handling of different types of cargo including oil and natural gas for transportation to or from any country.

Mr Lawrence Smith, Chief Operating Officer of Lekki Deep Seaport, in a chat with the NPT Team at the Company's Corporate Headquarters in Lekki, Lagos describes a Deep Seaport as a direct access to the open Seas. There is no sailing time and there is access into the Port directly without any form of hindrance such as turn-around and waiting time.

Similarly, Engineer Adeniran Ademola the NPA Project Manager for the construction of the Port facility further corroborates Mr Smith's view. He describes a Deep Sea Port as a facility that is created to accommodate expansion in port operations, demand and capacity through the berthing of larger vessels with a draft of 16.5 metres or more.

Accordingly, a Deep Seaport is a port facility which grants access to larger Ocean going vessels. A Deep Seaport differs from other ports in view of its capacity to allow or berth bigger vessels aside the conventional ones with heavily loaded cargo.

Purpose of establishing a Deep Seaport in Nigeria:

Global maritime trade is rising day by day, but the facilities needed to support the smooth running of this trade in Nigeria are inadequate. Therefore, the main purpose of a deep sea port is to provide opportunities to Nigeria and Nigerians to meet the demands of maritime transport within the country and also for Regional and International requirements.

Findings have shown that the world economy majorly depend on Sea trade and more than 90 per cent volume of trade is routed through sea ports. This has necessitated the need for a deep sea port.

Conceptually, the Lekki deep sea port is an economic base that will have various effects on the nation's economy. Some of the major reasons for Nigeria to establish more deep sea ports are:

*To support the country's growing seaborne trade needs of the future.

*To go along with the global shipping trend of moving towards larger tonnage thereby maximizing the advantages of the economy of scale.

*To utilize Nigeria's geographical advantage to become a regional maritime hub.

Deep Seaports as facilitators of Nigeria's Economy

With the development of Deep Seaports in Nigeria starting with the magnificent and world class facility in Lekki, Lagos, Port operations in Nigeria have moved to a higher level.

This was the opinion of the Minister of Information and Culture, Alhaji Lai Mohammed and other top officials of the Federal Ministry of Transportation when they visited the Lekki Deep Seaport to examine the benefits of the multibillion-dollar investment to the nation's economy.

The Minister said the port would generate revenue of over \$201 Billion for the Federal and Lagos State Governments through taxes, duties and Royalties during the 45year concession period. The port, he added, would create over 170, 000 jobs.

With the commencement of commercial operations in the near future it would become possible for Nigeria to regain the maritime business that was lost to ports of Togo, Cote d'Ivoire and Ghana.

"It is also a big boost to Nigeria in its quest to take advantage of the implementation of the African Continental Free Trade Agreement (AfCFTA).

A major advantage we have to leverage on transshipment. With this port, Nigeria would become a transshipment hub and the revenue we are currently losing to our neighbouring countries will come here," Lai Mohammed.

Lekki Port

The facility is situated at the Lagos Free Trade Zone (LFZ), along the Lekki Corridor which is 100 per cent completed and waiting for commissioning by the Federal Government. It is projected to be one of the most modern ports in West Africa, offering support to Maritime commerce in Nigeria and the West African sub region.

Lekki Port is the largest seaport in Nigeria and one of the biggest in West Africa. The port has the capacity for handling about six million TEUs of containers and a significant volume of liquid and dry bulk uncontainerised cargoes. It will accommodate vessels with over 14,500 Containers. Financed by private investors who have financed the project with over \$1.5 Billion, the port sits on 90 hectares.

The Lekki Port LFTZ Enterprise Limited (LPLEL) is an SPV joint venture company set up between the Investment Holdings Inc. (comprising China Harbour Engineering Company Limited (CHEC)



and Singapore-based FMCG giant, Tolaram Group), the Lagos State Government and the Federal Government of Nigeria through the Nigerian Ports Authority (NPA).

Although CHEC owns the majority shares in the Lekki port project, the Chinese Development Bank (CDB) also signed a 45-year Concession agreement with LPLTZ to complete Phase 1 of the project.

NPA and revenue generation:

Last year, NPA reported that despite the impact of the COVID-19 pandemic, its Internally Generated Revenue (IGR) grew significantly by 120 per cent between January 1 and September of the same year.

During a presentation to the Government, the Managing Director of NPA, Mohammed Bello Koko, said the Agency earned N256.28 billion (\$619.62 million) in Internally Generated revenue by last September, exceeding its initial projection.

Gains awaiting the country:

As stated earlier by the Honorable Minister of Information, the gains of the coming of Lekki Port to the nation are enormous.

“The facilities here are first class. At the end of the second phase We will have seven ships to shore cranes and 21 RTG cranes. No port in Nigeria currently has this. The excellent equipment and facilities is the reason the port can do 18,000 TEU’s, which is more than four times the number that is being currently being handled by other ports. The project is self-sufficient in required electricity. It is also ready to generate up to 10 Mega Watts of electricity and a total capacity 16 megawatts

Cargo evacuation from Lekki Port:

Stakeholders said they were concerned about the efficient evacuation of goods from the port as it is

evident that the ultimate goal would be to connect this port to rail for optimal use.

In addition, the Lagos state Government is in the process of constructing a 5 multi lane road network to also ease evacuation of cargo.

What the Lagos State government did:

To facilitate the completion of the project, the Lagos State Governor, Mr. Babajide Olusola Sanwo-Olu, signed the \$629 million financing facility aimed at completing the Lekki Deep Seaport project. According to the agreement, Nigeria’s first deep seaport will be delivered on time. The signing of the agreement puts to rest the initial speculations and reservations regarding the speedy delivery of the project.

The signing of the \$629 million financing facility by the Governor, offers a new impetus for socio-economic growth in the State. It also represents the dawn of a new era in the state government’s ambitious plan to transform the Lekki corridor into a new economic hub in the West and Central African sub region.

Upon commissioning, the project has enormous capacity not only to stimulate the Lagos economy, but equally to push it up in the index of large economies in the world.

Economic benefits of Lekki port:

The President, Nigeria Private Sector Alliance, Mr Adetokunbo Kayode, said the Lekki port, being one of the biggest in Africa, would be of huge benefit to the nation’s economy.

Kayode, a former Attorney General of the Federation and Minister of Justice, said the project would result in better efficiency in the import and export of goods across the country. He said: “Of course it will also help us to reduce the stress that has been created by Apapa port



which is a colonial Port. It will help to alleviate all the challenges of international trade in Nigeria”.

Sambo Commends NPA

The current Minister of Transportation, Engr. Mu’azu Jaji Sambo, commended the management of the Nigeria Ports Authority (NPA), for the tremendous support provided to Lekki Port in meeting the project timelines.

Sambo gave kudos to NPA during his first official visit to the Lekki Deep Seaport. He expressed delight at the pace and quality of work at the port site.

The Port has placed the country on the global list of nations with deep seaports and positions the country to maximise the comparative advantages that its maritime endowments and littoral offer.

State-of-the-art equipment at Lekki Port:

For the start of the first phase of operations, 5 Super Post-Panamax state-of-the-art Ship to Shore (STS) cranes; 15 Rubber Tyred Gentries (RTGs) have been delivered to the Port including 115 packages of accessories and five RTGs with 270 packages of accessories

What Bello Koko said:

The Managing Director of NPA, Mohammed Bello-Koko, said the deep seaport is close to becoming operational.

He said, “The fact is that the letter of intent between Lekki Deep Seaport and its financial partners was signed in April 2019 and by 2022 we are at the point of commencing operations which shows that this project symbolises the possibilities that tenacity of purpose can actualise”. He added that NPA remains unwavering in providing every support and facilitation necessary to ensure that

the timelines are met.

The Managing Director of Lekki Deep Seaport, Du Ruogang, while making a presentation to the Minister highlighted the game-changing features of the port. He said: “the port upon completion will have three container berths, three liquid berths and a storage yard with over 15,000 ground slots Terminal designed to support a throughput of 2.7 million TEUs annually, a Dry Bulk Terminal with an available quay length of about 300m amongst other distinctive attributes.”

Also, the Director General of the Budget Office of the Federal Government, Mr Ben Akabueze while speaking with the NPT applauded the construction of Lekki Deep Seaport in Nigeria, “we are setting the pace and our commitment in reclaiming our share of maritime business investment which had been lost before now to West African neighbours.”

He added that, “concern should be taken in making sure that the nation’s maritime business is very competitive. Attention therefore, has to be given to keep abreast with this for us to change the narrative.”

Overview of Other Proposed Deep Seaports **Badagry Deep Sea Port:**

The recent Federal Executive Council’s (FEC) approval of the \$2.59 billion Badagry Deep Seaport, Lagos, stakeholders said, is a relief in many ways. Apart from the fact that it would create employment for about 250,000 Nigerians and attract more Foreign Direct Investment (FDI), more importantly, it would decongest the Apapa Ports.

Speaking with the State House Correspondents after the FEC meeting, the Minister of Transportation, Engr Muazu Jaji Sambo, said the project would be funded by private partners.

Sambo said: “The project cost as contained and approved in Council, based on the Full Business Case, as approved by the Infrastructure Concession Regulatory Commission (ICRC), in line with its laws stood at \$2.59 Billion. It has to be developed in four phases with milestones and a concession period of 45 years. Reversion is, as I said, to the Federal Government.

“This is to further the Government’s goal of

LEKKI PORT MEETS PRESIDENT BUHARI'S ASPIRATIONS – *Muazu Sambo, Transportation Minister*

Hon Minister, how important is the commencement of the Lekki Deep Seaport project to the Ministry and Government at large?

I must say that this project is obviously important to the life of the administration of President Muhammadu Buhari. Recall that he recently visited this Port facility to see things himself before we got here. This emphasizes that Mr President is looking forward to the commencement of Port Operations.

I must tell you that Mr President is very concerned about our Port Operations. He does not want to see a situation of Apapa Tin-can repeat itself there. I think you need to sit down with all stakeholders and aggressively see how we can tackle these problems.

What are we expecting to witness in the area of Cargo Evacuation when business starts at this project?

First and foremost, I don't want us to really focus on the roads because the roads are not the best means of evacuation. I think the rail remains the best option. What can we do within a very short time is to ensure that the rail connection is realised.

What other steps are we looking at sir?

The second option is also a very viable alternative as we have seen happening today between Tin-Can Apapa and other destinations. Either to Ijora or to Ikorodu I will advise that this option should be taken very seriously.



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

I'm really impressed that these 3 years down the line, 37 months to be precise we have a Port. I think we should give you a big round of applause, highly impressed, I wish you all the best.

Are you impressed with the performance of the NPA in the setting up of this Port Project?

I know NPA has been very supportive and we are proud of that, being an agency under the ministry of Transportation. I am sure the Ministry has been very supportive too. This further shows that they are working in tandem with the plans and aspirations of President Muhammadu Buhari in seeing the commencement of the Lekki Port Project.

Congrats to MD NPA Mr Koko and his team which I hope to see continue. I understand that there is supposed to be a marine services complex but in the presentation I have not seen that section. You just talked about a jetty for marine services, ok, what percentage of completion. Can you show us the presentation again please? So the marine services complex is supposed to have the Control Tower, Offices for NPA and so on and so forth.

Any other message you might want to send across to the Public as we get set for Lekki Deep Seaport to begin operations?

Yes of course. I want to reassure the Port users and the Stakeholders that the Ministry under my watch is ready to provide the enabling environment and logistics support to investors in moving the

Maritime sector forward in line with International best practices.

I AM IMPRESSED WITH THE SUPPORT GIVEN BY THE NPA MANAGEMENT. IT IS IN LINE WITH THE ASPIRATIONS OF MR PRESIDENT



**Mohammed
Bello-Koko,
MD NPA.*

making Nigeria the maritime hub of the West and Central African sub-region. This project, it may interest you to know, will also generate 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 in improving Nigeria's economy in general and the well-being of Nigerians.

Ondo Deep Seaport:

According to Mr Boye Oyewumi, the Special Adviser to the Ondo State Governor on Development and Investment and MD/CEO, the Ondo State Development and Investment Promotion Agency (ONDIPA), the Ondo Deep Seaport, is moving on with great speed.

The NPT Team was told that the Outline Business Case is being put together for NPA to take the next step towards securing necessary approval by the Federal Executive Council.

Additionally, a consortium of Experts from China, South Africa, Dubai in addition to and other business interests within the country being put together by the Ondo State Government to make the project a reality.

Ibom Deep Seaport

Akwa Ibom State has set up a joint project Implementation Committee on the proposed Ibom Deep Seaport with the delivery team of NPA. The Committee will serve as a One- Stop- Shop for all matters regarding the Sea Port between the Federal and State Government while the State Government's Committee will liaise with local Stakeholders for the effective take off of the project.

Bonny Deep Seaport

Government, in its attempt at diversifying the economy, decided to establish the Bonny Deep Seaport located in the South-south of the country.

In view of the location of Lekki Deep Seaport in South West of the country, the Bonny Deep Seaport when it comes alive will further reduce the pressure of port operations in the Lagos Area and open investment in the South and South and South East regions.

According to Bello Koko, management of NPA is anxious to start activities at the Bonny Facility after relevant negotiations have been concluded. The port will have a draft of 17 meters.

The facility will be built alongside the construction of Port Harcourt rail line. It is expected to cover a Land Area of 275.22 hectares.

‘The Deep Seaport project is a Game Changer in Nigeria’

— BELLO KOKO, MD NPA

Managing Director NPA Bello Koko in a recent interview with the media stated that Management was keenly looking at the commencement of Port operations at the Lekki deep seaport the first in Nigeria

WHAT IS THE DEEP SEAPORT ALL ABOUT?

The Deep Seaport in Nigeria is a welcome development and Game Changer in the Nigerian sector. Currently our Ports have a minimum draught of 13.5 metres. The Lekki Deep Seaport in the first phase has a draught of 16.5 metres reading above 18 metres.

ASIDE THE LEKKI PROJECT THAT IS ABOUT TO TAKE OFF, WHAT ARE WE LIKELY TO WITNESS WITH THE DEEP SEAPORTS COMING UP.

For Ibom Deep Seaport we have identified the location that has a draught of 17.5 metres. We will be able to bring in bigger Vessels and create excellent economies of scale. The cost of doing business in our Ports would decrease.

WHAT CHANGE IS THE DEEP SEAPORT BRINGING TO THE TABLE

It is an automated Port. There would be efficiency in clearing goods, documentation will be faster. There will be no human interference when it comes to Port Operations. We will be positioned to attract a higher degree of the transit cargo we lost over time due to small draughts or operational inefficiencies in some ports especially landlocked countries and specifically Africa Continental Free Trade Agreement areas. Nigeria can once again become a hub within the West African corridor.

WHAT IMPACT WOULD DEEP SEAPORT HAVE ON TRADE FACILITATION?.

Land locked countries such as Mali, Chad, Niger Republic have shown interest in



Managing Director (NPA) - Mohammed Bello Koko

moving their cargoes through Nigerian ports with a bigger draught of 16.5 metres as against 13.5m draught.

Niger Republic as a country formally imports her cargoes through Nigerian ports. Mali is also interested and there are other neighbouring countries interested in barging in their cargoes but ours is to reach out as far as possible with the availability of Deep the Seaport

We are encouraging the Port Managements in Delta Port Warri and Calabar in particular to actually go to Cameroon and there was a business that came to the Port Managers with importers in Cameroon. So we will keep pushing this multi-lateral and across border agreement and approach the Ministry of Foreign Affairs and Transportation to let them know that landlocked country routes its cargoes through Nigerian Ports, other countries would follow.



LEKKI PORT - A Boost To The Economy

— Lawrence Smith, Chief Operating Officer for Lekki Deep Seaport

BY OMIDIJI OLUBIYI

With the Lekki Deep Seaport, we are going to embrace the Port and the future which looks bright. There is a great opportunity to boost the economy and business.

Congratulations on the construction so far. How far have you gone?

If we look at it statistically it is about 98% complete. The most important part of the construction is the infrastructure quality. They need that connectivity to ensure that they can manage operations within the port. Making sure vessels get to the right location and all.

You're the first company that will birth a deep seaport in Nigeria. What is a deep seaport all about?

Deep seaport is basically as you say, it's direct access to the ocean. There's no sailing time, for example sailing time to Apapa and Tinian is about 2 hours. And turnaround time is about 30 minutes. So that's about 3 hours. When it can directly come through the ocean within 30 minutes. And that's an advantage, it reduces time.

What are the plans of the Management of Lekki Deep seaport in Nigeria?

Obviously we're here to make money. The major influence of the Lekki Deep Seaport is to boost the economy of Nigeria. We know and understand that

there's timeless cargo that don't come directly to Nigeria for various reasons and we want to raise Nigeria as a hub in Africa, we want the Nigerian cargoes to come to Nigeria and also other African cargoes that are going farther north to come through Nigeria and then transship to those countries. For example; if a vessel comes to Nigeria through the Lekki port, it saves about a week of sailing time, saves fuel. There's a great advantage geographically of where the Lekki port is.

You're in partnership with a group of companies. Can you tell us these companies you're partnering with?

Our major shareholder is Lagos Free Zone which has a unique advantage and gain because of the concessions that are offered to those working in the free zone, there's a lot of tax concessions, there's no emphasis on expert rate as well, which one can see, personally I believe that the local people will be employed in the port business, not just necessarily external experts. It's something that is long term and so we want to make sure that we get the right people in, train them and then hopefully it marks their career within the port industry.

You've mentioned that the Port is 98% complete, how long has the port construction process taken?

Construction started in 2020. The whole process was intended to be for 27 months. It's amazing the amount of progress we've made in the past few months. If you were there a few months ago and you visit today, you will see the clear difference. It is a very incredible thing to behold. And it's a part of not just construction feat but also maritime history and this is the beginning of a new era for Nigeria, one we should grasp with both hands in support and we've had that support, not only from the NPA but also Ministry of transport, Customs, all the government agencies, immigration, all of the important people that drive the port forward.

They can see that this is a game changer for Nigerian Maritime Industry and the economy of Nigeria. It's a great opportunity. We're going to make sure that we market this opportunity to the right people. Moving on to the infrastructure, I know that the infrastructure would be ready in time to support what is going on in the port and the Lekki axis. There's one other infrastructure that needs to be put in place, like the rail it's a great logistic requirement for cargo because of the number of containerships. What that does is reduce cost. Trucks take up days to move cargoes up north meanwhile trains can do that in hours. Developed ports around the world discharge a large percentage of their cargoes using rail.

For example, when I was in Southampton, Saturday morning the cargoes would be discharged and evacuated directly to the north and by Monday morning it's already with the manufacturers for production. These are some of the game changers that Nigeria can do for its manufacturing industry. You don't want to have big stocks down your shelves costing you

money, you want to use it immediately. Interesting times, really interesting times.

What are we likely to see differently with the Lekki deep seaport being on board now? Apart from evacuation

I think we'll see obviously larger vessels coming in, the ship to shore cranes can take 21 containers across, they are much easier and quicker for break and removal of cranes. We have a full unit and a reliable system which reduces the transactions and paperwork's, so again it is just in the port and there's quicker flow of trucks in and out.

There's greater barge operations potentially so that we can grab ship back into the Lagos axis. So I think overall what you'll see and what we're hoping for is majorly a reduction in cost and greater efficiencies. I don't know off the top of my head the dwell time at Apapa, it's probably between 14-18 days but we want to get that down to like 6-7 days.

That's the idea, if we can get that down then it saves our customers and their customers cost. Everything these days is about cost especially in today's inflation market. Also the cost of fuel is all increasing and all that cost is affecting consumers.

What types of businesses would be done at the port in the area of cargoes being expected. Would it be general cargoes or would it be specific?

Well, the port is concessioned as a multipurpose one. We are talking to Lekki Free Port Terminal which is a sister company to CMACGM one of the largest shipping lines in the world and they can bring their expertise into the port to drive those efficiencies and changes. We have another sub concession which is part of the Lagos Free Zone and they have a sub concession for bulk, they need to get to a plan to make it final, they're not there yet but they could get there very very soon. We have 3 liquid berths and we're talking to about 4/5 very interested parties in taking up the liquid berths which also involves liquefied gases and again this is to support cheaper and cleaner fuels for the Nigerian people. It's all very interesting, hopefully when we have a conversation again in 2 years, we'll be talking about how the port itself has supported and joined industries throughout Nigeria and beyond

Are we likely to witness a second phase for the port after this completion of the present one?

There's a second phase. It'll be an expansion of the container terminal. The first phase has about 1.2 million TEUs capacity, the second phase takes us to 2.7million TEUs, there could also be a third, fourth phase. The port itself doesn't really have a boundary as such. It has a great opportunity in Africa. It's one of the richest places in Africa and we can tap into it.

So what's to say that there cannot be other interesting cargoes that we can't look into. where'd we start moving in cranes or minerals? we know that Nigeria doesn't do a lot of exports because of lack of infrastructure, the port could become a catalyst for

that to be done. What I am saying is that we can't create a refrigerated cargo and export crops that can get to market places. It's a great opportunity and everybody has to be thinking in the same way.

What size of the West African market is intended to be captured by your company?

I don't know the total TEU around west Africa off hand but I know it's around half a million to a million. Now if we can establish that here, then that almost doubles the TEU and we can focus on transshipping, where the cargoes first come in to Nigeria before going to other countries in West Africa. Geographically we can save travel time of about 5 days for these vessels.

As I begin to round off, what benefits would the Nigerian economy witness from the full commencement of the Lekki Deep Seaport?

I think if we can get the liquid berths working correctly then we have the opportunity to pass on cleaner fuels and become more efficient, relieving the pressure of the electrical company Et cetera. Then the containers as well would increase, economically we're talking about tens to hundreds of million dollars coming into the Nigerian economy and as the concession agreement goes on the potential of increase of employment opportunities, about 100,000, directly or indirectly, and that's a conservative number it could certainly go beyond that.

You've been in the Maritime sector for about 2 decades. How big is the West African maritime sector and how much do you think we have not tapped into?

I come from the UK and the UK is about 16 million people and Nigeria has about 200million. The UK is very similar to Nigeria in the sense that there's not a lot of transshipment going on in the UK, most of the transshipment goes on in Germany and the Netherlands, and so the the UK has so far about 50million TEUs while serving 16 million people .Why does Nigeria have 1.5 million TEUs with over 200 million people, that's the question that needs to be answered. Those cargoes must be going somewhere else and we need to bring those cargoes back in Nigeria cause we want Nigeria to boom economically.

In the area of trade facilitation, we seem to have lost a greater percentage of businesses to neighboring countries cause we did not have a draught , What we had at Apapa and Tin can is about 13.5 metres. What we have at Lekki Port now is 16.5 metres

Yes, 16.5 metres with the capacity to be increased to 19 metres if required.

Do you think your company will help in trade facilitation between Nigeria and other countries?

Yes , absolutely . That is the driving factor of the Lekki Port to bring businesses back to Nigeria. Otherwise you would think why would we bring a project like this and kill the other Ports in Nigeria? We want to be able to work hand in hand with other Ports . We are not here to drive Apapa and Tin can out of business. They are also catalysts for economic growth of Nigeria.

Within the environment you operate, what is the present relationship between your company and the Host community?

It is one of the most crucial things because the community has been supportive of the project. We employed a number of the locals about One Hundred and fifty to join in the construction . Now that we are done, those ones would go. We also bear in mind the need to involve locals by way of employment as we proceed to the operation phase. We have very good ties with the Lagos Free Zone.

The community needs to be the next driver of the economy, the next CEO, giving something back to Nigeria. I think that that is the right thing to do. We need to make sure that we can educate the locals into taking these chances, supporting them with the education, training ,scholarships. We need to make sure that the community is carried along at every phase and they can see that they belong and own the industry. Its theirs, its Nigerians and our job is to make sure they feel part of it.

Lastly, there is the concern of a likely repetition of the traffic gridlock that happened at Apapa. What are your plans to develop the rail and road infrastructure?

Well, the road system from Eleko road to Eleko junction has recently been completed by the Government, it is a six lane freeway with a designated truck park by the side. The road is being constructed by Hitech under the Government concession. Then from Ajah to Eleko, that construction phase is currently taking place as well that is about six lanes as well. Also, at VGC, there's an overhead bridge and flyover being done. By the time the port is up and ready to run, the road system would be there to support the business. If we look at the first year and we break it down, we expect that there will be 15-20 trucks on the road every hour, commuting to and from the port. So we don't get into the same situation as the Apapa. We have plans to book a truck park, we have a vehicle booking system, so you can only come to the port if you already have a booking system. The NPA would support in managing traffic. We don't want to get to a point where people just come and are waiting for a job, we know that in Apapa people queue waiting for their agents to give them a job which creates part of the congestion .If we decide to expand he road system out of the Apapa/ Tin Can , it can create a lot more congestion because of the amount of work needed to be done.

Any other thing you want to tell our readers?

I will just say embrace the Port and its future. The future looks great. There is a great opportunity to boost the economy of the nation through the Port and also boost other businesses that are there within the Port. So let's keep driving.

DEEP SEAPORTS ARE NECESSITY FOR GROWTH

— *Dabney Shall-Holma, Transportation Expert*

BY OMIDIJI OLUBIYI

Dabney Shall-Holma – is a Transportation Expert and former Director in charge of International Trade at the Nigerian Shippers Council (NSC). In this interview, she shares her perspective on the concept of Deep Seaports.

What is the whole idea about Deep Sea Port?

Deep sea port is usually conceived when capacity is not available to move traffic. When capacity is not in the system to take additional trade. It's also envisaged because vessels that have deeper draught 14, 15, 16 metres are required to berth. They are to receive the economics of scale because every country wants to trade at a favourable equilibrium. So to do that we build a deep seaport.

We have a deep seaport so you can receive larger vessels thereby trading economically and streamlining your inward flow to match your outward flow. That is, to build a deep seaport you consider connectivity of the site that is selected. You also look at its proximity to the ocean because most Deep seaports are actually ports that vessels can go and come alongside. Very little restrictions, there is room for manoeuvring and growth. So you know it's not choked into a city or into a location where trade itself is tied up. So basically you are looking to expand your trade, you are looking to create a mixed network of trade that is beneficial to your economy.

Invariably it is a necessity for growth so you bring in a deep sea port to help. Especially when you don't have natural harbours or when the ports are Aging. Primarily you'll notice that majority of the ports in West Africa are old, they've reached the end of their lifespan so you create something new, a modern way, expanding the channel, build a key apron that'll last at least another hundred years. So you're looking at sustaining the trade and sustaining the business and continuing to have a linear system of movement of cargo in and out of the port system. Creating a favourable environment and ecosystem is very important for any port whether it is deep or shallow.

In view of the background you've given us now, how do you think Nigeria will help the West Africa sub region in the area of trade facilitation in view of the Afcta agreement signed with other nations

We need the Deep Sea Ports. We already have one in Lekki. We also will need to create a network of modal ports. We need to also create a means of evacuation whether by barges or by rail, we have to have a multimodal system that is very efficient and cost effective or we will not reap the benefits. Other countries are positioning themselves to do that and they are smaller. We have a larger trade, we control over 65% of volume of trade in west and central Africa. So in controlling that level of trade, our facilities must be top notch. Our facilities must be exceptional and modern so that whoever is coming here comes with comfort that the turnaround time on their vessels would be fast.

So, to you as an economist what are you looking at with this facility in place?

You see, the port means so many things to so many people, for a national economist like me, I want the gateway to be commissioned so that Nigeria can reap the benefits of having a gateway, higher throughput and increased revenue but for a seafarer, he's looking for a safe harbour where he can discharge and load. So that determines where he takes his vessels to. If he cannot guarantee the safety of his vessel, the safety of the men on board, the fact that he can expressly discharge and load and



*Dabney Shall Holma

is also guaranteed policies that are favourable to his trade he won't come. These are critical; policies, cost of trade, speed of operations are all fundamental to the ship-owners cause he's in business to make money.

Now the seafarer, that is, the captain, has his own opinion. He simply wants a place where he can rest from the troubles he faced while on the high sea. So like I said, it means many things to many people. Now we're looking at Nigerian ports from the economic angle, we must put the necessary elements in place to ensure cost effectiveness and efficiency to bring down numbers in terms of time, our yard and key apron utilization must be optimum, and must be faster. We can't afford to waste time, demurrages are high.

Risks that are associated with some of the ports and terminals in West and Central Africa should not actually be ours. We've tried as Nigerians in the last couple of months to sanitize the water ways and that is excellent, we can see that trade is beginning to flourish again. So we must maintain that. We can't be performing high today and tomorrow we drop. We must be consistent in putting effort to ensure that it's a profitable venture for every player.

Lastly ma, with plans for Deep seaports in Nigeria, Badagry, Olokola, Ondo, Ibom, what do you think Government should do in these areas to fast track the process in view of their role to the growth of the economy?

The ports can be built but there's always difficulty. Where will the traffic come from? Certain ports have captive cargoes and some don't. So in terms of policy measures you must create maritime clusters. The whole of Nigeria is green and due for maritime clusters. Traffic can be generated and dedicated for serving ports. The whole of Western Nigeria can develop the traffic that will pass through Olokola and Badagry, because we have become a consumer nation instead being a producing nation. So the moment we go into manufacturing in terms of policy, creating clusters in terms of policy. Effectively utilising the inland container depots and distribution centres and warehouses all over the nation. Also, the mining policies, trade policies, and transportation policies should be in sync. That's how you'll create traffic. One aids the other. That way you can take over the African market.

“NPA IS READY TO CARRY OUT ITS RESPONSIBILITIES OF MARINE SERVICES”

— Adeniran Ademola, Principal Manager(civil) Land and Assets Administration Division NPA

BY OMIDIJI OLUBIYI

I am Engr. Adeniran Ademola, Principal manager(civil), Land and Assets Administration Division. I am currently playing a role as the Engineer monitoring the construction of the Lekki deep seaport.

Can you briefly tell the presence of NPA at the deep seaport?

The Lekki deep seaport is a collaboration between the public and private sector. The Lekki deep seaport development is a PPP (Public Private Partnership) Project between the Nigerian Ports Authority and the private sector organized by the Lekki port LFTZ Enterprise LTD. The aim is to increase port capacity, which is in dire need by the nation at the moment. We are aware of the limitations of the existing ports at the moment. Also the fact that Nigeria is lagging behind in terms of market share. We are not competing as much as we should globally.

The ports we have are of limited draft, like river ports. The concept of the deep seaport is something the management embraced when the proposal was brought forward. To answer your question, NPA is present at the Lekki deep seaport because of all of these highlighted positives.

Sir, how ready are we for the take-off of the operations of this project? What is the progress of work done?

I believe as we speak the construction is well over 99% percent, I can't say 100 until it is officially completed. When I say 99 virtually every element of the scope of work has been completed, what is going on now is finishing stages as well as test running. For the other aspects, you know to drive a port you need physical infrastructure and some other equipment, you need the Marine services in place, pilotage, and all that is expected to bring in a vessel. These too are more or less ready, they are the Authority's responsibility. I can say from all the information I have that NPA is ready to carry the responsibility of marine services. So in totality to answer your question, it is much ready for take-off.

The seaport is supposed to cushion the deficiencies and weaknesses of river ports, what are the benefits of the deep seaport to the nation and international corridor, like revenue, job creation etc.

Well, my role is to monitor the construction as an engineer but then anywhere there is a port, the benefits are enormous. We are now adding to our port infrastructure capacity. Whatever the throughput



Engr. Adeniran Ademola

value has been we should expect that it will increase much more, we will operate more volume of cargo

We are talking of a seaport that can berth vessels as large as 18,000 TEU, that is among the largest in the world. I mean we're having a deep sea port that can compete with others deep seaports in the West African region. We are now at par with them; we are more at advantage than some of them. In addition, the cargoes we bring in translate to economic advantage, creation of jobs, industries are better serviced and all that. More or less the impact on the economy would be huge. I think it is a breakthrough for Nigeria. As soon as operations start, we will see its impact.

Finally, what will be the nature of business between the NPA and the Deep Seaport?

There is a lot to gain in terms of efficiency. The deep seaport is coming with a lot of equipment in terms of cargo handling, it'll be operated with the modern Ship-to-shore cranes. It has a lot of systems, there is something called the Optical Character Recognition which fast tracks the way trucks move in and out of the port.

It has a lot of technology and ICT. These are things people should look forward to. It's the first of its kind in Nigeria. In fact, it could be a tourist attraction, imagine, it has a breakwater of 1.9km stretching into the sea. There is an artificial beach area created to mitigate the negative impact of the erosion along the shoreline to the east of the port. There's a lot to see and in fact there was a lot to learn for young and practicing Engineers during the construction. The quay walls had front and anchor wall with a combi-wall company tubular and sheet piles driven to certain metres.

SANWO-OLU, STAKEHOLDERS, OTHERS LAUD LEKKI DEEP SEAPORT PROJECT

The Governor of Lagos State, Babajide Sanwo-Olu, and Port users have lauded the coming on stream of the Lekki Deep Seaport project. Stakeholders have also given kudos to the Federal Government for putting other Deep Seaports in the pipeline.

Sanwo-Olu, speaking at the African Business Day forum organized by Business Day Newspaper in Lagos said the completion of the Lekki seaport would put an end to the intractable Apapa gridlock.

Expressing happiness for being part of the initiative of the project while serving as commissioner for commerce and Industry in 2006, the governor promised the completion of all complimentary infrastructure along the corridor.

Sanwo-Olu was estatic that the project will provide "our youth and young women with jobs as at least, 170,000 direct and indirect opportunities will be created.

On his part, the Executive Secretary of the Nigerian Shippers Council (NSC), Mr Emmanuel Jime expressed happiness with the automation processes at the Port, business and service delivery will be efficient, cost effective, reduce cost of doing business, especially in the clearing processes and eliminate delay due to human traffic.

Government, he stated is quite happy that the facility would be one of Africa's six largest container ports with a land mass of 90 hectares, and a huge investment of \$1.53b of fixed assets and \$800m on construction.

The former Director General of the Lagos Chamber of Commerce (LCCI), and now Chief Executive Officer of the Centre for the Promotion of Private Enterprise (CPPE) told NPT that the project would give the country the opportunity to improve the capacity of the Maritime sector. "It is a positive development. If we are able to take bigger vessels, the cost of shipment will be lower because of economies of scale. It will make International trade a lot more competitive and investment friendly" Yusuf concluded.

On its part, the Nigerian Economic Summit Group and the Centre for the Promotion of Private Enterprise expressed delight that the coming on stream of Deep-sea ports would further reposition the sub sector.

A member of the Group, Dr. Emeka Nwosu in a statement affirmed that the "first direct benefit is job creation. Then it will help to reposition Nigeria as a regional Maritime hub, enhance trade in within the Abidjan Corridor, and more importantly the African Continental Free Trade Agreement (AfCFTA)

To the Director General of the Budget Office of Nigeria,



Mr Babajide Sanwo-Olu

Mr Ben Akabueze who was a Cabinet member in Lagos State and part of the Committee representing the State in discussions leading to the establishment of the Port "the Lekki Deep-sea port is an excellent piece of infrastructure. It should contribute to the growing the Nigerian share of the Maritime trade in the region, attract further foreign investment, contribute towards the growth of a new city around the Port area, and boost the revenue of Lagos State, Nigeria and their partners".

Nigeria's leading Chamber of Commerce and Industry (LCCI) on its part pledged support for the Lagos Free Zone (LFZ) to which the Port is a part.

The President of the LCCI, Asiwaju Dr. Micheal Olawale Cole told NPT that "we are impressed with what we have seen and prepared to extend our support in driving investments into the Zone, encourage our members to seize the opportunities therein, and collaborate with the Government at both State and Federal levels to deliver more complimentary infrastructure for the Zone"

In similar vein, a foremost freight forwarder and Acting President of the Association of Nigerian Licensed Customs Agents (ANLCA) Mr Kayode Farinto the "emergence of Deep-sea ports is a good, development and it shows that we will be able to harness opportunities in that axis, and it is going to bring development. It is a very good gesture. I support, and happy about it".

BADAGRY DEEP SEAPORT: Host Community Pledges Support

The Host community of the Badagry Deep Sea Port have pledged their full support for the project.

Speaking at a meeting with the Lagos State for Commerce, Industry and Cooperatives, Dr(Mrs) Lola Akande, the monarch of Alapa of App Kingdom, Oba Oyekan Adekanbi Ilufemiloye Ajoose Possi 111 pledged that no agitation or Youth restiveness should be expected as the Palace has mobilised and educated the people of the benefits of the project to them

According to the Traditional leader "anybody who wants to bring development to our land would be welcome and the Palace and the Chiefs will control the people and boys. My people are welcoming. We are ready for the investors. We have the land and we are ready for development" Oba Oyekan Adekanbi concluded.

The Commissioner had earlier sought the cooperation of all parties involved in the project. She said their support was necessary and critical to the success of the Port.

Mrs Akande called on the host communities to set up a committee serve as their Representatives at meetings with the State government. She also advised them to come up with a Memorandum of Understanding (MoU) stating their requests and suggestions.

AFTER LEKKI DEEP SEAPORT, WHAT NEXT?

With the Successful berthing of the first Indigenous Deep Sea Port in Nigeria situated at the Lekki axis of Lagos State, the Federal Government through the Federal Ministry of Transportation has decided to take the bull by the horn through the creation of other Deep Sea Ports in the various viable locations in the country.

The need for the creation of such is as a result of the need by the Authorities to maximize the potentials available. This is expected to go a long way in cushioning the harsh global effect from the fall in the price of crude oil in the international market.

With the diversification of the nation's economy from the crude oil to non-oil export such as farm produce and other edibles at the International market for foreign exchange the country needs to make use of the Maritime Sector to achieve its aims and objective in the regard.

Government has taken this positive step in the creation Deep Sea ports in the country, through the recent approval of the Badagry Day Sea Port with an



expected draft of 16.5 metres and beyond which is the accepted standard of Deep Sea Port across the world.

The coming of the Badagry Deep Sea Port which would be located within the Badagry axis at about 55km (34metres) West of Apapa and Tincan Island port axis would be built in a 620 Hectares of land and about 480 hectares of farmland.

The Ogun state Deputy Governor Noimot Salako it would be recalled had stated the commitment of the state government in this regard. Recall that the State recently played host to the Acting Chief Executive Officer of Fujairah Terminals, UAE Abdulaziz Al Baloohi in Abeokuta after a similar meeting was held with the NPA Management on ways of realizing the goal of the Government.

CONCLUSION AND THE WAY FORWARD.

The emergence of the Deep Seaports in Nigeria with the Lekki Project expected to commence business before the end of the year, has been described by the relevant Stakeholders and captains of Industry as a welcome development.

The Federal Government and the Relevant Agencies of Government such as the Federal Ministry of Transportation especially the Nigerian Ports Authority have been applauded for this initiative of taking the bull by the horn in changing the business environment within the Maritime sub sector in Nigeria.

With the latest development of the Lekki Deep Seaport in Nigeria and others in the pipeline, it is said that the country is expected to compete favourably with other countries within the West Africa Region in becoming relevant and a game player in the Maritime business.

In the light of this, the deep Seaport with a draught of 16.5 metres as against the River Port of 13.5 metres is expected to bring to the Nigerian Corridor bigger investments, increased resources, job creation for the citizenry and most importantly an elevation in our country's Gross Domestic Product.

Government should endeavour to provide the relevant policies and regulations under which these Facilities would be able to operate optimally.

operations of the port would be the same as our existing concessions.

What are the benefits of this Initiative to Nigeria and the economy at large?

The benefits to the nation are many:

Firstly, it is the first deep water port in Nigeria. This makes us able to compete favourably in West and Central Africa. It would make Lekki the first port of call for ships with deep drafts that would tranship to other ports.

Secondly, it would also encourage domestic transshipment from the port to other ports via inland waterways. This is when goods are discharged from deep draught vessels and taken inland by feeder vessels. Before now, a lot of the cargoes would have been dropped in neighbouring ports.

Thirdly, it would promote business along the economies of scale in that bigger ships would transport a larger volume of inbound cargo resulting in a drop in unit cost. This is expected in the short and long term of the operations of the port.

The port would also stimulate employment and industrial activities in the vicinity given that ports are a major tool in trade facilitation and development. The location of the port outside the current population areas of Lagos should provide alternatives to users for cargoes that go outside Lagos.

We have already mentioned the taxes, revenues, availability of public infrastructure and increasing port capacity and efficiency which are the major reasons for embarking on the project in the first place.

With the Lekki Deep Sea Project birthed and the recent approval for the Badagry Deep Sea Port, what are we likely to witness differently in the Maritime Sector in the coming year?

The Nigerian economy is growing just like the population. The development of the two ports anticipates this growth by providing infrastructure phased out over a period to match the growth. This is unlike in the past where port development was behind the growth in the national economy resulting in capacity deficiency. There is a conscious effort at forward planning this time.

The availability of port capacity also encourages competition that drives efficiency and cost for the benefit of users.

So as we modernize our ports, we will witness a rise in service efficiency and avoid a situation of congestion that was witnessed on port access roads and from not having adequate handling and storage facilities. These new developments would address these issue

**‘The creation of the Deep Seaport in Nigeria would reposition the Country’s Maritime sector towards a Hub status.’
NIGERIAN ECONOMIC SUMMIT GROUP
AND THE CENTRE FOR THE PROMOTION
OF PRIVATE ENT.**

The group has commended the setting up of the Deep Seaport in Badagry corridor stating that the facility would further reposition the sub sector. According to a statement made by a member of the committee Dr Emeka Nwosu monitored by the NPT News crew, the first direct benefit is job creation.

Again, because of its geographical position, it will enhance trading within the Economic Community of West African states through the Nigerian Abidjan corridor and, more importantly, through the African Continental Free Trade Agreement. According to him, “If there is poor urban planning, the type of congestion we have in Apapa will be repeated in Badagry expressway. This will cause more harm.”

‘The Deep Sea Port would allow for the berthing of bigger vessels in Nigeria’

—Dr MUDA YUSUF, The Chief Executive Officer CPPE

Commenting on the recent development of Deep Seaports in the country, the Chief Executive Officer of Centre for the Promotion of Private Enterprise [CPPE] Muda Yusuf said that the project would give the country the opportunity to improve the capacity of the maritime sector.

Muda also said because the seaports in the country could not take bigger vessels, there was a lot of trans-loading going on. “It is a positive development. The Tin Can and Apapa which are the biggest Ports in the country are not deep sea Ports. This will give an opportunity to improve the capacity of the Maritime sector and it will take bigger vessels.”

Right now what we have now in the seaports in the country cannot take bigger vessels. There are lots of trans loading and all that.

And if we are able to take bigger vessels, the cost of shipment will be lower because of the economies of scale. It will make International trade a lot more competitive and investment friendly because of the size of vessels that will come in.

“The development of Deep Sea Port in Nigeria is a welcome development.”

— *Ugo Madubike, General Manager, PPP NPA*

Mrs Ugo Madubike is General Manager, Public Private Partnership [PPP], the Nigerian Ports Authority. In this Interview, she speaks of the success story of PPP initiative at the Authority with particular focus on the Lekki Deep Seaport.

Interview conducted by Omidiji Olubiyi

What are your views on the emergence of Lekki Deep Sea Port project?

In our view, the successful completion of the Lekki Port is a testament to the possibilities that exist when the private sector is engaged by government in a structured manner and under existing regulations in the delivery of public infrastructure and services.

The successful delivery of the project is also encouraging the private sector to participate in the delivery of infrastructure in other sectors now that they (private sector) have realized the potentials. The existence of a regulatory regime that made this possible is also a major factor in positively influencing public opinion on PPPs.

Can you explain what Public Private Partnership initiative is all about?

PPP simply put, is a framework for collaboration between the public sector and the private sector for the financing, provision, and management of public infrastructure. The private sector by financing the infrastructure benefits in terms of earnings from investment while the public sector also gets royalties and tax revenues beside fulfilling its obligations of providing infrastructure for use by the public. This is usually done through a contract that assures that there is mutual benefit for the public and private sectors.

How has it facilitated the construction of the Lekki Deep Sea Port Project?

This has facilitated the development of the Lekki Port in the sense that the private sector acquired the land, planned the port with approval of government and financed the construction in return for the right to operate and manage it over a period of 45 years before handing it back to the Government. This was through a Concession Contract which provided the responsibilities of each party that is Government and the Private Sector Investor

Government on the other hand is able to provide port services to Nigerians in fulfilment of its obligation and Nigerians are able to have modern and efficient



Mrs Ugo Madubike, GM PublicPrivate partnership, NPA

services. Government earns royalties, taxes and operational revenues such as pilotage, towage and other ancillary services. From this you can see that there is mutual benefit to all parties involved in that the private sector gets profits from investment and Government gets royalties, taxes, and operations revenues while the public gets the quality services it requires. The PPP initiative also accords you the opportunity to transfer certain risks to the private sector and access private sector financing for projects.

What are we expecting to witness differently in Operations with the PPP Initiative?

The Nigerian Ports Authority has been operating concessions based on almost the same arrangement in which the private sector provides cargo services while the Port Authority provides vessel services. The arrangement is the same in the case of Lekki Port. The only difference is in the area of provision of the harbour and quay wall by the private party. As a result, the revenue allocated to berth rent would be assigned to the concessionaire in order to recover the cost of constructing the quay wall. This is the major area of difference in terms of the roles. Otherwise, the



LES PORTS EN EAU PROFONDE EN PLEINE PUISSANCE : **LA CONSTRUCTION DU PORT DE LEKKI EST ACHEVEE ET D'AUTRES SONT EN VOIE DE CONSTRUCTION**

La vision de l'Autorité nigériane des Ports qui veut que ses ports deviennent des hubs logistiques maritimes dans le but de prêter des services portuaires durables en Afrique est en train de se transformer très rapidement en une réalité.

Le désir de construire des ports en eau profonde qui a été nourri il y a plus dix ans avec le projet des ports en eau profonde de Lekki se concrétise progressivement car les préparatifs sont actuellement à une étape avancée pour le lancement des opérations commerciales au niveau du premier port en eau profonde de la nation.

Dans le présent rapport, Omidiji Olubiye et Friday Eze examinent les avantages que présente le projet de plusieurs milliards de dollars qu'est le port en eau profonde de Lekki à l'économie nigériane et comment le port qui est d'ailleurs le port le plus profond de l'Afrique de l'Ouest servira de hub principal de transbordement de l'Afrique de l'Ouest et du Centre. D'après leur rapport:

«....Partout dans le monde, les autorités des différentes nations explorent plusieurs potentiels et opportunités qui s'offrent dans leurs domaines maritimes pour survivre. L'environnement commercial est devenu de plus en plus compétitif, aboutissant à une situation où les autorités telles que l'Autorité nigériane des Ports (ANP) cherchent à revaloriser davantage dans le secteur maritime les ressources et la connaissance identifiée dans le domaine maritime afin d'optimiser les bénéfices pouvant revenir à la nation, surtout au niveau du Produit intérieur brut (PIB)....».

Le Nigeria n'a fait que dépendre depuis des années des revenus provenant de l'exportation du pétrole brut. Les exportations en pétrole brut étaient transportées par les navires qui faisaient escales dans les différents ports maritimes dans le pays.

Constatant les insuffisances de ces ports et terminaux d'accueillir des plus grands navires modernes, situation qui a conduit au détournement de tels navires à d'autres destinations à un tirant d'eau de plus de 16,5 mètre et plus, l'ANP a embrassé le développement des ports en eau profonde dans les différentes parties du Nigeria. En conséquence, les marchandises d'exportation et d'importation qui étaient



destinées au marché nigérian étaient détournées vers les pays voisins.

A l'heure actuelle où les autorités fédérales sont en train d'améliorer et de réaménager, à travers l'Autorité des Ports du Nigeria, les infrastructures portuaires aussi bien qu'assurer l'efficacité dans leurs prestations, le transport des marchandises d'environ 136 milliards de nairas peut rapporter annuellement toute une fortune à l'économie nigériane.

Qu'est-ce un port en eau profonde?

Un port en eau profonde est une structure artificielle fixe, ou un groupe de structures, autre qu'un navire, située au delà des frontières maritimes d'un pays et utilisée ou que l'on a l'intention d'utiliser pour servir de port ou de terminal dans le transport, le stockage et la manutention des différentes marchandises dont les hydrocarbures qui sortent ou entre dans un pays.

Dans une interview avec l'équipe du Magazine au Siège social de la Société à Lekki, Lagos, Mr Lawrence Smith, Chef des Opérations du Port en eau profonde de Lekki a décrit un port en eau profonde comme un accès direct à la haute mer. Il n'y a pas d'heure de navigation mais il y a accès directement au port sans aucun empêchement tel que le temps de livraison et d'attente.

L'Ingénieur Adeniran Ademola, Directeur des Projets de l'ANP en charge de la construction des infrastructures portuaires renchérit pareillement le point de vue exprimé par Mr Smith. Il a décrit lui aussi un port en eau profonde comme une infrastructure qui est mise en place dans le but de permettre à l'expansion des opérations, de la demande et de la capacité portuaires à travers le mouillage des grands navires à un tirant d'eau de 16,5 mètres ou plus.

Ainsi, un port en eau profonde est une infrastructure portuaire qui permet aux grands navires hauturiers d'avoir un accès à la haute mer. Un port en eau profonde diffère des autres ports du point de vue de sa capacité de permettre ou d'amarrer des plus grands

navires que les navires conventionnels aux cargaisons lourdement chargées.

Raison d'être de la création d'un port en eau profonde au Nigeria:

Le commerce maritime mondial s'accroît au jour le jour mais les infrastructures qu'il faut pour appuyer la bonne marche de cette opération au Nigeria demeurent grossièrement inadéquates. Ainsi, le but principal de la mise en place d'un port en eau profonde est de pourvoir des opportunités au Nigeria et aux Nigériens de satisfaire aux exigences du transport maritime tant sur le plan national, régional qu'international.

Les réalités l'ont révélé que l'économie du monde dépend du commerce maritime et que plus de 90 pourcents du volume du commerce passent par les ports maritimes ce qui souligne une fois encore la nécessité de se doter d'un port en eau profonde.

Conceptuellement, le port en eau profonde de Lekki est une base économique qui aura sans doute beaucoup d'effets positifs sur l'économie de la nation. Certaines d'entre les raisons qui ont poussé le Nigeria à établir plus de ports en eau profonde sont les suivantes:

- Appuyer les besoins croissants du commerce maritime du pays.
- Se conformer à la tendance qui prévaut partout dans le monde maritime et qui vise le transport de plus grands tonnages et par là maximiser les avantages relatifs à l'économie d'échelle.
- Profiter de l'avantage que présente l'emplacement géographique du Nigeria pour le transformer en hub maritime régional.

Les ports en eau profonde, promoteur de l'économie nigériane

Grâce au développement des ports en eau profonde au Nigeria surtout avec la construction de la magnifique infrastructure de classe mondiale à Lekki, les opérations portuaires au Nigeria sont passées à un niveau plus élevé.

Voici l'avis qui a été exprimé par le ministre nigérien de l'information et de la culture, El Hadj Lai Mohammed et des officiers supérieurs du ministère fédéral du Transport lors de leur visite au port en eau profonde pour voir de près les bénéfices que présente l'investissement de plusieurs milliards de dollars à l'économie de la nation.

Le ministre a déclaré que le port apporterait sans doute des revenus de plus de 201 milliards de dollars au Gouvernement fédéral et de l'Etat de Lagos à travers la collecte des impôts, des droits et des redevances pendant la période de concession de 45 années. Le port, a-t-il ajouté, créerait plus de 170.000 emplois.

Avec le commencement des opérations commerciales dans l'avenir proche, il serait possible pour le Nigeria de rattraper les marchés maritimes qui ont été perdus au profit des ports du Togo, de la Côte d'Ivoire et du Ghana.

“Le ports représente également une grande promotion des efforts du Nigeria dans sa quête de profiter de la mise en œuvre de l'Accord africain de libre échange continental (AfCFTA).

C'est un avantage principal dont nous devons tirer le maximum de bénéfice surtout en ce qui concerne le transbordement des marchandises. Avec ce port, le Nigeria deviendra un hub de transbordement et les revenus que nous perdons actuellement au profit de nos pays voisins reviendront au pays” Lai Mohammed.

Le port de Lekki

L'infrastructure se situe dans la Zone de Libre Échange de Lagos (ZLEL) le long du Corridor Lekki. Sa construction a été complétée à cent pourcents et elle n'attend que son lancement par les autorités fédérales. Le port est l'un des ports les plus modernes en Afrique de l'Ouest apportant un appui au commerce maritime au Nigeria et dans la sous région de l'Afrique de l'Ouest.

Le Port de Lekki est le plus grand port maritime au Nigeria et l'un des plus grands port de l'Afrique de l'Ouest. Le port dispose de la capacité de manutentionner environ six millions d'EVP de conteneurs et d'un volume significatif de marchandises liquides et solides non conteneurisées. Il accueillera des navires à plus de 14.500 conteneurs. Financé par des investisseurs privés qui ont financé le projet avec plus de 1,5 milliards de dollars, le port occupe une espace de 90 hectares.

La société Lekki Port LFTZ S.A. (LPLEL) est une entreprise de jointes ventures établie entre la Société de Portefeuille d'Investissements (réunissant la Compagnie chinoise la China Harbour Engineering Company Limited (CHEC) et la grande compagnie singapourienne FMCG, du Groupe Tolaram), le Gouvernement de l'Etat de Lagos et le Gouvernement fédéral à travers l'Autorité nigérienne des Ports (ANP).

Quand-même CHEC détient les actions majoritaires dans le projet du port de Lekki, la Banque chinoise de Développement (BCD) a également signé un accord de concession de 45 ans avec la Compagnie LPLTZ pour compléter la première phase du projet.

L'ANP et la génération de revenus:

L'an passé, l'ANP a soumis un rapport selon quoi malgré la pandémie de COVID-19, ses revenus générés à l'interne (RGI)

ont augmenté de manière significative de 120 pourcents entre janvier et septembre de la même année.

Lors de la présentation de son bilan d'activités au Gouvernement, le Directeur général de l'ANP, Mohammed Bello Koko, a fait comprendre que l'Agence a généré 256,28 milliards de nairas (soit 619,62 millions de dollars) comme revenus générés à l'interne en septembre dernier dépassant la projection initiale.

Les gains qu'attend le pays:

Comme il a été précédemment déclaré par le Ministre nigérien de l'Information et de la Culture, les bénéfices attendus du Port de Lekki par le pays sont énormes.

“Les infrastructures sont de première classe. A la fin de la deuxième phase, nous aurons sept navires pour gérer des grues et 21 grues RTG. Nul port au Nigeria ne dispose actuellement de ce type d'infrastructure. Les excellents équipements et infrastructures pourvoient des justifications pour la capacité du port de manutentionner 18.000 EVP, ce qui est plus que quatre fois le volume des marchandises qui est actuellement manutentionné par les autres ports. Le projet est auto suffisant en terme d'électricité requise. Le projet est également prêt à produire 10 méga watts d'électricité et une capacité maximale de 16 méga watts

Évacuation des marchandises du Port de Lekki:

Les parties prenantes ont déclaré qu'ils sont préoccupés de l'évacuation des marchandises du port puisqu'il est évident que le but ultime est de relier le port à un chemin de fer en vue de garantir son usage optimal.

En outre, le Gouvernement de l'Etat de Lagos est en train de construire un réseau de cinq routes à voies multiples pour faciliter l'évacuation des marchandises.

Tentatives de solution par le Gouvernement de l'Etat de Lagos:

Dans le but d'accélérer la réalisation du projet, le Gouverneur de l'Etat de Lagos, Mr. Babajide Olusola Sanwo-Olu, a signé un accord de financement de 629 millions de dollars qui vise à achever le projet de port en eau profonde de Lekki. Selon l'accord, le premier port en eau profonde sera livré en temps record. La signature de l'accord a calmé les spéculations et les réserves initiales concernant la livraison rapide du projet.

La conclusion de l'accord de financement de 629 millions de dollars, offre un nouvel élan pour la croissance socio-économique de l'Etat. Elle représente aussi l'aube d'une ère nouvelle au niveau du plan ambitieux du gouvernement de l'Etat de transformer le corridor de Lekki en un nouveau hub économique dans la sous région de l'Afrique de l'Ouest et du Centre.

Une fois lancé, le projet dispose d'énorme capacité non seulement de stimuler l'économie de Lagos, mais



pour transporter les grues (STS); 15 portiques sur pneus (PSN) ont été livrés aux port y compris 115 paquets d'accessoire et cinq PSN avec 270 paquets d'accessoires.

Ce que Bello Koko a dit:

Le Directeur général de l'ANP, Mohammed Bello-Koko, a dit que le port maritime en eau profonde sera bientôt mis en opération. A-t-il a déclaré, "La réalité est que la lettre d'intention entre le Port en eau profonde de Lekki et ses partenaires financiers était signée en avril 2019 et le fait qu'en 2022 nous sommes sur le point de

aussi de la promouvoir au rang des grandes économies du monde.

Bénéfices économiques du port de Lekki:

Le Président de l'Alliance du Secteur privé, Mr Adetokunbo Kayode, a fait comprendre que le Port de Lekki, étant l'un des plus grands ports en Afrique, serait d'un grand bénéfice à l'économie de la nation.

Kayode, un ancien Procureur général de la Fédération et Ministre de la Justice, a déclaré que le projet conduirait à une meilleure efficacité dans l'importation et l'exportation des marchandises partout dans le pays. Il a dit : "Bien-sûr, il va également nous aider à réduire le stress qui a été créé par le Port d'Apapa, qui est un port colonial. Le port aiderait à relever les défis auxquels le commerce international est confronté au Nigeria".

Sambo félicite l'Autorité Nigériane des Ports

L'actuel Ministre du Transport, l'Ingénieur Mu'azu Jaji Sambo, a félicité la direction générale de l'Autorité nigériane des Ports (ANP) de l'immense appui apporté au Port de Lekki dans le but de lui permettre de respecter de délai de livraison.

Sambo a donné ses mots de félicitation lors de la première visite officielle au Port en eau profonde de Lekki. Il a exprimé son plaisir avec le rythme et le qualité du travail sur le site du port.

Le port a placé le pays sur la liste globale des nations disposant de ports en eau profonde et l'a positionné pour tirer le maximum des avantages comparatifs que son emplacement côtier présente en terme de dotations maritimes.

Équipements ultramodernes au Port de Lekki:

Pour le démarrage de la première phase des opérations, 5 navires modernes super post panamax

commencer les opérations montre que ce projet symbolise les possibilités que la ténacité de but peut réaliser". Il a ajouté que l'Autorité nigériane des ports demeure ferme dans la mise à disposition de tout appui et facilitation nécessaire pour veiller à ce que le délai soit respecté.

Le Directeur général du Port en eau profonde de Lekki, Du Ruogang, tout en faisant une présentation au Ministre a mise en exergue les caractères innovants du port. Il a dit entre autres que "qu'après achèvement, le port disposera de trois postes à quai pour les conteneurs, trois postes à quai pour les liquides et une aire de stockage avec un terminal à plus de 15.000 créniaux terrestres conçu pour appuyer un rendement de 2,7 millions d'EVP annuellement, un terminal de vrac solide avec une longueur disponible d'environ 300 mètres entre les autres attributs distincts."

Aussi, le Directeur général de l'Office national des Budgets du Gouvernement fédéral, Mr Ben Akabueze s'est-il réjoui, lorsqu'il parlait avec le Magazine NPT, de la construction du port en eau profonde de Lekki au Nigeria, disant ce qui suit: "nous sommes en train de poser le ton et notre engagement vis à vis de a réclamation de notre part d'investissement dans les affaires maritimes qui avait été perdue au profit de nos voisins de l'Afrique de l'Ouest."

Il a ajouté que "des efforts doivent être déployés pour veiller à ce que les affaires maritimes de la nation soient très compétitives. Une attention particulière va devoir alors être faite pour être à jour à propos de ceci afin de pouvoir changer la narrative."

Survol des autres ports en eau profonde proposés

Le Port en eau profonde de Badagry:

D'après les parties prenantes, l'approbation par la récente réunion du Conseil exécutif fédéral (CEF) de la construction d'un port en eau profonde de 2,59 milliards de dollars à Badagry en terre de Lagos, constitue un



soulagement dans beaucoup de respects. Outre le fait que le port créera des emplois pour plus de 250.000 Nigériens et attirera plus d'investissement étrangers directs (IED), il réduirait essentiellement la congestionnerait essentiellement les Ports d'Apapa.

Parlant avec les attachés de presse au niveau de la Présidence après la réunion du CEF, le Ministre du Transport, l'Ingénieur Muazu Jaji Sambo, a dit que le projet serait financé par les partenaires privés.

Sambo a déclaré que : "tel qu'il a été approuvé, le coût du projet tel que contenu dans l'approbation donnée par le Conseil, sur la base de l'étude complète du projet et approuvé par la Commission de Régulation de la Concession des Infrastructures (CRCI) conformément aux législations y afférentes s'est élevé à 2,59 milliards de dollars. Il doit être réalisé dans quatre phases moyennant une période de concession de 45 ans? La réversion est comme il l'a dit au Gouvernement fédéral.

"Ceci est dans le but de poursuivre l'objectif du gouvernement de faire du Nigeria le hub maritime de la sous région de l'Afrique de l'Ouest et du Centre. Comme vous pouvez vouloir le savoir, ce projet va également générer un revenu global de plus de 53,6 milliards de dollars sur la période de concession. Il va créer environ 250.000 emplois et attiré des investissements étrangers directes et par là aider à améliorer l'économie du Nigeria aussi bien que le bien-être des Nigériens.

Le port en eau profonde d'Ondo:

D'après Mr Boye Oyewumi, Conseiller spécial du Gouverneur de l'Etat d'Ondo en matière de Développement et d'Investissements et Président directeur général de l'Agence de Promotion de Développement et d'Investissement de l'Etat d'Ondo (ONDIPA), la construction du Port maritime en eau profonde d'Ondo est en train de se réaliser à une grande vitesse.

L'équipe du Magazine NPT a appris que le dossier schématique est en train d'être constitué pour permettre à l'ANP de prendre les prochaines dispositions pour avoir l'approbation nécessaire du Conseil exécutif

fédéral.

Par ailleurs, un consortium d'experts tirés de la Chine, de l'Afrique du Sud et de Dubaï; outre les autres intérêts commerciaux au sein du pays que les autorités de l'Etat d'Ondo est en train d'être mis en place pour faire du projet une réalité.

Le port en eau profonde d'Ibom

L'Etat d'Akwa Ibom a mise en place un Comité mixte de mise en œuvre des projets sur le projet de port en eau profonde d'Ibom avec une équipe de livraison de l'ANP. Le Comité servira de guichet unique pour toutes questions relatives au Port en eau profonde entre le Gouvernement fédéral et le Gouvernement de l'Etat d'Akwa Ibom alors que le Comité du Gouvernement de l'Etat maintiendra un lien avec les acteurs locaux en vue d'un démarrage effectif du projet.

Le Port en eau profonde de Bonny

Dans ses efforts visant à diversifier l'économie, le Gouvernement a décidé de construire le port en eau profonde de Bonny situé dans la région de l'extrême sud du pays.

En ce qui concerne l'emplacement du port en eau profonde de Lekki dans la partie sud ouest du pays, lorsqu'il finira par être mise en opération, le port en eau profonde de Bonny réduira davantage la pression des opérations portuaires dans la zone de Lagos et ouvrira des investissements dans les régions de l'extrême Sud et du Sud Est.

Selon Bello Koko, la direction générale de l'ANP s'empresse à démarrer ses activités au niveau de l'infrastructure de Bonny après la conclusion des négociations pertinentes. Le port disposera d'un tirant d'eau de 17 mètres.

L'infrastructure sera construite en même temps que le chemin de fer de Port Harcourt. Elle est supposée de couvrir une superficie de 275,22 hectares.

LE PORT DE LEKKI REPOND AUX ASPIRATIONS DU PRESIDENT BUHARI - *Muazu Sambo, Ministre Nigerian Du Transport.*

Monsieur le Ministre, quelle est l'importance que revêt le projet du port en eau profonde au niveau du Ministère du Transport et du Gouvernement en général?

Je me dois de l'avouer qu'il est évident que ce projet s'avère important à la vie de l'administration du Président Muhammadu Buhari. Il vous souvient qu'il a visité tout récemment ces installations portuaires pour voir de ses propres yeux le progrès que nous étions en train d'enregistrer avant que nous ne parvenions à cette étape. Ceci souligne le fait que le Président attend impatiemment le démarrage des opérations portuaires au niveau du port.

Je dois vous le dire que le Président de la République se préoccupe de nos opérations portuaires. Il ne veut pas que la situation qui s'est produite au niveau du Port de Tin Can Island se répète ici. Je crois que vous avez besoin de vous asseoir avec toutes les parties prenantes et voir comment nous pouvons aborder agressivement ces problèmes.

Qu'attendons-nous à témoigner dans les domaines de l'évacuation des marchandises une fois que les opérations auraient démarré au niveau de ce projet?

Tout d'abord, je ne voudrais pas que l'on se focalise réellement sur les routes parce que les routes ne sont pas les meilleurs moyens d'évacuation des marchandises. Je crois que les voies ferroviaires demeurent les meilleures options. S'il y a quoique ce soit, je voudrais que le représentant prenne note de ceci. Le DG de la Société nigérienne des Chemins de Fer ne peut pas être là avec nous aujourd'hui. Je lui ai donc permis de s'excuser mais ce qui est important est qu'après aujourd'hui, ce que nous pouvons faire moyennant le court délai, est de veiller à ce que le lien ferroviaire soient réalisé.

Que sont les autres étapes que nous devons aborder monsieur le ministre?

La deuxième option est également une alternative très viable comme nous l'avons toujours constaté entre le Port de Tin Can et d'autres destinations. Que ce soit vers Ijora ou Ikorodu, je vais conseiller que cette option soit prise au sérieux. J'ai été choqué lorsque le Directeur général a déclaré que ce projet a en effet été conçu pour démarrer en 2019. C'est pourquoi sur une note triste, j'ai donné un avertissement très solennel aux contractants concernant la manière dont il faut assumer



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

"JE SUIS IMPRESSIONNÉ DE L'APPUI ACCORDÉ PAR LA DIRECTION GÉNÉRALE DE L'AUTORITÉ NIGÉRIENNE DES PORTS (ANP) AU PROJET DU PORT EN EAU PROFONDE CAR IL S'INSCRIT DANS LE CADRE DES ASPIRATIONS DU PRÉSIDENT DE LA RÉPUBLIQUE"

leurs rôles. Je n'arrive pas à comprendre comment je vais signer un contrat avec vous et que vous vous engagez à fournir 85% du financement alors que je fournis 15% cependant que 2 ans plus tard vous n'avez pas encore apporté un dollar.

Je ne l'accepterai jamais, donc s'ils sont vos amis dites leur que je ne vais jamais accepter ce cas de figure, jamais. Je suis vraiment impressionné du fait que pendant ces trois dernières années précisément ces derniers 37 mois, nous avons un port. Je crois qu'il faut vous donner un ban. Je suis hautement impressionné, je vous souhaite bon vent.

Est-ce que vous êtes impressionné par la performance de l'ANP dans le cadre de la mise en place de ce projet portuaire?

Je sais que l'ANP nous a toujours appuyés très fortement et nous sommes très fiers de son concours, étant une agence sous la tutelle du Ministère du Transport, je suis sûr que le Ministère nous a également appuyés. Cette réalité montre qu'ils sont en train de travailler en conformité avec les plans et aspirations du Président Muhammadu Buhari pour veiller au bon démarrage du projet du Port de Lekki. Félicitations au Directeur général de l'ANP, Monsieur Koko et à son équipe que j'aimerais voir poursuivre le bon travail qu'ils font au niveau du port. J'ai appris qu'un complexe de services maritimes était prévu dans la présentation, je n'ai pas encore vu la section. Vous venez juste de parler d'une jetée pour faciliter la prestation des services maritimes, si mais vous êtes à quel niveau de sa réalisation? Prière nous montrer la présentation une fois encore puisque le complexe de services maritimes est supposé de disposer d'une tour de contrôle, des bureaux de liaison de l'ANP ainsi de suite.

Y a-t-il tout un autre message que vous aimeriez envoyer au grand public au moment où nous nous préparons à voir le Port en eau profonde de Lekki démarrer ses opérations?

Si, bien sûr. Je veux rassurer les usagers portuaires et les parties prenantes que le Ministère sous ma houlette est prêt à mettre à la disposition des investisseurs un environnement favorable et des logistiques nécessaires pour faire aller de l'avant le secteur maritime conformément aux meilleures pratiques internationales.

‘Le Port en eau profonde est une réalité qui change la donne au Nigeria’ — Bello Koko, DG NPA

Dans une entrevue récente accordée à la presse, le Directeur général de l’Autorité nigériane des Ports, Monsieur Bello Koko a déclaré que la direction générale attendait impatiemment le démarrage, pour la première fois en terre nigériane, des opérations portuaires au niveau du port en eau profonde de Lekki

QU’EST-CE AU JUSTE UN PORT EN EAU PROFONDE?

La construction d’un port maritime en eau profonde est une évolution encourageante et un événement qui change agréablement la donne dans le secteur maritime nigérian. Actuellement, nos ports disposent d’un minimum de tirant d’eau de 13,5 mètres. Le port en eau profonde de Lekki dans sa première phase dispose d’un tirant d’eau de plus de 16,5 mètres et tend vers un tirant de plus de 18 mètres.

OUTRE LE PROJET DE LEKKI QUI VA BIENTOT DEMARRER SES ACTIVITES, QU’ALLONS NOUS VOIR AVEC L’ENTREE EN ACTIVITE DES PORTS EN EAU PROFONDE?

Au niveau du port en eau profonde d’Ibom, nous avons identifié un lieu qui dispose d’un tirant d’eau de 17,5 mètres. Nous serons en mesure de faire entrer dans le port des plus grands navires et, ce faisant, créer une excellente économie d’échelle. Le coût relatif à la conduite des affaires dans nos ports se réduirait très considérablement.

QUEL TYPE DE CHANGEMENT VA-T-IL APPORTER A L’ECONOMIE LE PORT EN EAU PROFONDE

Nous parlons d’un port automatisé. Il y aurait une efficacité au niveau de dédouanement des marchandises. La documentation sera réalisée beaucoup plus rapidement. Il n’y aurait pas d’interférence humaine dans les opérations portuaires. Nous serons bien positionnés pour attirer un plus grand volume de marchandises en transit, marchandises que nous avons perdu sur une période de temps en raison de la pénurie de tirant d’eau et de l’inefficacité opérationnelle dans certains ports surtout dans les pays sans littoral et surtout dans les zones de l’Accord de Libre-échange Continental d’Afrique. Le Nigeria peut une fois encore redevenir un point d’éclatement dans le corridor de l’Afrique de l’Ouest.

QUEL IMPACT UN PORT EN EAU PROFONDE AURAIT-IL SUR LA FACILITATION DES ECHANGES?.

Les pays sans littoral tels que le Mali, le Tchad, la République du Niger ont manifesté leur intérêt à faire



Bello Koko, DG NPA

passer leurs marchandises par les ports nigériens qui disposent de tirant d’eau de 16,5 mètres au lieu de tirants d’eau de 13,5 mètres.

La République du Niger importe officiellement en tant que pays ses marchandises en passant par les ports nigériens. Le Mali s’y intéresse également et il y a d’autres pays voisins qui s’intéressent à transporter leurs marchandises par barges mais notre préoccupation est de prendre contact le plus rapidement possible avec eux avec la disponibilité des ports en eau profonde.

Nous sommes en train d’encourager les directions des ports surtout celles de Delta, de Warri et de Calabar à aller au Cameroun puisqu’il y avait des importateurs camerounais qui s’étaient approchés des directeurs de ces ports nigériens en vue du transport de leurs marchandises. Nous allons par conséquent continuer à poursuivre cet accord multilatéral et transfrontalier et prendront contact avec les ministères du transport et des affaires étrangère pour leur permettre de savoir que les pays sans littoral cherchent à faire passer en transit leurs marchandises par les ports nigériens et que d’autres pays attendent à faire autant.

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Abuja Port, Port Harcourt
Barrister House, P.M.B. 3043
Port Harcourt - Rivers State
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Apapa/ Tin-Can

The access roads leading to the Ports have over the years become a national concern due to increasing traffic for both vehicular and human movements resulting in wear and tear of the roads.

Following the intervention of Management of the Nigerian Ports Authority, the Federal Government through the Ministry of Works was able to secure a deal with relevant stakeholders and a Memorandum of Understanding (MOU) was signed for the reconstruction of the dilapidated and abandoned roads.

In this Edition, the "Nigerian Ports Today"(NPT), X-rays the status of the reconstruction of the LPC and

TCIP access roads and the journey so far.

This was captured by our team led by **Sola Adesanwo, Bethel Iguoba, Akinseloyin Joachim, Friday Eze and Lucy Akinsanya.**

Infrastructure is expected to enhance and further boost the living standards of the inhabitants. It is to ensure that the day-to-day experiences are bearable for people but when the infrastructure is dilapidated, it makes living tedious. This had been the case of the access roads to Tin Can Island Port and the Lagos Port Complex (LPC) Apapa respectively.

Suffice it to say that Apapa, as a place, has



Access Roads

The Journey So Far

featured prominently in the broader history of Lagos as it is the home of some of the two major Ports in Nigeria and so, the gateway of international trade.

Lagos Port Complex and Tin Can Island Port respectively are the two busiest Ports in Nigeria. However, there was development of Apapa road network in the early 1920's, which gave rise to the constant dilapidation of the entire road infrastructure in the entire Apapa area.

Beginning from the late 1990's, the problem of the excessive traffic buildup by trucks loading fuel from the various tank farms of the oil majors and Nigerian National Petroleum Corporation (NNPC) became inevitable. They often blocked all the access roads to the

fuel loading bays and adjoining thoroughfares.

Another major category of vehicles affected by the gridlock are Container- laden trucks that are destined to Apapa and Tin Can Island Port gates. By the end of the 1990's, the menace of the truck gridlock became huge as a general traffic management system was yet to be introduced. Consequently, the traffic build up in the early 2000's started to agree entrance and egress from the Ports and the adjoining towns.

However, the problem was compounded by the successful Port reforms of 2001 which culminated in the takeover of cargo operations by the Terminal



After Construction

Operators in 2006. This hallmark development led to a growth in cargo and traffic movement at the Apapa Ports corridor.

Road Dilapidation/Traffic Build-up:

When the traffic buildup started from the junction of Ibru Jetty, the Nigerian Ports Authority responded with the introduction of Truck Call-Up System which was supposed to regulate vehicular movements in and around the Ports corridor. The call-up system also required the drivers to maintain their vehicles in roadworthy status to avoid the rampant breakdowns which often block the busy roads.

Other palliative measures were equally introduced. For example, preceding the road reconstruction and repairs, steel barriers were erected at the entrance of Trunk B roads and barriers erected at Trunk A roads. In March, 2018, the Naval commanding officer at NNS Beecroft issued marshal orders to truck drivers to vacate Apapa flyover bridges and stay clear of Apapa corridors. This move brought a significant positive result as the joint security enforcement team stopped many trucks from entering Apapa.

However, the spill-over began to take effect around Yaba, Iddo, Mile 2, Oshodi/Apapa expressway and Amuwo Odofin area of the state.

The Association of Maritime Truck Owners' (AMATO) Connection

As part of efforts to provide solution to the lingering road crisis, the Association of Maritime Truck Owners (AMATO) announced in 2015 that it had acquired a large portion of land at Orile Iganmu which it claimed the Lagos State Government made available as a truck park for the NPA as an addition to the Call-Up system.

Government Intervention:

For many years, the dilapidated condition of the Apapa/Tin Can Island roads remained so. It therefore, became a source of concern to everyone transacting business in the Apapa area including the Federal Government of NPA, Port Users, Stakeholders, Operators, Residents and other corporate bodies among others.

The above scenario resulted in the Authority's decision to collaborate with other Stakeholders who agreed to sign a Memorandum of Understanding (MOU) facilitated by the Federal Ministry of Works and Housing to reconstruct the entire Apapa road corridor. The stakeholders included the NPA, Dangote Group and Flour Mill plc.



Under Construction

Although the repair of Wharf road is not the statutory responsibility of NPA, however at the initial take off of the reconstruction of the Wharf Road, Management of NPA committed the sum of ₦1.8billion to mobilize the contractors Messrs. Ag Dangote. Construction company to site, in July, 2017.

In addition, another MoU was signed between the Federal Government, NPA and Dangote plc to reconstruct the road stretching from the beginning of the LPC gate to Oworoshoki end of the Apapa Oshodi Oworoshoki expressway with concrete pavement and for Dangote Plc to enjoy a 10 year tax holiday from the Federal Government. The essence of the reconstruction was to reduce road congestion to the barest minimum and to avoid containers falling off trucks and trailers.

Furthermore, the reconstruction of the Apapa/ Tin- Can Island Access Roads received a boost

and intervention with the introduction of the e- call up system. With the launch of the app called ETO which truckers are expected to use in booking to access the Ports, the human interface became a thing of the past. It has brought great efficiency and at the same time strengthened the Ease of Doing Business at the Ports.

Hitherto, at the peak of the traffic gridlock occasioned by the condition of the access road, importers and exporters were having it tough transporting their containers in and out of the port but today, it has drastically reduced.

Impact of Dilapidated Road Network on Businesses at Ports

At the peak of the gridlock caused majorly by dilapidated road network, several vehicles of various configurations were caught up in the daily traffic jam. The gridlock had effect on various aspects of the maritime industry's activity, with wide ranging impacts on both vehicular, cargo and human movement within and outside the ports. Various export and import cargo were trapped in the Ports. The importers found it difficult to evacuate their containers from the Ports expeditiously. It precipitated the astronomical rise in cost of doing business in Nigeria.

As Management of NPA in conjunction with other sister agencies continues to look for lasting solutions to the issues of the Apapa access road gridlock, the more support and backing to all these efforts are required since the multiplier effect include quick turnaround of cargo, increase in revenue generation and ways to put an end to the perennial congestion that has pervaded the two Lagos Ports over the years. The result will benefit the Federal Government, Operators, Stakeholders in particular and Nigerians in general!



*Chief Remi Ogungbemi

The Eto is working, the traffic system has improved — **Ogungbemi**

The Association of Maritime Truck Owners (AMATO), is one of the major stakeholders in port operations in Nigeria. In this interview with the 'Nigerian Ports Today' Magazine, its President, **Chief Remi Ogungbemi** spoke on issues affecting port operations and the on-going rehabilitation of ports access roads.

How would you describe the state of Apapa/TCIP access roads?

Access road is one of the cardinal points and a channel through which the Port can operate effectively. Without a good access road, ports cannot operate optimally. It's just unfortunate that even the road networks are below expectation as at now, because there are lot of places that are not motorable.

Is it the responsibility of NPA to fix the roads?

I know it is not the responsibility of NPA to maintain the roads. Let me use this occasion to call on the agencies in charge of the road maintenance because the port roads are supposed to be one of the best roads in the country, because they are road that leads to the Gateway of the nation's economy. So, we expect the Federal Ministry of Works to do more on the access roads to the Ports.

Are you satisfied with the level of work that is ongoing along the Apapa - Tin Can Island ports road?

The road was not passable before, I can remember when the former MD, Ms. Hadiza Bala Usman was here, and the efforts she made to make the ports road accessible. I remember the effort she took by mobilizing other stakeholders to make sure that they put that road in a proper position because that road between Airways and Area B, containers normally fall on daily basis. But, since that intervention, the road is okay now but the only bad portion along Ijora road is between Ijora and Costain, that is on Apapa port axis. Going back to Tin-Can port axis, after mile 2, coming down to Apapa that area is not motorable. So, we need the Federal Ministry of Works to intervene even if it is palliatives so that the rate at which containers and trucks are falling will reduce drastically.

The traffic gridlock along Tin-Can Coconut axis is alarming. What do you suggest that NPA should do to correct the situation?

I want to appreciate the Management of Nigerian Ports Authority NPA, for introducing the Ports Automation System. This is the same road we've been using for past 30 to 50 years, while the vehicular traffic is increasing on daily basis. Other businesses are equally increasing. Goods that are coming into the ports are increasing and yet the infrastructure that is supposed to increase remained stagnant. By this development, the infrastructure cannot be provided in 24hours that's why we need the Automation System to regulate the movement of the trucks.

As per the movement of the trucks, where we are now far better, than where we are coming from, but I still expect the firm in charge of the Automation System to do more because anything you're doing no matter how good you are at doing it, there is still room for you to improve because improvement is the biggest room in the whole world. So, the Truck Transit Park, TTP and the ETO should improve so that the road can be freed totally. If the road is free, I believe it will go a long way to assist the owners of the goods that are coming in and out of the ports.

There was a time truck drivers were sleeping in their trucks along Apapa road. Has the situation improved?

Yes, It has improved drastically. Like you said, then, trucks used to queue from Apapa port up to Western Avenue, even up to Mushin. But now, that has reduced drastically due to intervention and introduction of Automation System. Like I said earlier, the system has helped to reduce traffic gridlock. Now, we know when it is the turn of any truck to come on the road. But there are still some people that are circumventing, manipulating the system from working as expected.

How do we stop the manipulation?

Well, much is still being expected from the TTP that are managing the Automation System. The system needs to be properly managed. But we are still in a situation where some people find their way around the system. For example, there are some officers who their finger print have been programmed with the door to the office which if you are a stranger no matter how many times you put your finger, the door will not open for you. I am looking forward to a situation where the system will work for only those that are authorized to come inside the port

Has the TCIP Trailer Park lived up to expectation, do we need more?

Well, you call it in your own terminology TICP Trailer Park, but we call it MOB this is an acronym only the owner of the facility will know. But we refer to it as a MOB park. Then, MOB serve Tin-Can Island Port while Lily Pond serves Apapa Port, so that is how its operates. The MOB supposed to serve as a Transit Park where trucks will come and wait pending the time, they will now call the truck to enter. But the system is still not working. There is still room for improvement in whatever that is going on either at MOB Transit Park or Lily Pond Transit Park.

What advise do you have for the operators of the Lekki Deep Seaport on trucks movement in and out of that axis?

Well, It is a known fact that ports cannot operate without the trucks. Although, ports can also operate with Rail system, trucks are supposed to be complimenting the effort of Rail. With the level of development, it is unnecessary for trucks to be carrying goods from Lagos to Maiduguri. It's killing the truck gradually but if the train can move the goods to the nearest station either in Kano, Kaduna or anywhere, from there, truck will be moving it from the station to either warehouses or factories where the materials are required. But the present situation is that trucks will carry goods from Lagos port all the way to Maiduguri. It is making the trucks to wear out easily and the roads to deteriorate fast.

Your take on Lekki port?

Coming back to the Lekki Deep Seaport I will advise that those who are operating the Port should be wary of happenings in Apapa, so that what we experienced in Apapa and Tin-Can will not be repeated at that Lekki Port. There must be a designated place that will serve either as a mechanic yard or a truck terminal for trucks that are coming to move the cargo because the port is just like a place where sugar pour, anywhere you see sugar that pours, that is where you will see many ants that will be coming to lick the sugar. But in some occasions,

INTERVIEW

the people in Authority say you own your truck. So you should look for where to park your truck. However, the fact remains that port is where sugar pours and that is why trucks are coming there from every state in the country.

All those trucks that are coming to lift cargo in the port have parks where they are coming from, but they cannot come to Lagos with their park. That is why it is very important that port must have a place that will serve as a Transit Park or a terminal or a waiting bay pending the time, they will call them to enter the port. So Lekki Port should get a befitting and modern place with necessary technology so that what we are experiencing in Apapa and Tin-Can Port will not be a repetition of what we are going to see in Lekki Port.

What are the challenges you are facing in the course of doing your job?

Well, the point is there are so many challenges that are confronting truckers and it is even making me to think, maybe other stakeholders now see truckers as a scape goat or sacrificial lamb that can be sacrificed for the shortcoming of other stakeholders.

For example; containers are said to contain what nobody knows except people that are examining the container like Customs, Standard Organization, NAFDAC. But it's unfortunate that when all these goods are being examined and released with all the necessary payment said to have been made, the time they now call the truckers to come and carry the goods, automatically the owner of the truck becomes a criminal.

Customs will now hold the truck and impound the truck. As at now, we have about one hundred trucks in the Customs Command for offence we know nothing about. Though, Management of Nigerian Ports Authority and other Corporate Organizations have promised that they want to assist us to talk to the Customs service for the release of those trucks. By now, we would have withdrawn our services if not for the intervention of the corporate body like NPA and other meaningful Nigerians. We decided to respect their call and shelve the idea to withdraw our services but still, the problems are still there. We are looking forward to how the TTP / ETO Systems can work more effectively in the situation whereby no one will be sabotaging the effort.



**Chief Remi Ogungbemi*

For instance, you buy a recharge card to load, obviously nobody can use it after its been loaded. I am looking forward to a situation like that so that any truck they are releasing let it be programmed, if it is well programmed anybody going there to circumvent it through whatever means, it will not work because the barrier will not open for the person. So, anything you are doing always look for improvement. Let this Automation System improve because I so much believe in the Automation System. It's a system that is void of human interference. Anything that has human interferences the tendency is always there to circumvent or manipulate it for one personal or selfish interest.

On the issue of standardization of trucks that go into the port, will you say your members have complied accordingly?

We don't manufacture trucks in Nigeria. The average Nigerian is dependent on "Tokunbo". Tokunbo are trucks, cars or vehicles that have



I will be requesting NPA to do is to reach out to the Minister of Works and Housing to let them know that they should give priority to all the access roads into the Ports

failed them in one country which now find its way into our country. We don't manufacture trucks. We are only depending, relying on trucks that they've used because how many of us can afford a brand-new truck that is about N30 to 50 million depending on the maker. How many people can afford it? So, it is only something you can manufacture that you can control but at the same time we won't say because of that we should not maintain our trucks. Trucks should be maintained to standard. I will not be here to be defending what is not defensible. I will not defend a situation where you see trucks that are moving without functional headlight. It is not proper. I won't defend that.

Are you talking to your people on this?

Yes. We are talking to our people that no matter how tight the economy they should try at least to maintain the trucks to a minimum standard. We cannot ask for hundred per cent compliance. it's not possible. Even the condition of our roads makes the trucks to depreciate. See the rate at which containers are falling at Mile2 Tin-Can axis now. Any truck that falls

cannot remain the same again. However, I will agree with you that there are some trucks that are in dilapidated condition.

What we do is that anyone that is so old we limit such to a local delivery but at the same time there are things I will not defend. You must be able to have functional light, you must be able to have minimum of headlight, trafficators and so on and again there are so many devourers that are devouring truckers' profit. We have state actors and non-state actors that have seen trucks as their source of income. That is why most of those trucks are in a dilapidated condition. The money the owners are supposed to use in maintaining the trucks are being taken away directly or indirectly.

How much do you pay to remove your trucks from the road when it breaks down?

Human beings get sick talk less of mechanism put together to function as truck. If a truck breaks down now, you will see the government agency demanding 150,000 just to remove the vehicle from the road. But discussion is ongoing with the State Government to see how we can curtail all these excesses of their officers. Trucks that break down must be removed but not that owners must pay through their nose.

Specifically, what is your take on the reconstruction of access road at Apapa corridor and what do you want NPA, Federal and Lagos State Governments to do?

Well, I will not expect much from NPA because they are not the road constructor or road maintenance agency, but what I will be requesting NPA to do is to reach out to the Minister of Works and Housing to let them know that they should give priority to all the access roads into the Ports. Ports are the gateway to the economy of a Nation. The oil can dry up but the Sea, they say, can never dry.

So, we should give priority to the port. On a final note, let me use this medium

to appeal to the Federal Ministry of Works that they should give priority to access roads to the ports and also create mini maintenance section to fix all failed sections of the road before it will become big and cause accident.



**Chief Remi Ogungbemi*



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- Engr. Isa Mukhtar, AGM. Civil Engineering

We need radical changes in traffic management of Ports

— Engr. Isa Mukhtar, AGM. Civil Engineering

In this interview, the **Assistant General Manager, Engineering, Isa Mukhtar**, who is responsible for the maintenance of major infrastructure within the Nigerian Ports Authority (NPA), said, reconstruction of roads, e-call up system has eased traffic congestion around Apapa Ports. He examines the positive steps taken by the Federal Government and the management of NPA to rehabilitate and reconstruct the Apapa / Tin Can Island roads to boost quick cargo evacuation and eliminate traffic congestion. Mukhtar however, calls for swift changes in the traffic management of the port. A team of **“The ‘Nigerian Ports Today’ led by Sola Adesanwo with Friday Eze, Lucy Akinsanya and Ismail Oyindamola** who spoke with him, report.

INTERVIEW

My name is Engineer Mukhtar Umar Isa, Assistant General Manager, Civil Engineering, Nigerian Ports Authority, (NPA). I oversee the maintenance of our entire infrastructure, especially the common user facilities and by that 'I mean the access roads to the Ports, the quay structures (walls & aprons) as well as navigation channels.

The reconstruction of roads at Apapa Ports corridor has been ongoing for some time now, can you tell us exactly when the job was started, when it will end and what it is meant to achieve?

Actually, the reconstruction of the port access roads in Apapa is made of two components, Wharf road from Port gate to the foot of Ijora Bridge which was done through stakeholder collaboration (NPA, Dangote, Federal Ministry of Works & Housing and Flour Mills) and the Apapa-Oshodi-Oworonsoki Express Way which is the franchise of the Federal Ministry of Works under their tax waver scheme. The project was approved by the Federal Executive Council (FEC) and is being funded by the Dangote group through an arrangement with the Federal Government.

The Apapa-Oshodi-Oworonsoki Express Way reconstruction project is divided into 3 sections. Section I covers the Port gate through Tin Can Island up to Sunrise in Apapa, Section II, covers from Sunrise up to Cele Bus stop along Apapa/Oshodi Express Way, while Section III starts from Cele Bus Stop down to Oshodi/Oworonsoki/Ojota. Sections I & III have been completed and the road segments opened for traffic.

Section II, which starts from Cele Bus stop to Sunrise inward Apapa is presently ongoing. The outbound and inbound service lanes have been completed save for the side drains. The inbound main carriageway is ongoing now, while preparation for the outbound main carriageway has commenced.

From the Work Plan earlier sent to the Authority, Section II project was to be completed in October 2022, however due to delays occasioned by unforeseen circumstances at the site, work is still ongoing.

If the project is being handled by the Dangote Group, where does NPA come within the process of the reconstruction?

As far as these three sections of the projects are concerned, the Nigerian Ports Authority, NPA has no financial contribution to the projects. However, both the Contractor, Dangote Group and the Federal Ministry of Works do come for NPA's advice since these roads provide access to the ports. For instance, when they were about to start the project, they sent-in two letters forwarding the Contractor's Traffic Diversion Plan, the Programme of Work and Drainage plan in which they requested for NPA's input before commencement of actual construction works.

Upon review, it was observed that the phasing plan of the project is going to affect port operations. Consequently, we wrote them advising on the implications of going ahead with such plan. Initially, they were to block the outbound lanes (service lane and the main carriage way) completely, which we objected to as it would have impacted negatively on quick cargo evacuation and ultimately port operations.

What were your recommendations to the contractors?

We proposed a phasing plan that gave priority to cargo evacuation with a dedicated outbound lane all the time while construction work progresses. NPA's proposal was accepted but not without slight adjustment as dictated by the site conditions.



- Engr. Isa Mukhtar, AGM. Civil Engineering

Secondly, due to NPA's previous experiences in de-flooding drainages around Trinity Bus stop, we advised on the need to trace and open all silted underground drainages that connects the Apapa/Oshodi expressway with Kirikiri Canal, to ensure free flow of flood water. We also recommended that apart from tracing and clearing them, they should link them up with the new drainages to be constructed.

Talking about the reconstruction, where are we now?

Just like we all know, on completion and commissioning of the project, the reconstructed Express way will no doubt, assist the Port especially in evacuation of imported goods and bringing in export cargo into the Ports. The problem of congestion in Apapa is multi-faced. So many factors contributed. Apart from the deplorable state of the roads, driver indiscipline, absence of parking resulting in on-street parking are majorly the reasons.

Initially, the roads were made of flexible pavement with asphaltic surfaces but now converted to rigid pavement for longer lifespan.

Why the asphaltic surfaces?

Flexible road pavements are always prone to damage whenever the base soil gets saturated or moisture content increases. So, based on that and bearing in mind the nature of the soil around Apapa area and Lagos as a whole, which is water logged, it is always better that a rigid pavement be provided.

Once this particular road is completed, definitely, the issue of Traffic Congestion will ease up. It will depend on how best the traffic is managed. It's encouraging that we have the E-call up system that have been introduced for effective traffic management. With these two approaches, definitely traffic congestion at Apapa will soon be a thing of the past.

Can you tell us more about the operations of the Truck Transit Park (TTP) and the e-call up system?

Truck Transit Park (TTP) operators are the operators of the state-of-the-art Traffic Management System that deploy GPS technology in the management of road traffic within and outside the port. For instance, a truck cannot come in within the Apapa Logistic area without approval. And you know part of the problem has been that some trucks can just come into Apapa area without any authority to load, and often end up parking along the roadside. This on-street parking, ultimately reduces the carriage capacity of any particular road space. So as they are parking along the carriage ways, they are effectively reducing the carriage capacity of that particular road.

Was that one of the reasons why the e-call up system was introduced by the management of NPA?

Yes. Now with the e-call up system, you cannot come into

Apapa without permission or without authority. Truck entry to, and exit from Apapa is now regulated. You have to be given permit before you can come in, and once you are within the Logistics Ring, you cannot engage in on-street parking anywhere. You have to come straight to the Ports, pick your box and leave. These are some of the innovations that we believed in the nearest future, after completion of the road projects, would ease up the chronic congestion.

Can we say that the progress of the reconstruction work is encouraging?

Very encouraging indeed! Because, Section I of the project which covers from the Port Gate up to Sunrise Bus Stop, and which started about two years' ago has been completed. Section III too, from Cele Bus stop to Oshodi/Oworo/Ojota, which commenced around same time has been completed. Section II commenced last year around September, and has reached advanced stage of completion. As we speak now, work is still on-going.

How soon are we expecting the 100% intermodalism in Apapa?

You see, one positive thing going for the port Authority is that Apapa Port is connected with National rail network hence, inter-modalism will be very easy, provided there is willingness on the part of the Terminal Operators. But Tin-Can Port is yet to be connected to the rail network, which makes it difficult in that case. You cannot talk about inter-modalism in Tin-can for now except by using the waterways.

Is there any plan for the connection of Tin-can Ports soon?

There were several attempts aimed at connecting Tin-Can, route analysis and selection were even carried out some years back, but final decision has not yet been taken by the Federal Ministry of Transportation. I remember, a team of consultants was appointed to look at the feasibility of connecting Tin-Can. Three routes were identified; one through Port Novo creek to Boundary and then connect to Lilypond, the second one is along Creek road with an elevated rail track, the third was a siding through Liverpool road to Tin-can. They've done their own due diligence. The rail projects are being handled by the Federal Ministry of Transportation and the Railway Corporation.

What method do you think should be adopted to protect the road infrastructure?

You know, this is a rigid pavement made of concrete and by their nature, they are hygroscopic hence absorbs water when in contact, unlike asphaltic pavements, that are impervious but prone to damage whenever there's increase in moisture content in the base soil. So, concrete is a little bit different, that is why it's called rigid pavement because the more water drops on it, the more it cures and strengthens itself. So, the only thing is to provide functional drainage system to prevent ponding on the road surface.

What is the lifespan of the rigid road?

For now, the reconstruction work for Sections I & III have just been completed, we may not expect any serious problem as far as maintenance is concerned. They are new and have a whole lifespan of more than 25 years to exhaust.

Remember, NPA was not the sponsor of the project rather, it was the Federal Ministry of Works. However, contract document sighted indicates that the

road project is a complete package with all road furniture and street lighting, as I mentioned, the drainages are there, provision for electricity piping have been made.

So I believe the Federal Ministry of Works is going to provide street lighting on the road, but that doesn't mean NPA cannot come in where necessary. NPA, as part of our Corporate Social Responsibility (CSR), usually maintain port access roads and lightings, just to make sure that Port Operation is not hindered. So with this rigid pavement, we don't expect much maintenance costs.

Can you tell us the level of involvement of other relevant agencies and their level of contribution?

Apart from Dangote Group and NPA, Flour Mills also participated in the reconstruction of the Wharf Road segment, which covers up to the foot of Ijora bridge from Apapa Port gate, but in the case of APAPA/Oworonshoki expressway, Flour Mills did not participate.

For clarity's sake, what are the roles of operators in this, especially in managing their cargo traffic?

Terminal Operators, by nature of the Concession Agreement we signed with them, do not have any role in such infrastructure maintenance. Their responsibility starts and ends within their own terminal boundaries. However, Terminal Operators are at liberty to contribute as corporate social responsibility in maintenance of port access roads.

What other things do you think we need to do to make the port more attractive for business?

We still have to do more as far as Apapa ports land access and evacuation capacities are concerned. For instance, some of the berths were built over a hundred years' ago. The latest constructions are the Tin Can Island Port, third Wharf Extension (Container Terminal) KiriKiri and Ikorodu Lighter Terminals. The Apapa and Tin Can ports were constructed with only two accesses, the Wharf Road and Creek Road. Their carriage capacities had long been overstretched.

Over time, due to the rising GDP, our volume of import has increased, the socio-economic factors such as car ownership per household and generally, increase in economic activities, which often results in increased vehicular traffic. Yet, the Port still use only two accesses for evacuation. The Wharf and Creek roads and their carriage way capacities have not changed. They remained same over these long years.

For us to solve the congestion conundrum and achieve equilibrium, the Authority and Government must strive to ensure that the capacities of the land accesses (evacuation capacity) equal the ports throughput capacities. We need to introduce radical changes in our traffic management especially around Apapa. Aside the reconstruction of the access roads, there should be a demarcation between trucks and private cars and expand the land access capacity to avoid constant congestion of the roads.



- Engr. Isa Mukhtar, AGM. Civil Engineering



NPA/ EU NATIONS ORGANIZE TRAINING FOR STAFF: RESTRATEGISES FOR PORT SECURITY & SAFETY

BY AKINSANYA LUCY & UWEH JOHNSON

The Nigerian Ports Authority, NPA in collaboration with the European Union/ West and Central Africa Security, WeCaps recently organized a strategic training programme tailored at enhancing the Safety and Security at the Ports.

The training which was in compliance with the international convention for the Safety of Life at Sea (SOLAS CONVENTION) and implementation of industrial best practices and applicable standards took place at the Nigerian Ports Authority's Training Institute, PTI, Dockyard, Lagos.

The Managing Director, NPA Mohammed Bello Koko ably represented by the General Manager, Security, Mohammed Khalil stated that the synergy with the EU nations was targeted at strengthening the security and safety of the ports through human capacity development for greater efficiency.

According to Khalil, Management of NPA has made adequate logistics arrangement for an overall success of the human capital development as critical assessment of the ports vulnerability sites have been identified and mapped out for strategic attention by the experts.

He reiterated that the training programme would assist Management of the NPA and the various stakeholders to restrategise for effective port security and safety. "We will accord the Team every necessary cooperation for the success of the collaboration" Mohammed said.

Earlier, the leader of the European Union of West and Central Africa Team, Nico Vertongen has said that the project is being funded by the European Union aimed at strengthening the security and safety of ports in West and Central Africa through the WeCaps technical assistant. "Port facilities are sensitive sites which require a high level of control over the risks and threats which could affect them" Vertongen maintained.

He reiterated that WeCaps aims to support NPA in its management of safety and security with a view to predicting, advertising and managing crisis by proposing solutions through training that are adaptable to the Nigeria's need and critical to national development.

Present at the flagging off of the training programme were the two Port Managers of both Lagos Port Complex, LPC, Mrs. Funmilayo Olotu and Tin Can Island Port, TCIP Jubril Buba and other management representatives.

Standardisation, Vital for Greener Environment

—A.K Ahmed, MD/CEO NSML

On the Side-lines of the 2022 World Maritime Day (WMD) activities in Nigeria, NPT's trio of Friday Eze, Lucy Akinsanya and Grace Sampson spoke with Abdulkadir Ahmed, Managing Director/ CEO, Nigeria Liquified National Gas, Ship Management Ltd (NSML), a Subsidiary of Nigeria Liquified Natural Gas (NLNG). Excerpts **"New Technologies for Greener Shipping", how apt is the theme to the International Maritime Day, 2022 celebration?**

Environmental concerns are in the fore front of human existence today, and for that reason it's imperative of all of us to work towards ensuring that our operations do not harm the environment. We have an operation that's sustainable, without that sustainability, the world will not be here and if the world isn't here we won't be here. So far shipping being a very critical aspect of commerce and trade, shipping has to be in the fore front of ensuring that operations are sustainable, they're clean and we manage our emission into the environment.

How sustainable is this theme in the Global Maritime World?

Well, I think again the starting point of the environmental regulation is **STANDARDISATION**. Ensuring that we have set standards that are clear. And for me, the engagement that we had with the various agencies especially NIMASA that stands at the top of that spectrum, there is a lot of collaboration. And first of all, Nigeria has signed up to the regulation so, we are bound by it not because we are forced to do that but because it is also good for us, and NIMASA is driving that change and part of driving that change is having guidelines in terms of what we need to do and how we need to do it, then, they have the responsibility of enforcement so NIMASA, NPA, and other Maritime agencies have a critical role to play in that respect. Obviously NIMASA will take the lead because they are the primary safety regulatory agency within the country.

How can the various agencies in the industry synergise to sustain the vision of the International Maritime Organization, IMO on Greener environment?

I think there are two things: the starting point is that they want to achieve a certain target by 2050 and we signed up to that. Nation-wide there is a bit of discussion around, is it 2050 or 2060 we signed up to that environmental commitment of getting to Net Zero by 2060. 2050,2060 is neither here nor there, it's just a ten years' period and for that reason the timeline is set. The question is what do you need to do to get to that timeline? And part of what we're talking about, is in the regulations, it's in the enforcement of that regulation. It's in the operation of the existing vessels. It's in the design and construction of new vessels, so that we move together and is clear that it's not one solution, it's a multiple solution so that we're moving in same direction towards that goal of 2050,2060 which we want to achieve.

How can we relate the theme of the event to the post pandemic era?

As it connotes, the theme reflects the need for us to play



*A.K Ahmed, MD/CEO NSML

our individual roles and support, to ensure for a greener transition of the sector into a sustainable future taking into cognisance, the impact of the global pandemic that ravaged the entire eco system, maritime industry not excluded. We need to build a more sustainable greener environment that would power the global economy. We have to get it right.

In your opinion sir, is this theme for 2022 achievable?

Yes, it is practically achievable if the relevant agencies with the Federal Minister of Transportation and the entire maritime stakeholders can work together and use this medium to explore innovative solutions and options available to meet the objectives of the mandate of the International Maritime Organization, IMO as contained in the theme of the conference.

Finally, sir, does the theme have anything to do with the United Nations Sustainable Development Goals particularly SDGs 13 & 14 dealing with the climate and marine resources?

To my mind, the topic is very vital and focuses on addressing some aspects of the U. N.Sustainable Development Goals SDGs. Recall that those SDGs dealt extensively on infrastructures, climate as well as ocean, sea and marine resources. If the relevant agencies like NPA, NIMASA, NIWA, NITT etc. synergise for a common goal, the industry will experience astronomical transformation. We must all come together for a better maritime Industry.



Port of **Singapore**

The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade and handles Singapore's harbours and shipping. It has been ranked as the top maritime capital of the world since 2015. Currently the world's second-busiest port in terms of total shipping tonnage, it also transships a third of the world's shipping containers, half of the world's annual supply of crude oil, and is the world's busiest transshipment port. It had also been the busiest port in terms of total cargo tonnage handled until 2005 when it was surpassed by the Port of Shanghai.

Because of its strategic location, Singapore has been a significant entrepôt and trading post for at least two centuries. During the contemporary era, its ports have not become just a mere economic boon for the country, but an economic necessity making up for Singapore's land and natural resource limitations. Its ports are critical for importing natural resources, and then later re-exporting

products after they have been domestically refined and shaped in some manner, for example wafer fabrication or oil refining to generate value added revenue. The Port of Singapore is also the world's largest bunkering port. The majority of ships that pass between the Indian Ocean and the Pacific Ocean go through the Singapore Strait.

Singapore is constructing the Tuas Mega Port to replace the current port at Keppel, with completion expected between 2025 and 2027. Built in four phases, it will be the world's largest container terminal when complete, and will be able to handle nearly 65 million TEUs annually. It will also have the infrastructure to cater to the largest container ships in the world, such as the Evergreen's A-class vessels and the ones by HMM and Maersk. The first phase with three berths opened in September 2022.



OTUNBA KUNLE FOLARIN: A TRIBUTE

The Nigerian Ports Consultative Council [NPCC], an offshoot of the **Ports Consultant Forum** is as old as the Port Industry in Nigeria. It came into existence with the need to create an avenue for synergy between all Stakeholders in the maritime Industry. The Council's versatile and vibrant Chairman, Otunba Kunle Folaarin passed on recently.

In what seemingly is his last formal interview with NPT's media team of **Olubiyi Omidiji, Bidemi Agboola, Peace John and Francis Samuel**, NPT presents its last encounter with the all knowledgeable veteran as a tribute. He spoke on Barging operations and other sundry issues. Excerpts.

What are your views on the introduction of barges in port operations?

Well let me start by describing the role of the Port in National economy. Ports are created as an interface between shipping and delivery of cargo. It is an important facility in international trade. Having said that, we can look at the various modes put in place to facilitate port operations; Road mode that is, trucks and lorries; Rail mode that clears cargoes from ports to destination to inter land; then water to water, which is the barging we are talking of. These are the intermodal systems that facilitate the clearing of cargoes from ports.

Your question focuses on the impact of barges in solving cargo evacuation problems at the port. Let us look at this

historically. Many years ago, barges were introduced to carry goods from Ports to River-rine areas and different locations. Within the mid-west of Nigeria, states like Edo and Ondo, barges were first utilized to carry cargoes and passengers. That genesis goes as far back as 40/50 years ago.

The introduction of barges is nothing new. It was a facility to ensure that trade and social inter reactions were not interrupted. Nigeria expanded ports and created new ones as well which led to minimizing the use of barges or neglected. Among the barging locations then was Baro, Niger state which is now being revived with the reconstruction of the Baro River port.

Then Nigeria industrialized and decided to bring turbines

for electricity generation, and had to bring big cargoes. In other words the volume of a cargo, characterizations and configuration of ship changed in Nigeria, it failed because the road mode suffered because it could not receive the weight of cargo on the roads. Can you imagine a heavy lift turbine of 50 tonnes per piece. Can you imagine a heavy cargo weighing over 30 tonnes on a lorry weighing 30 tonnes. It puts pressure on the road. It begins to fail.

There was pressure on the roads and bridges. This is what brought the need for other transport system. Thus there was need to introduce other means of transportation leading to the rail way system. It was designed for moderate cargoes and passengers.

[CUTS IN] Why sir?

It is in this country that instead of having mostly warehouses around ports, you see regular houses of residence. It is unusual and uneconomical and disappointing.

Having said that, we begin to think of other modes to explore in order to ease congestion and pressure on port entrance and exit. That brought the reinvention/reimplementation of barges.

The problem of cargo characteristics changed from general cargo to containerized cargo then to RoRo cargoes. Export of cargoes and the type of facilities needed for export cargoes are different from the ones for general cargo. Cocoa for instance needs a ventilated container. One that is very long and high, otherwise the cargo gets spoilt. This is one reason why Nigerian export cargo is sometimes rejected overseas. I'll go into that later. What I'm trying to say is that inter-modal, multi-modal, intra-modal systems are mandatory in tackling the issue of gridlock.

In view of the historical background you have given and the fact that it was neglected are you satisfied that the baby born out of necessity has now developed into an adult

Yes

Can you expatiate particularly as regards its impact in helping to move the port industry forward?

Well, like I said earlier there are fundamental issues to be considered. Why did we concession the Port? The port was Concessioned for high productivity, for ease of doing business and to attract investments. When you look at the need to modernize Nigerian ports, to make it competitive in the region and perhaps to dream that it could become a hub, a center of excellence where many things would happen. We can now say a third mode- the barging system that is being experimented on today has become a necessity, the young shall grow.

Moving on, the barging system was introduced in a hurry as a solution. When things are done in a hurry, there would be challenges. There would be issues of planning: when to introduce it, how to introduce it, where to introduce it. If you fail to plan, you plan to fail. However, the need was dire, something had to be done to restore sanity to the entry and exit to the Port corridors.

The introduction of barges required some fundamentals which were ignored. One, where to begin the journey, ship



side- barges, barges to where? What are the issues of terminals where the barges would discharge the cargoes?

Two, what are the operational needs, facilities and skills of dock workers - who normally work from ship to shore and now have to work from ship to water. Note that different methods require different skills. How do you latch the container barges? The wideness, what is the weight? What are the machineries to move the barge?

We must have a skilled cadre of workers who are trained to handle cargo on barges. The normal work methods they know is ship to train or trucks on key apron. Now to move from sea to barges these cargoes

must be latched and well secured before the barge moves. Have we got the workers. Secondly, how do you move the barge from ship side to destination? Is it a self-propelled barge that moves like a ship or a push barge that needs tugs to move from ship side to terminals where they would be discharged.

Thirdly, how do you discharge the cargoes from the barge upon arrival, do you have cranes, dockworkers, large stacking areas big enough to move from the barge to the shore.

Subsidiary fundamentals; the charges. We have created what we call triple handling of cargoes. You move cargo from ship to shore, that's a single operation. Move cargo from ship to barge, another single operation. If you are moving normally, the cargo from the ship, you move it to the shore without the barge. But in a barging operation, you move the cargo from the ship to the barge. You do another operation by securing the cargo on the barge. You move the barge to the Terminal where they would be discharged. You discharge the cargo and get cranes or forklift to move the cargo or container from the quay side to stacking areas. So the need to ensure that the cargo is not an encumbrance to the movement in the terminals.

So talking of trade facilitation, does this facilitate trade? It brings sanity to port congestion and cargo transportation because it has not gone through municipal traffic. It has increased the speed of work and brought reasonable size of efficiency and sanity to the port environment. That is the other side you are talking about.

Looking forward, is it sustainable? Can it be moderated in a way that it will be a win win solution for the port management, for the Port Authority who will now have more space, speed of work and efficiency in cargo offloading.

It will also bring some sanity into the planning of cargo operations in the port systems because terminal operators can now move cargoes out of the seaport and out of ship onto shore side. It is a two way advantage for terminal operators.

In view of the impact of barge on operations which you have just highlighted, how do we go about collaboration between barge operators, the Management of NPA and other relevant agencies as a holistic unit at repositioning the Maritime sub sector?

Well, I will say it is absolutely necessary, although barging operations already started, it is now early days to say if it is absolutely or moderately successful. In judging that, four fundamentals must be looked at. The first being how you regulate barge operations. Are all barge owners allowed in the port environment to load cargoes and barges? Must they have a license? Do they obtain permit? Must they be ready in terms

of equipment to load and discharge cargoes. Operational readiness is key to the success of these operations. NPA must stand now with regulation of traffic that is beneficial to trade, cargo owners and the Authority without running into encumbrances. So at the end of the day, we can see value, the regulation is key.

Number two; there must be licensing permit to operate barge operations regulations or a body of rules to be followed. There must be an inspectorate in the traffic unit to ensure that rules and regulations are followed. A traffic officer or unit to monitor.

By doing that, then we can go ahead to give comparative analysis of what happens in other places like Europe where 70% of port operations are barging. I have been to at least 166 ports in the world, in all 7 continents of the world. I know what I have seen. We are talking of what NPA should be doing, we've talked of permit, regulation and inspectorate.

Safety and Security is another area NPA should look into. You do not want the barge to fall into water because it is not latched properly, endangering the waterways and human life. Safety. Are these barges used to move illegal drugs Ammunition out of the Port.?

It is important to note that any action or inaction by NPA would be sanctioned. Now let us move on from the need of barge operations to barge operations itself. Do they do this as a business or a professional service? To make money or to provide service.

After that, we can look at conflicts created by barge operations. The Authority regulates movement of cargoes in ports. The National Inland Waterways (NIWA) is the Authority to operate on Inland Waterways. That is why we have this issue which we must resolve as soon as possible to prevent chaos. The NIWA owns Eti-osa Local Government water. NPA owns the Atlantic and other connected seas.

So we need to resolve who licenses barge operators, who issues permits for barge activities. Happily, both are under the Ministry of Transportation and I believe there has been synergy between them both. When laws are made, issues that arise from their implementation are not always seen unless there are challenges.

Who should dredge? Who should provide Channels for barging operations or/and barge traffic? When cargoes are being discharged, it is NPA. When they are received, it is NIWA. Interesting isn't it? Seeing to giants on one operation. An intermodal system operation.

You ask me how NPA should handle this, I think from the point of law, they should work with NIWA to see a way out. From point of operations, they should see what happens to cargoes that leave the port and where it ends at terminals.

Moving on, where should terminals be? There are about 30 terminal locations in Lagos here. Even when there's setback on the road, you will see containers being discharged. All along the Porto Novo creeks, everywhere is a barging center where you discharge Containers. That is not right and must be regulated.



Wherever a terminal exists must be approved. There's no problem now because all the cargoes are pre-cleared and authorized to leave the port by Customs otherwise all these containers would be on free land and there would be issues of smuggling.

Efficiency and service delivery are key to trade facilitation. Do you see Nigeria ready to be a key actor in Trade Facilitation within the West African Coast?

Trade Facilitation is an international agenda, not just the ability to be efficient in your Port.

There must be converging points in your operations. You mentioned that containers were lost to neighboring countries, I think you should look at causes rather than losses. Why do you have Nigerian cargoes being discharged in neighboring countries? What documentation, bill of lading, cargo manifest identifies it as a Nigerian cargo? If a cargo which would still land in Nigeria by road after being discharged from ship at Tema, Cotonou, and Cote d'Ivoire for instance, then there's a problem.

The issue was inefficiency of Nigerian Ports at that time, before concession. Because 60% of the economy in Central and West Africa are domiciled in Nigeria. If you look at the volume of cargoes that will transit within this region, Nigeria should be serious. If there's inefficiency and it takes 7 days to clear a ship that has 3000 tons of cargo and would be cleared 2 days in other places, certainly, importers would prefer those places to Nigeria.

Port efficiency and productivity is key. That is, human factor and facility competence. Is there 24/7 work schedule? Are all common areas lit with electricity? Are the Channels deep enough to accommodate big ships? Can you bring a container vessel bearing about 3000 containers at a time? When you have the advantage of economy of scale, then you have economy of freight rate.

The freight of cargo to Cotonou is about 40-50% less than to Nigeria. And Cotonou is just 54 nautical miles from Nigeria. So port cost and port charges are of advantage to other countries than Nigeria. Cargoes move from Cotonou to Nigeria and they pay freight. So when you talk of facilitating trade, to bring back cargoes, like we say bring back our girls, what do we do? We have to look at issues of productivity, efficiency, turnaround time of vessels patronizing our country, port cost with a Ship costing \$10,000 per day, port charges, port security, and cargo security.

CUTS IN : Higher charges to discourage them?

YES. Mind you, there are other issues to look at. There are some goods that have been banned by Customs but we still see them in the country. How do they get here? We must moderate the items on Custom prohibition list and probably deal with them with higher tariff rather than banning them since they still get here.

Sir, you must have heard that the Government Concessioned the Onitsha Port. What positive development would this move bring to the Eastern Ports?

Let me start with basic algebra, you start with what you know before the ones you do not. I was the chairman to construct the Onitsha -Rivers port in 2008/2009. Why do we need Onitsha port and River Ports? It's not the only project on the table. There's Lokoja port, Rivers port, Markurdi-River port and several others set as channels for inter land traveling of cargoes in locations that have large rivers but no port.

Over 10,000km are available for River transportation. The Onitsha port is believed that it will be a hub for all cargoes that would be going to the East. We also believe that it would remove the issue of pressure on road transportation.

Moving forward, how do we move cargoes to Onitsha port? It must be by barging. The nearest port that could be a center for cargo movement is Warri port. That would be the most economical. Then you have barging solution in cargo distribution. Onitsha port has been evaluated several times that may be 500 containers a day, a million in a year, all speculations. Speculating in the sense that those who really determine these are the importers. They could be persuaded to use the Onitsha port if they stand to gain more from it. Personally for instance, if I use Onitsha Port and the cost of barges is more than the cost of transportation, I will stick with road transportation.

What about the safety of the goods and the speed of delivery?

Okay look at it this way. When you are doing costing you have to look at all aspects not just cost. Can you travel at night with barges? How many extra days will you have to wait due to high tide? What is the dredging compliment of waterways and Channels from Warri to Onitsha? Are they all within the barging limit? Who is in charge? Who pays the conservancy fee of dredging? Should it be transferred to the NPA?

So many factors to consider before we now conclude that the Waterways is better. In favour of barges. There's what is called "almost exclusive Right of way". They can carry about 5 times more than trucks can at a time.

Cut in; Wow, that's about 15-20.

Yes. The road mode though is susceptible to security threat, breakdown of vehicles, damage of cargo and they are expensive. When barging solution came the cost of truckers crashed. Before barging the cost of movement from Lagos Port to Ikeja was #1, 200,000. Today , it is less than that. It is now a competition and that is what is needed in service delivery.

Above all, I will say introduction of barging in intermodal system has been a blessing. What we need to do is ensure a continuous application of regulation, to conduct continuous inspection of waterways to be water ready. Terminal locations should be checked- there are places that are not healthy or safe for cargo traffic.

Also needed is synergy between NPA and NIWA. Then registration of barges with NIMASA, the way cars are registered with FRSC and inspected by VIO.

In Belgium, which is a hub for all shipping traffic, 70% ships are discharged via barges to factories. To help that, most of their factories are built along waterways. You just



put the cargo on the barge and send it off to the port, load and then it goes. A seamless operation is the combination of all the modes converging at one point. I believe that if you want to facilitate trade there must be a connectivity through all the modes.

On a final note sir, the Lekki Deep Sea Port is about to commence business, what positive impact do you think it will bring to business in Nigeria? What advice do you have for management towards the sustainability of its operations?

Let us start with fundamentals again, you know I'm a professional. I like to begin with theories then we move to the other side. The Deep Sea Port is necessary. It is complimentary to the other ports in Lagos. If it is used to maximum

advantage, there will be a disappearance of Tin-Can port or a fishing terminal. The highest depth you can get in Apapa port is 14 meters, if you go beyond that, the quay walls will collapse.

The cost of fixing, maintaining and dredging waterways is not economical. Now let's examine the Deep Sea Port, how deep is deep? How deep is the channel? A Deep Sea Port should not require dredging, it should be natural.

Two, you have to get the moles always ready and in place for what we call break water. What are the sizes of the ships that can be accommodated? What we call length overall, Is it a ship that is about 100 metres or 200 metres or 300 metres. If you bring a ship that's 300 metres, it means that you're reducing the chances of multiple ship barging. Let us say the depth is 18metres, it would be an advantage to the economy of scale to bring in about 3000 containers rather than 500 because the cost of freight is still almost the same

It's almost like using an Uber, the cost of boarding with your family of 4 to a certain location is the same as boarding alone to the same location. The important overall is that the whole world is shifting in ship containerization. The way they are built and the way they move. Everything is computerized, digital. We don't have so many crew members on ships again, just a few who set up the now digital system and let them do their thing.

Lekki Deep Seaport is a multipurpose port. It can take chemicals, large ships of about 200 metres in length, fertilizers, and cargoes- both wet and dry. Multipurpose.

Then for choosing location of ports, there must be justifications. You don't randomly pick or say this is my village, no, you must have valid reasons. This is where NPA must be bold enough to insist on the importance of justification. Already there's much traffic on the Lekki-Ajah axis, are you going to deposit containers into that same traffic or would you send them off via Epe. You must be increasing the road by at least 200%. if you want to send goods to Balogun, Idumota would you send it through Epe then to Lagos again or through Shagamu?

This is where the 4th mainland bridge is necessary for easy access and easy entry, otherwise the essence of the Lekki Deep Seaport would be futile. So either the 4th mainland bridge or expansion of the road network is necessary.



By Paul Erakhifu,
Friday Eze and
Abidemi Agboola



NPA MANAGEMENT TOURS APAPA, TIN-CAN ACSESS ROADS





NPA MGT. HOSTS SENATE COMM. ON MARINE TRANSPORT





MD NPA COMMISERATES WITH OTUNBA FOLARIN'S WIDOW





NPA MANAGEMENT AT NIGERIA INTERNATIONAL MARITIME SUMMIT IN LAGOS



Honourable Minister of Transportation, Muazu Jaji Sambo (11th left), Secretary General, International Maritime Organization (IMO), Kitack Lim (10th left) and MD NPA Mohammed Bello Koko (6th left) during the 2022 Nigeria International Maritime Summit in Lagos.

R-L: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, Honourable Minister of Transportation, Muazu Jaji Sambo, Secretary General International Maritime Organization (IMO), Kitack Lim, an Officer of NPA, Florence Babalola-Smith at the NPA Pavilion during the 2022 Nigeria International Maritime Summit in Lagos.



MD NPA, Mohammed Bello Koko (middle)), Secretary General, International Maritime Organization (IMO), Kitack Lim (left) and the Managing Director, Nigeria Inland Waterways Authority (NIWA), Dr. George Moghalu (right) at the 2022 Nigeria International Maritime Summit in Lagos.



NPA MANAGEMENT SYNERGISES WITH EXECUTIVE OF WORLD MARITIME UNIVERSITY

L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the President of World Maritime University, Malmo, Dr. Cleopatra Doumbia-Henry during a working visit to NPA headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle)), President of World Maritime University, Malmo, Dr. Cleopatra Doumbia-Henry (3rd right), Executive Director, Marine and Operations, Hon. Onari Brown (2nd right), Exec. Dir. Engineering and Technical Services, Prof. Idris Abubakar (2nd left), Exec. Dir. Finance and Admin. Adenrele S. Adesina (3rd left), and other officials of the World Maritime University during the working visit to NPA headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (7TH left)), President of World Maritime University, Malmo, Dr. Cleopatra Doumbia-Henry (8th left) and top officials of both NPA and WMU during the working visit to NPA headquarters in Lagos.



MD NPA COMMISSIONS DIAMOND STAR EXPORT PROCESSING TERMINAL IN LAGOS



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (4th left), Zonal Coordinator, Nigeria Custom Service, Asst. Comptroller General, Adeyanju Aremu (3rd left), Chairman, Diamond Star Ports and Terminal Ltd., Abdul Rosa Oladipo (2nd left), Executive Director, Marine and Operations, Hon. Onari Brown (2nd right), and other Stakeholders during the commissioning of Diamond Star Export Processing Terminal, Lilypond in Lagos.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Zonal Coordinator, Nigeria Custom Service, ACG, Adeyanju Aremu (4th right) and other Stakeholders during the commissioning of Diamond Star Export Processing Terminal, Lilypond in Lagos.

NPA MANAGEMENT AT THE 2022 MINISTERIAL RETREAT IN UYO



PHOTO SCENETHESIS



Minister of Transportation, Muazu Jaji Sambo (5th left), Minister for State Transportation, Ademola Adewole Adegroye (4th left), Permanent Secretary, FMOT, Dr. Magdalene Ajani (6th left), Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (4th right). And other head of agencies and Stakeholders during the 2022 Ministerial Retreat in Uyo, Akwa Ibom State.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko, MD, Nigeria Railway Corporation, Fidet Okhiria and Executive Secretary, Nigeria Shippers' Council, Dr. Emmanuel Jime during the 2022 Ministerial Retreat in Uyo, Akwa Ibom State.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Director Legal, FMOT, Pius Ote (right), Director Procurement FMOT, Dr. Hussaini Adamu during the 2022 Ministerial Retreat in Uyo, Akwa Ibom State.



MINISTER OF TRANSPORTATION VISITS NPA HEADQUARTERS IN LAGOS





NPA CELEBRATES GLOBAL CUSTOMER SERVICE WEEK

Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Executive Director, Finance and Administration, Adenrele S. Adesina (right) and the General Manager, SERVICOM, Shehu Musa Yaro (left) during the celebration of the 2022 global Customer Service Week at the NPA headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (5th left), Executive Director, Finance and Administration, Adenrele S. Adesina (6th left), the General Manager, SERVICOM, Shehu Musa Yaro (4th left) and officers of the SERVICOM department during the celebration of the 2022 global Customer Service Week at the NPA headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (6th left), Executive Director, Finance and Administration, Adenrele S. Adesina (5th left), the General Manager, SERVICOM, Shehu Musa Yaro (4th left) and other senior officers of the NPA during the celebration of the 2022 global Customer Service Week at the NPA headquarters in Lagos.



NPA MANAGEMENT SYNERGISES WITH GOC 81 DIVISION IN LAGOS



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (8th left)), General Officer Commanding (GOC) 81 Division, Major General Obinna Ajunwa (9th left) and other officers of both NPA and the Nigerian Army during the working visit to NPA headquarters in Lagos.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to General Officer Commanding (GOC) 81 Division, Major General Obinna Ajunwa during a working visit to NPA Headquarters in Lagos.



MD NPA HOSTS PRESIDENT NIGERIA-VIETNAM CHAMBER OF COMMERCE & INDUSTRY

Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (left) and the President, Nigeria-Vietnam Chamber of Commerce and Industry, Oye Akinsemoyin (right) during a working visit to NPA headquarters in Lagos.



MD NPA RECEIVES COMMISSIONER OF POLICE EASTERN PORT



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), Commissioner of Police Eastern Port, CP Tony Olofu (right), GM Security, Khalil Mohammed (left) during the working visit.

L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Commissioner of Police Eastern Port, CP Tony Olofu during a working visit to NPA Headquarters in Lagos.

NPA trains security personnel on how to combat terrorism



The Nigerian Ports Authority (NPA), trained its security personnel Martins Emeka Nkeme [2nd right] on how to combat the act of terrorism and insurgency in the port, Nigeria and across the globe.





At the PMAWCA Anniversary Council and 17th Managing Directors Round Table In Luanda

At the 42nd PMAWCA Annual Council and 17th Managing Directors round Table in Luanda, Angola. The managing Director NPA, Mohammed Bello Koko seated (1st Right) with a cross section of Directors General of other Member Ports.





The Port Manager, Calabar Port Complex, Chief Olumati Ikechi Festus receiving a souvenir from the, State Coordinator, National Youth Service Corps (NYSC) Cross River State, Mr. Andrew Zemoh in the Port Conference Room recently when the latter paid him a courtesy visit in Calabar.



The Port Manager, Calabar Port Complex, Chief Olumati Festus and his counterpart, Mr. Nelson Ovbude at the end of year party organised by the committee of friends Calabar Port recently at Axari Hotel to honour them for the developments brought to the port.



NPA MANAGEMENT SYNERGISES WITH EXECUTIVE OF CILT IN LAGOS



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Director, Centre for Multimodal Transport Studies, UNILAG and Fellow of Chartered Institute of Logistics and Transport (CILT), Prof. Iyiola Oni during a working visit to NPA headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (6th left)), Director, Centre for Multimodal Transport Studies, UNILAG and Fellow of Chartered Institute of Logistics and Transport (CILT), Prof. Iyiola Oni (7th left) and other officers of both NPA and CILT during the working visit to NPA headquarters in Lagos.



2022 IN RETROSPECT: A COMPILATION OF SOME MAJOR ACTIVITIES IN THE NIGERIAN PORTS DURING THE YEAR

COMPILED BY OLUSOLA AKOSILE

HONOURABLE MINISTER OF TRANSPORTATION APPLAUDS PROGRESS OF WORK AT LEKKI DEEP SEAPORT

Earlier in the year, the Honourable Minister of Transportation, Mua'zu Sambo applauded the pace of work going on at the Lekki Deep Seaport. The Minister was on an assessment tour of the port facility, in company of senior government functionaries and heads of relevant agencies including the Managing Director of Nigerian Ports Authority, Mohammed Bello-Koko and Executive Secretary of Nigerian Shippers Council, Hon. Emmanuel Jime.

Speaking at the forum, Sambo described the level of construction of work as very impressive and commended the Bello-Koko led management team for availing the contractors the necessary support.

He acknowledged the support and synergy provided by the NPA Management in the procurement of Vessel Tracking System (VTS) for the Lekki channel and other port locations in the country.

The procured items were two (2) 80 tons bollard pull

ASG Tugboats and two (2) pilot boats for deployment to the Lekki Deep Seaport.

ENSURE SPEEDY RESOLUTION OF DISPUTES FOR GROWTH OF MARITIME SECTOR, BELLO-KOKO TELLS ARBITRATORS

The Managing Director of the Nigerian Ports Authority (NPA), Muhammed Bello-Koko has urged arbitrators to ensure quick and speedy resolution of disputes in the maritime industry noting that failure to promptly address perceived grievances will be inimical to the growth and development of the sector.

To forestall situations that result in prolonged litigations among players in the Industry, he said, the NPA would support the Maritime Arbitrators of Nigeria (MAN) in its efforts to establish an Arbitration Centre in Lagos which will help to fast track conflict resolution within Sub Saharan Africa, saying that disagreements are bound to happen amongst players in the Industry and urged stakeholders to approach the center rather than take the path of litigations which are oftentimes not necessary, time consuming and costly.

MANPOWER DEVELOPMENT: NPA REOPENS TRAINING SCHOOL

Manpower development in the nation's maritime industry has been enhanced with the reopening of the Nigerian Ports Authority (NPA)'s training school following the renovation of the facility after years of its abandonment.

NPA's Managing Director, Mr. Mohammed Bello Koko affirmed that the institution would alleviate the difficulties hitherto faced by stakeholders in locating training facilities for manpower development and capacity building and also save cost for the Authority.



Bello-Koko spoke when he received the outgoing management team of the Nigerian Institute of Shipping (NIS) led by its Vice President Chief Segun Olufioye Johnson who paid him a courtesy visit at the NPA's Corporate Headquarters in Marina, Lagos.

According to him, the renovation of the NPA's training facility, with a capacity of accommodating over 250 participants, is a testament of his administration's commitment to ensure that adequate and recurrent training is undertaken as and when due by relevant workers in the maritime industry.

MODERNISATION OF PORT INFRASTRUCTURE UNDERPINS NIGERIA'S ECONOMIC FUTURE - MD NPA

Managing Director of the Nigerian Ports Authority NPA, Mohammed Bello-Koko has said that building a modern and resilient port infrastructure would fast track the country's economic development, facilitate good paying jobs and enable sustained peace across the country.

Speaking at a meeting with port service providers shortly after a facility assessment tour of the Onne and Rivers Ports, Bello-Koko assured them of the Authority's resolve to improve service quality and delivery at the Eastern ports, so that they can serve as competitive alternatives to the ports in Lagos.

The NPA MD said further, that the Authority on behalf of its supervising Ministry, is working with relevant agencies towards reducing clearance time of imports and cost of handling of non-oil exports, to compliment the economic diversification agenda of the Federal Government.

He disclosed that the Federal Executive Council, (FEC) has approved the first segment of the dual carriage road for the evacuation of cargo covering a distance of 1.2 km. It is expected that the next segment will be executed as provided in the budget.

MD NPA COMMENDS IMO SUPPORT ELECTRONIC DATA EXCHANGE IN NIGERIA

The Managing Director of Nigerian Ports Authority (NPA) Mohammed Bello Koko has commended the

existing synergy between NPA and the International Maritime Organization (IMO) especially for the support towards the electronic data exchange in Nigerian Ports.

He was reacting to the pledge made by the IMO recently to support the federal government of Nigeria in its efforts to develop a Port Community System (PCS) for electronic data exchange for its port complex.

Also, the assessment mission is phase two of the project which began in 2021 with series of IMO-led webinars (between August and November 2021) which, aimed to raise awareness among Nigerian stakeholders about key aspects of a PCS. This series identify the opportunity and challenges for developing a national PCS in Nigeria.

More than 60 senior management participants from Nigerian Ports Authority (NPA), Nigerian Maritime Administration and Safety Agency (NIMASA), Nigeria Customs Service (NCS), Nigerian Immigration Service (NIS), Health Services, Agricultural Services, Ministry of Transportation, as well as port terminal operators, shipping companies, ship agents, importers and exporters participated in the programme.

Port Community System is neutral platform that allows the exchange of electronic information between various stakeholders, and it has become an increasingly important part of simplifying cross-border trade.

NPA SUPPORTS LAGOS TRAFFIC MANAGEMENT WITH TWENTY-FOUR NEW MOTOR BIKES.

Managing Director of Nigerian Ports Authority, NPA, Mr. Mohammed Bello Koko, has restated the Authority's resolve to eradicate traffic gridlocks around all port locations in the country, to ease the frustration and delays experienced by firms and persons doing business at the ports.

Bello Koko represented by the Authority's Executive Director Marine & Operations, Hon. Onari Brown, made this remark at the unveiling of twenty-four new motor bikes to strengthen traffic monitoring and enforcement along the access roads to the Lagos Ports Complex and

Tin-Can Island Port.

The Authority last year, introduced an electronic truck booking system that imposed scheduling restrictions on trucks doing business at the port, and in partnership with the Lagos State Government began an enforcement campaign against indiscriminate parking of trucks along the port access roads.

Port Manager, Lagos Ports Complex, Mrs. Olufunmilayo Olotu in her welcome address appreciated the Bello koko led Management team for its efforts aimed at putting an end to the traffic gridlock impacting on port operations, especially at the Lagos Ports Complex and Tin-Can Island Port.

NPA DESIGNATES LILYPOND TERMINAL AS NON-OIL EXPORT PROCESSING FACILITY

The Nigerian Ports Authority (NPA) has designated the Lilypond Container Terminal in Ijora, Lagos as a specialised processing and handling facility for the exportation of the country's locally made finished products and agricultural goods.

Managing Director explained that the move would ease the bureaucratic and logistical bottlenecks faced by exporters, thereby promoting better access of the country's non-oil exports into international markets.

The Lilypond Terminal would offer exporters a one-stop space to carry out their transactions at a reduced cost and time, thereby increasing their profit margin and competitiveness in the international market.

The NPA has initiated several strategies to maximise the movement of non-oil exports across the country's borders, and also in discussion with the terminal operators to give priority to exportation of agricultural produce and solid minerals which will stimulate domestic economy, create thousands of jobs and increase the revenue profile of government at all levels.

EASE OF DOING BUSINESS AT THE PORTS: NPA TO INTENSIFY SYNERGY WITH LAGOS STATE GOVERNMENT

In a renewed resolve to promote the business-friendliness of Lagos Ports, the NPA is collaborating and partnering with Lagos State Government.

Speaking while he paid a courtesy and appreciation visit on the Executive Governor of Lagos Babajide Sanwo-olu, Bello Koko said the traffic sanity being witnessed in Apapa is because of the partnership with LASG, which he believes should be deepened in order to extend the success to the Tin-Can Port axis.

In a bid to promote security in the port corridors, Bello Koko solicited the support of LASG in providing adequate lighting of the Ports access roads, the illumination is believed will minimise and ultimately



eliminate opportunistic crimes that take advantage of dark spots.

Bello Koko also used the visit to formally present the new initiatives jointly churned out by the NPA/LASG team on the Joint Apapa Traffic Control, ahead of the signing of an MOU that seeks to address the menace of multiplicity of checkpoints and attendant extortion.

In his response, Governor Babajide Sanwo-Olu commended the new NPA Managing Director for the demonstrated capacity whilst in acting capacity said, Lagos is happy to be home to the two existing ports and is investing heavily in the construction of the Ports access road for the Lekki Port ahead of take-off towards the end of the year.

NIGERIA'S PORT CONCESSION MODEL BEST IN AFRICA – WORLD BANK TEAM

... 25YR PORT MASTERPLAN BACK ON TRACK – MD, NPA

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

Reacting to the Bank's positive assessment during his meeting with World Bank and International Finance Corporation (IFC) officials, Managing Director of Nigerian Ports Authority, Mohammed Bello Koko, said that the port concession exercise has clearly enhanced Nigeria's goal of becoming the leading blue economy in Africa, adding that his administration's focus is to facilitate a port-led industrialization in the country through infrastructural renewal and deployment of modern technology tools.

The NPA helmsman told the delegation from the World

Bank Nigeria Office led by Olatunji Ahmed and Christian Mulamula, Principal Investment Officer - Infrastructure (IFC), that the Authority duly appreciates the excellent support provided by the World Bank under its private participation in infrastructure (PPI) scheme.

He urged the Bank to sustain the support and synergy especially now that the Authority is in search of alternative funding sources to bridge its infrastructure gaps.

“We look forward to better collaboration with the Bank in the development of more mega or deep-sea ports across the country with world class facilities, high quality and efficient operating system, like the Lekki Deep Seaport is now our priority”, he declared.

NPA, NIGERIAN NAVY COLLABORATE ON LOCAL CAPACITY BUILDING IN HYDROGRAPIC SURVEY

With the remarkable growth in the size and number of merchant ships, the Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko says his administration is ready to work collaboratively with the Nigerian Navy to localize modernize training and capacity building aspect of hydrographic survey, for the benefit of the nation's maritime economy.

He made this promise when he received the new Flag Officer Commanding (FOC), Western Naval Command, Rear Admiral Y. B. Wambai, along with senior officers of the Command, on a courtesy visit to the Authority's corporate headquarters, Lagos.

While acknowledging the long and cordial relations between the two organizations covering several decades, Koko assured the new FOC West of the NPA's unflinching co-operation in the task of protecting the nations' territorial waterways against inland and coastal threats to safe navigation. “The NPA will continue to render the required assistance whenever the need arose,” he assured.

NPA IS COMMITTED TO THE ELIMINATION OF SYSTEMIC CORRUPTION AT THE PORTS – MOHAMMED BELLO-KOKO

Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko, has reiterated the organisation's commitment to the elimination of systemic corruption and other criminal practices at the nation's seaports.

He has equally affirmed the Authority's position to operate in compliance with the standard operating procedures (SOPs) as stipulated in the Nigerian Port Process Manual (NPPM), a project it funded, to enhance



operational excellence and service delivery at all Nigerian seaports and terminals.

The MD NPA made these remarks recently when he received members of the Maritime Anti-Corruption Network (MACN) led by Soji Apampa, at the Authority's head-office in Marina, Lagos.

Koko stated that the NPA Management appreciates the roles being played by the network in partnership with key sister agencies and organizations to create a more friendly environment for doing business in the nation's maritime industry. He also commended the group for promoting the gains of business integrity and raising awareness on the negative impact of corruption on the country's image and global rating.

PORT REVITALISATION: NPA MAY GRANT 30 PERCENT TARIFF RELIEF ON SHIPMENTS TO EASTERN PORTS

The Nigerian Ports Authority (NPA) is willing to increase tariff relief by as much as 30 percent for service providers, as part of a multi-pronged approach to attract more vessel and cargo traffic to the Eastern ports.

NPA's Managing Director, Mohammed Bello Koko, dropped the good news while addressing a stakeholders' forum, while on an assessment tour of facilities in Port Harcourt and Onne Ports, in company of his Management team and other senior NPA officials.

He explained that the proposed move is being considered having observed that a similar concession of a 10 per cent rebate granted by the Authority to terminal operators some years back failed to yield the desired result, as shipping traffic to these ports witnessed no significant growth.

According to him, the Authority is already considering the proposal for a 30 per cent tariff rebate being sought by the terminal operators at these Ports. He, however, warned that such a request would not be automatic but conditional.

“The tariff relief that we will provide will be based on commensurate impact it will have on cargo and vessel traffic,” he stressed.

IMO Scribe visits Nigeria

By Sola Adesanwo

The Secretary General of the International Maritime Organization (IMO), Kitack Lim was in Nigeria between November 20th and 22nd of this year.

During his visit, Lim declared Nigeria as a very important country not only to Africa, but to the global economy.

Speaking during his arrival: “this is my first time in Nigeria. I thank the Honorable Minister of Transportation, Engineer Jaji Sambo and his team from the Ministry for inviting me. I also want to thank the Director General of, NIMASA Dr. Bashir Jamoh and other industry stakeholders.

“As far as I am concerned, Nigeria is one of the most important countries not only for Africa but in the global economy. The country is blessed with huge potentials, huge natural resources, and above all very nice people. I have had pleasant experience from my interactions with Nigerians at the IMO, and I am excited to be here”.

Kitack Lim who is from Korea said Koreans consider Nigeria a dream land and expressed hope for more cooperation between both countries.

During his visit, Lim attended the Nigeria International Maritime Summit 2022 where regional policies and operational perspectives to Decarbonization and Green House Gas Emissions in shipping were the main focus.

The big event was organized by the Federal Ministry of Transportation in collaboration with government agencies under it and the organized maritime private sector under the auspices of Nigeria International Maritime Summit, (NIMS).

Speaking at the event, Lim pointed out that maritime nations need finance to invest in fossil fuels. He said that this would help reduce carbon footprint in the environment.

He also stressed the need for a market-based measure to be adopted to help generate funds used for technology development of fossil fuels.

According to him: “decarbonization is one of the challenges of our time owing to the fact that climate change has started having its impact on developing nations.

“Decarbonization and automation are critical to shaping the future, and IMO has set the target of cutting down emissions by at least 40 per cent by 2030 and 70 per cent by 2050 across international shipping,” he said.

The IMO Scribe said further, that IMO would partner the Nigerian government to achieve port community system for the West and Central Africa region.

Lim also promised that IMO would support Nigeria’s maritime industry to achieve cleaner oceans and greener shipping system.



MD NPA, Mohammed Bello Koko (right) and Secretary General, International Maritime Organization (IMO), Kitack Lim (left) at the 2022 Nigeria International Maritime Summit in Lagos.

He commended the Nigerian Navy and Nigerian Maritime Administration and Safety Agency (NIMASA) for effectively collaborating with local, regional and international partners to achieve success in the war against piracy.

While in Nigeria, the IMO scribe also commissioned the ultra-modern headquarters of the Nigerian Maritime Administration and Safety Agency (NIMASA), located at Victoria Island, Lagos.

Speaking during the commissioning, he expressed confidence in the leadership of the transport sector of Nigeria and extolled the dynamic role of the Minister of Transportation, Engr. Mu’azu Jaji Sambo and the heads of the various parastatals under the supervision of the Ministry.

While applauding the initiative of the modern edifice, he stated that more important is the human competency and capability, while leadership is the most essential, as has been exhibited by the Minister of Transportation.

“An important element is human competency and capability, with leadership being the most paramount to consider, which I have seen exhibited by the Minister; he is an extraordinary and rare leader. I am very confident to look forward to more prosperous opportunities and development of maritime activities of Nigeria”, he said.

Speaking at the event, the Minister of Transportation, Mu’azu Sambo said the Federal Government was committed to ensuring Nigeria becomes a major

Tin-can Island Port (TCIP) Ahead of Neighbouring Ports

BY OMIDIJI OLUBIYI & EZE FRIDAY

Nigeria's Tin can Island Port has been ranked ahead of neighbouring Seaports of Douala [Cameroon], Cotonou [Benin Republic], Lome [Togo], Tema [Ghana] and Abidjan [Cote D'voire]. This is based on statistics contained in the Container Port Performance Index [CPPI] launched recently by the World Bank.

Accordingly, the 2021 performance ranking is based on the time vessels operate in the port to complete their workloads. It covered 370 ports that recorded at least 20 valid port calls within the period under study.

This assessment was conducted by a joint team from the Transport Global Practice of Infrastructure vice presidency at the World Bank, the Maritime Trade and supply chain Division of S&XP Global Market Intelligence.

The CPPI report which according to sponsors, serves as a reference point of improvement for key Stakeholders, including national governments, Port Authorities and Operators, Development Agencies, Supranational Organizations, various maritime interest

and port users.

The report is not intended to cover the entire performance of a port but to illustrate opportunities for improvement and to further reinvigorate peaceful collaboration and synergy amongst key players in the industry.

Two different approaches were used in arriving at the present position namely **Administrative or technical approach**. This reflects expert opinion decision and the **statistical indices**.

Both indexes as applied in 2021 were to ensure that the ranking of containers port performance reflects as closely as possible the actual port performance not forgetting the statistical emphasis.

In a related development, Management has also been conferred with the 'Best Maritime Agency of the Year 2022' by one of Nigeria's Publications, Daily Telegraph for its commitment to the tenets of Transparency in Port Operations.

The Executive Director Marine and Operations Hon. Onari Brown who received the award on behalf of Management stated that it would further motivate the workforce towards greater efficiency and Customer Service delivery.

NPA Management Marks World Sickle Cell Day

BY LUCY AKINSANYA & TOYIN OLUWA

The Management of Nigerian Ports Authority (NPA) recently marked the 2022 World Sickle Cell Day at the NPA Sport Ground Bode Thomas Surulere, Lagos.

The General Manager Medical Services of the NPA, Dr. Chinwe Nwokolo who spoke at the occasion, said that the sickle cell club has been in existence since 1990s. She encouraged them to continue to be the champions they have been over the years and live the life that is required of them. She appreciated Management of NPA for their continuous support towards the celebration of the Sickle cell carriers (the

Champions) over the years stressing that being alive is by the grace of God.

Dr. Mrs. Chinwe Nwokolo also revealed that World Sickle Cell Anaemia Day is usually celebrated in June worldwide, but the Authority chose this time to merge it with the end of year party in order to cut cost.

The President of the Sickle Cell club of Lagos State Mrs. Ayo Otaigbe has revealed that Sickle Cell disorder is an inherited disease from both parents with genotype 'AS' in the blood which affects the haemoglobin in the red blood cell, adding that the disease causes crisis among the carriers from time to time.

She also advised that carriers of the disorder should go for frequent checkup and counselling saying that it is not a death sentence, the President urged them to take their time in doing things at their own capacity and avoid some certain things like too much cold, hot weather, etc. as she advised that intending couples ought to go for proper counselling before getting married.

Mrs. Adebowale Onitiri, Mr. Oladipupo Abiodun and Mrs. Bunmi who are carriers of the disorder also shared their experiences and thanked Management for their contributions towards the growth of the club.





HOW TO PREPARE ABACHA (AFRICAN SALAD)

Abacha, popularly known as African Salad is a delicious West African food of Eastern Nigeria. It is prepared using dried, shredded cassava. It can be eaten as a snack or a full meal. There are many variations to making this salad but the more ingredients you add, the tastier the dish. Whichever way it is prepared or eaten, warm or cold it will still come out delicious

INGREDIENTS.

- 600g of dried Abacha
- 2 cups Ugba or Ukpaka
- 1 cup palm oil
- 2 tablespoons powdered potash
- Fish, spiced and fried.
- Ponmo, cooked and sliced.
- 1 large onion, (chopped)
- 1 medium onion, (sliced)
- 6 garden eggs, diced
- Garden egg leaves, sliced.
- Salt and pepper to taste.
- 4 table spoons ground crayfish
- 2 seasoning cubes

- 1 tablespoon ground Ehu seeds
- 1 tablespoon ogiri or iru
- Fresh utazi leaves
- Boiling water

PREPARATION

- Wash the abacha in cold water and pour boiled water over it and drain.
- Rinse the ugba with warm water.
- Dissolve the potash in water and sieve out the water.
- Heat palm oil on low heat and bring down. Add little quantity of the potash water and mix thoroughly until it forms a yellowish paste.
- Add the ground ehu, pepper, crayfish and seasoning.
- Stir, then add crushed stock cubes, chopped onions and ugba.
- Add the ogiri, abacha, sliced garden egg and mix.
- Add salt to taste.
- Garnish with sliced utazi leaves or garden egg leaves, sliced onions, fried fish and kpomo.
- Serve.

LAGOS:

The Melting Pot of Culture and Excellence



BY PAUL ERAKHIFU

Travelling, they say is part of education. No wonder, St. Augustine declares that “the world is a book, and those who do not travel, read only a page.” While U.S writer, Maya Angelou says “I encourage travel to as many destinations as possible for the sake of education as well as pleasure,” the Italian Dramatist, Carlo Gordon states that “a wise traveller never despises his own country.” Those ‘words on marble,’ especially that of Gordon, inspired this article which takes a scrupulous x-ray of Lagos State; the Centre of Excellence, for the benefit of modern day travellers and tourists.

Lagos State was created on May 27, 1967 with its capital at Ikeja. It has 20 Local Government Areas and 37 Local Council Development Areas, with a population of over 7.9million (2006 Census). Lagos

at a time served as the capital city of Nigeria. However, the city was stripped of its status as the capital of Nigeria with creation of the Federal Capital Territory, Abuja, which was established on December 12, 1991.

Administration:

A total of fifteen governors have ruled Lagos State. The first Governor was late Brigadier Mobolaji Johnson (1967-1975). The present Governor, Babajide Sanwo Olu started to administer the State in 2019, is Mr. Babajide Sanwo Olu. Certainly, these governors left behind indelible footprints in the history of Lagos State.

Lagos State has witnessed the leadership of 20 Kings (or Obas). King Ado (1630-1669) was the first King of Lagos. Oba Rilwan Akiolu, who was installed in 2003, is the present Oba of Lagos. The King’s palace is called Iga Idunganran when

ABOUT NIGERIA

translated means “palace built on the pepper farm.” This palace is situated at the southern part of Lagos, popularly called “Isale Eko.” The expression “Isale” literally means bottom, but it must have been used to represent downtown (as in Downtown, Lagos.)

Economy:

Lagos is the commercial and industrial hub of Nigeria. It is Nigeria’s most buoyant and prosperous city, and much of the nation’s economic activities are concentrated in Lagos. Many corporations as well as financial institutions have their offices and headquarters situated in the city. In addition, the Lekki Free Trade Zone, has been described as world class enterprise designed for the profound economic transformation of Lagos State.

Transportation:

Lagos State is accessible by road, air, and water transportation. The Governor Sanwo Olu administration and his team identifies transportation as a most challenging terrain that has suffered from years of infrastructure deficit. The road construction and rehabilitation embarked upon by his administration will rub off positively on the development of the state in the nearest future.

Murtala Mohammed International Airport (MMA) is one of the largest airports in the continent of Africa, and a top international air passenger gateway for the nation. This airport is located at Ikeja and has domestic wing.

The good news from the Inland Waterways of Lagos State is that regular Ferry services have been made available for Lagosians who prefer to travel by water, for example, from Marina Jetty to Apapa Jetty and also from Marina Jetty to Ikorodu Jetty. It is the hope of Lagosians that water transportation should be enhanced in order to decongest the road transport system, especially at peak periods.

Maritime Trade:

Lagos seaports are the largest and busiest in the West Africa sub-region. The two major ports are Lagos Port Complex (LPC) and Tin-Can Island Port (TCIP). There are four concessioned port terminals at Lagos Ports Complex namely Apapa Bulk Terminal, ENL Consortium, Greenview Development Nigeria Limited and APM Terminals Limited. The concessioned terminals in Tin-can Island Ports are Josepdam Ports Services Limited, Ports and Cargo Handling Services Limited, and Ports Terminals and Multiservices Limited (BOT). Their presence in the ports, as a result of the policy of privatization of the Federal Government, have impacted greatly on maritime trade, because they have the state of the art machineries and equipment for loading and



offloading vessels, among other facilities.

Tourism:

Lagos State is a tourist destination any, anytime. The reason is that there are many tourist centres that adorn the city. For example, Lagos State has the highest number of beaches in Nigeria such as Bar Beach, Oniru Beach, Eleko Beach, Alpha Beach and Badagry Beach. In addition to that, Lagos has a variety of hotels ranging from three to five stars. They include Sheraton Hotel and Towers, Federal Palace Hotels, Eko Hotels and Suites, Protea Hotel, Golden Tulip, Hotel Bon Voyage, Oriental Hotel, just to mention a few. The other notable tourist attractions in the state are National Museum, Onikan; National Theatre, Iganmu; National Stadium, Teslim Balogun Stadium, Surulere; Apapa Amusement Park, the relics of Slave Trade at Badagry, and so forth.



Culture:

Lagos State is a melting pot of culture. It is the only city in Nigeria where all ethnicities are duly represented. One aspect of its culture that has taken a centre stage is the Eyo festival and the Lagos Carnival, which are performed yearly with lots of glamour, extraordinary display of various kinds of culture such as traditional music, dress, drama, dance, and masquerades.

Interestingly, participants are known for dressing in colourful costumes, wearing all kinds of unconventional make-ups, which enhance the aesthetics and visual impact of the festival and carnival. Also, there is an annual Badagry festival; while Kayo-Kayo is an annual carnival that is celebrated in Epe, Oro and Eleku are celebrated in Ikorodu.

Public health and Environment:

Sickness could send people to their early grave. In

Lagos State, the Sanwo Olu Administration is adopting a sustainable approach that would further enhance the improvement of health of Lagosians through integration of health awareness. These steps will no doubt reduce the number of cases of sickness in the State hospitals in the long run. NPT commends Lagos State government for these feat on the environment.

One obvious evidence of the full commitment of the Government to efficiently managing the environment for sound public health is the commendable efficiency of Lagos State Waste Management Authority (LAWMA). From dawn to dusk, LAWMA's trucks, compactors and manual sweepers are seen across the state cleaning up dirty and untidy areas.

Education:

Do you want to be educated? if your response is yes, Lagos State is your best bet. The educational institutions in the state are Yaba College of Technology (Yabatech), Lagos State Polytechnic (Laspotech), Lagos City Polytechnic, Grace Polytechnic, Wolex Polytechnic, Lagos State University of Education, University of Lagos (UNILAG), Lagos State University (LASU), Pan-African University (PAU), Caleb University, National Open University for Nigeria (NOUN), Lagos Business School, Lagos State College of Health Technology (LASCOHET), Lagos State University College of Medicine (LASUCOM), School of Nursing, Federal College of Fisheries and Maritime Technology, and others too numerous to mention.

According to Gilbert K. Chesterton, "the traveller sees what he sees, the tourist sees what he has come to see." That statement is true for all travellers and tourists that visit Lagos State. Similarly, Jawaharlal Nehru says that "we live in a wonderful world that is full of beauty, charm and adventure. There is no end to the adventures that we can have if only we seek them with our eyes open." My advice to fellow travellers and tourists is that they should open their eyes when they are in Lagos and the words of Nehru will come true in their life. Babajide Sanwo Olu has indeed changed the affairs of lagosians for good. "We can only change the world by changing men" says Charles Wells. That is true of Sanwo Olu.

Hence the slogan by Sanwo Olu "the upliftment of Lagos is our priority" Today, Lagos enjoys the accolade of being a growing mega city in Africa, and also the seventh fastest growing city in the world. Essentially, Sanwo Olu has applied the principles of thoroughness in governing Lagos State, aptly described as the centre of excellence. Surely, travellers, tourists, educationist, traders, just to mention a few, would learn a lot in Lagos State.



2022 WORLD MARITIME DAY

BY FRIDAY EZE, LUCY AKINSANYA &
GRACE SAMPSON (NYSC)

In 1948, the International Maritime Organization (IMO) was founded to oversee the shipping sector. The IMO upholds a thorough structure that covers the technological collaboration, Environmental regulation, Legal recourse and safety for every member nation and its workforce.

The First World Maritime Day (WMD) was observed on 17 March, 1978 to commemorate the day in which the IMO convention came into effect. Since then, every year on the last Thursday in September, people around the world celebrate World Maritime Day. The day focuses on creating awareness on maritime safety and the marine environment and as well recognize the hard work of those who work in

the marine industry.

This year's celebration of the World Maritime Day was observed on the 29th of September across the globe with the theme "New Technologies For Greener Shipping" which reflects the need to support a green transition of the maritime sector into a sustainable future while leaving no one behind and the need to build a better and greener economy in a post pandemic world.

As the world commemorates this year's celebration, The Nigeria Maritime Sector was not left behind as they join the International Maritime Organization (IMO) to celebrate the 2022 World Maritime Day which was in line with the campaign by the IMO to attain a sustainable development in the maritime industry.

A grand event in a colorful Green atmosphere



depicting the future of a greener shipping in the maritime industry was held recently in Lagos. Present at the event were the Crème de la crème of the maritime industry across the country ranging from the chief host, the Minister of Transportation, Mu'azu Jaji Sambo, to the Managing Director, Nigerian Ports Authority, Mohammed Bello Koko, Director General, NIMASA, Dr. Bashir Jamoh and other Heads of Parastatals and stakeholders in the maritime industry.

In a welcome address, the Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani disclosed that this year's paper presentation was chosen to address opportunities to promote inclusive innovation and uptake of new technologies to support the need for a greener transition of the Maritime sector. She further revealed that the organizers had carefully selected renowned and reputable resource persons whose expertise from their various fields can help reposition the Nigerian Maritime Sector and make it a global center amongst the IMO Nations.

The Minister for Transportation, Mu'azu Jaji Sambo, while speaking on the theme, 'New Technologies for Greener Shipping', said that the pandemic drew more awareness to developing a global technology innovation to create a friendlier environment for a greener shipping.

"The focal point of the celebration is to highlight the need for the global maritime industry to prioritize the damages and the health issues caused by carbon emission and need to create new technologies to aid greener shipping" said the Hon. Minister for Transportation.

He further noted that the entire Maritime Community has a role to play in bringing about a greener and sustainable maritime industry both in the aspects of maritime training and enhancing policies, resources mobilization and full implementation of maritime law and regulation as he urged the private sector operators to deploy adequate resources and emerging technologies in partnership with the Government to address carbon emission.

The Minister, while interacting with journalists as part of activities to mark the World Maritime day, reiterated that "with the natural resources of the ocean and inland waterways, the nation has no business relying solely exploiting oil and solid minerals because of their damaging effect on the environment", the country can survive on maritime alone if the right policies are rightly put in place, he said.

In a Goodwill message, the Managing Director, Nigerian Ports Authority, NPA, Mohammed Bello KoKo, noted that in keying into a global agenda for sustainable environment, an eco friendly port is very much in tandem with the Nigerian Ports Authority's resolve to identify with the rest of humanity in contributing to the share of the shipping industry in reducing hazardous emissions within the marine environment.

Bello Koko while speaking further said that the Port Automation is a pillar to port efficiency. He revealed that the Authority is working assiduously under the technical guidance of the IMO to deploy the Port Community System (PCS) which tends to afford the platform needed to develop a cocktail of digital solutions that can make ships more energy-efficient, reduce pollution and at same time ensure the global competitiveness of the Nigerian Ports through eco-friendly services.

In his words "To further demonstrate our commitment to matters of healthy environment, the Authority towards the end of 2020 signed the IMO Sulphur Regulations 2020 which mandates a maximum Sulphur content of 0.5 % in marine fuels globally", said Mohammed Bello Koko.

He further opined that the driver of this change is the need to reduce the air pollution created in the shipping industry by reducing the Sulphuric content of the fuels that ships use to aid a friendlier environment for vessels plying the waterways.

Also, the Director General, Nigeria Maritime Administration and Safety Agency (NIMASA), Bashir Jamoh

while highlighting Nigeria's zero carbon emission in shipping plan for 2050 said that 300 tons of fuel is consumed every year in the shipping industry thereby producing a large amount of carbon dioxide in the air and in 2060 the industry is set to achieve an environment for a greener shipping with no emission of carbon dioxide.

Jamoh said that, the Federal Government of Nigeria plans to cut its Gas emissions intensity by 20% by 2030 and a further 45% reduction conditional on receiving climate finance, technology transfer and capacity building. He revealed that there would be provision of incentives and financial mechanism to shipping companies, port operators and others in the maritime value chain.

He reiterated that NIMASA will act by mobilizing and facilitating fiscal policies and financial mechanism to support energy efficiency and emission reduction initiatives focused on ships and port infrastructure.

"Maritime began about 5000 years ago and it's a thing that cannot be toiled around with, as maritime continues to serve the world in the efficient movement of cargoes at a low cost price hence the need to create a better environment for a greener shipping" said NIMASA Chief Executive.

In his own opinion, the immediate past Managing Director, National Inland Waterways Authority, NIWA and current Federal Minister for Science and Technology, Sen. Adeleke Mamora opined that the Maritime Sector needs to adopt more comprehensive strategies to drive the industry.

According to him, every operation in the industry evolves around the adoption of modern technologies that could enhance effectiveness and efficiency

In the same vein, the Managing Director/CEO, NLNG Ship Mgt. Limited (NSML) Abdulkadir k. Ahmed while presenting a paper titled "Fuel For Ship Propulsion: Implication for Nigeria 's Economy" said that with the current trend by the World to move towards efficient, greener and more sustainable maritime means of shipping transportation by 2050, in line with the International Maritime Organization, IMO, policy 'is targeted at reducing carbon dioxide emission by at least 50% in 2050 compared to 2008, the Liquefied Natural Gas (LNG) is the cleanest fossil fuel producing the lowest carbon dioxide emissions.

He postulated that more ships including container ships and cruise ships are now built to run on LNG which emits approximately 25% less carbon dioxide than conventional marine fuels in providing the same amount of propulsion power. He hinted on this as one of a short term aimed at reducing emission technologies as they keep striving in achieving a long term zero net complete



emission.

The activities at the event range from symposium to luncheon, as well as lectures that focused on the theme of the day's celebration. Other highlights of the event included the presentation of gift items by some Stakeholders, to the presentation of Laptops and cash awards to winners of the essay competition organized by the Nigerian Ports Authority, Nigeria Inland Waterways, NIMASA to commemorate the annual celebration.



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Our Port Locations:

Lagos Port Complex, Lagos
P.O. Box 1001, Apapa Lagos
Email Address: apapa@nigerianports.org

Tin Can Island Port
P.O. Box 1281, Apapa, Lagos
Email Address: tin-can@nigerianports.org

Rivers Port, Port Harcourt
Rivers House, P.O. Box 3000
Port Harcourt, Rivers State
Email Address: rivers@nigerianports.org

Calabar Port Complex, Calabar
New Calabar Port Complex
P.O. Box 1014 Calabar
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GENETIC COUNSELLING CAN STOP SICKLE CELL ANEMIA

On the sidelines of the occasion of this year's Sickle Cell Day at the NPA, the General Manager, Medical at the NPA spoke with duo of **Lucy Akinsanya and Toyin Oluwa** on the need for Genetic Counselling to combat the Sickle Cell scourge.

We want to know what exactly is being celebrated today

Today we are marking the world sickle cell day and we combined it with an end of the year party for the champions (We do not like calling them sicklers) because if you survive sickle cell, then you are a Champion. So that's what we did today. We marked the day and we are celebrating them and it's an end of year party too.

What is sickle cell disorder all about?

Sickle cell disorder is an inherited disease from both parents with genotype 'AS' in the blood. It affects the

— **Dr. Chinwe Nwokolo**

hemoglobin in the red blood cell, it is a lifelong disease, and the only cure for the disease in the present day is 'Bone Marrow Transplant', which cannot be done by all expert. This disease causes crisis among the carriers from time to time. Every 10 to 20 days their Red Blood cells break down and they experience pain, often, it could lead to early death. However, with the help of medical checkup by experts and proper counselling, they can live longer. For instance, there were three Champions (Mrs. Adebowale Onitiri, Mr. Oladipupo Abiodun and Ms. Bunmi) who testified from the foundation at the event.

Okay, if I may ask, I can see that it is not just NPA members that are here, therefore, we want to know how that has come to be

Actually, NPA has been in the forefront of supporting people that are living with Sickle cell disease over the years. At a stage, the support seems to dwindle but this present management has really been supportive and we want to thank the Managing Director, Muhammad Bello Koko and his Management Team for the support we have received. It is like a Corporate Social Responsibility (CSR). We have sickle cell people in NPA but the club is open to anybody that lives with sickle cell that is around here. We gather them on monthly basis through teaching, counselling and even treatments of their ailments when they come for those clubs at least once a month. We are a support group for them. If you are living with sickle cell disease beyond any medications, there is a mental part of it where we support them, they find the willingness to live, and you find out that they do much better than those in the public do.

Is this program celebrated annually?

Yes, we do every year. Actually, in the past, we do the world sickle cell day and then we have the end of year party. But, due to the downturn in the economy, we have decided to merge the two into a program that's why you are seeing it coming at this time. We do it every year, we celebrate the Champions and they look forward to it also but on monthly basis, we meet with them for counselling and all that.

You said the program is marked annually, so what edition is this?

You know when we talk about some celebration of some illness it is by the World Health Organization (WHO). So, for every year it is for that year, this is world sickle cell day party for 2022, so there would be in 2023. For every year, there is and there is always a theme that we concentrate on, so this year is like 'Expose Sickle Cell, Shine the Light on It' let people be knowledgeable so that they can take the right decisions

How can people living with this disorder avoid crisis from re-occurring?

Just like Mrs. Ayo Otaigbe had earlier stated, people living with this disorder need to do things at their own capacity. They need to avoid stress, extreme cold and hot weather, avoid stuffy environment, avoid intake of cold water, avoid going out under the rain without covering up, wear thick dress during cold weather, and cotton dresses during hot weather and do not over exercise yourself to avoid short breath most importantly take your drugs regularly and always have positive thoughts.

How can people who have the disorder join this club? In addition, can we know if the club is only meant for the young ones.

The sickle cell club started in Nigeria in 1990. However, the NPA Medical Division appealed to the management



to allow others who are not staff of NPA join the club, since then the club accepts both young and old persons living with the disorder. The foundation is open to new members who are interested, the club accepts young and old persons living with this condition. All they need to do is to register with the foundation

What advice do you have for people living with this disorder, people who are not working in NPA that want to get married?

To be a Sickler, it means you have genotype "SS" and it is not something like an infection that you get or something somebody can pass on to you. It is something that is inherited. If the father gives an S gene and the mother gives an S gene, then you have an SS and the person will become a Sickler.

We also want to educate the person so that when the person is getting married the person will marry someone that has genotype AA. In having genotype AA, the AA will always give an A and you can give an S, so the child will be an AS and then there is no sickle cell. It is by this genetic counselling that we can stop sickle cell since it is not an infection that can be vaccinated. By genetic counselling you can encourage young people to find out what their genotype is so that a person with genotype 'AS' will not fall in love with the likewise genotype since there is tendency to have children with genotype 'SS' which will cause crisis in the family and is also a very traumatic experience for parents. I will advise every sickle cell patient "to live your life and pursue your dreams, do the right thing so that you don't have frequent crisis".



*MD while cutting the tape at the Diamond star terminal

NPA Commissions New Export Terminal to Boost Economy

BY FRIDAY EZE

The Managing Director of Nigerian Ports Authority, Mohammed Bello-Koko in company of members of the Executive Management of NPA and other IMPORTANT dignities, recently commissioned the Diamond Star Export Processing Terminal at Lilypond Terminal Ijora, Apapa.

The Diamond Star Port and Terminals Limited, is one of the five Export Terminals which were recently granted operating licenses by NPA in its bid to boost the nation's foreign exchange (forex) earning and to diversify the nation's economy.

Other export terminal licensed to operate are: Esslibra Terminal, Ikorodu Terminal, SundiL Global Trade & Service Ltd, Bellington Cargo Ltd, Okokomaiko, and Tenzik Energy Ltd, Kirikiri Lighter Terminal.

Speaking during the inauguration of Diamond Star Export Processing Terminal in Ijora, NPA's Managing Director, Mohammed Bello-Koko said the approval given by the Federal Government to NPA, to grant operating licences to export terminals has strategically positioned the country to optimise the advantages of the benefits inherent in the African Continental Free Trade Area (AfCFTA) Agreement.

He said Government, in its desire to eliminate undue delays that lead to rejection of Nigerian exports abroad,

granted the approval for the establishment of an additional Export Processing Terminal (EPT) in Lagos, the Diamond Star Export Processing Terminal.

The facility, the Managing Director said, will ensure prompt and seamless processing of export cargoes accessing Apapa and Tin-Can Island Ports in Lagos.

He pointed out that the Export Processing Terminal will further enhance Nigeria's non-oil exports currently in the region of \$2.5 billion annually, Bello-Koko who commissioned the Terminal, said the facility will help to reduce wastages and rejection of Nigerian export cargoes, and also reduce the time wasted before exports gain access to the ports.

According to him, there have been several cases of rejection of exports originating from Nigeria, which could be attributed to time wastages and spending longer time at the port, but with the commissioning, the Terminal will ensure speedy processing of exports.

National Action Plan on Agro-Export:

"This initiative signposts NPAs' commitment to the implementation of the National Action Plan on Agro-Export and the Federal Government's desire to diversify the national economy from oil export to

non-oil exports.

“The Authority is by this move positioning to infuse greater efficiency into the logistics surrounding the entry of export boxes into the ports and the eventual loading on sea-going vessels.

The launch of this and other terminals also strategically positions Nigeria to optimise the advantages of the benefits inherent in the AfCFTA agreement. The need for the Export Processing Terminals (EPTs) is underscored by the limitations of current port facilities in the Lagos area which are operating beyond their ‘as built capacity’ for cargo handling.

The EPTs are therefore holding areas positioned in Lagos and Ogun states to help exporters prepare their arrival at port terminals in-view of the traffic management challenges that are visible in the commercial City of Lagos,” Bello-Koko said.

He added that the initiative is in line with NPA’s commitment to the implementation of the National Action Plan on agro-export and the Federal Government’s desire to diversify the national economy from oil to non-oil export.

He said NPA is also working to integrate the Central Bank of Nigeria’s NXP (Nigeria Export Proceed Form) into the electronic call-up regime.

According to him, “The export terminals will serve as holding areas positioned in Lagos and Ogun States to help exporters prepare the arrival at port terminals in view of the traffic management challenges that are visible in Lagos.”

He said the Nigerian Export Promotion Council (NEPC) has served as the technical partner of NPA through the journey of setting up the terminals.

Only export laden containers from the five EPTs are to be loaded on seagoing vessels:

Speaking at the Forum, the Nigeria Customs Service (NCS), vowed that only export laden containers that emanated from the five Export Processing Terminals (EPTs), recently approved by the Federal Government would be allowed to be loaded on seagoing vessels.

The Area Controller, Lilypond Export Command, Mohammed Babandede, said going forward, export heading to Tin-Can Island port and Apapa port will come through the EPTs.

The Terminals are certified as pre-gates for all exports where export goods will be sorted, inspected, certified, sealed, and escorted by the Nigeria Customs Service (NCS) to the port and when the goods get to the ports, they would no longer be examined by Customs.

Babandede said promoting export was a potential that has been identified by the Government in order to drive FX earnings.

“NPA has approved five terminals and all export for Tin-Can and Apapa must come from these terminals. The Nigeria Export Promotion Council also has 13 approved export warehouses across the country. So, our officers can only attend to the

cargoes coming from these places alone,” he said.

What are non-oil exports?

Non-oil exports include manufactured and agricultural products, services, solid minerals like tin, coal and columbite. In Nigeria, growing exports, stakeholders said, especially non-oil products, such as cocoa beans, cashew nuts, rough wood, nitrogenous fertiliser, rubber, and cotton, has been a central part of the Federal Government’s policy for decades, but with little or no significant impact on job creation and the economy.

Expectations from the banks on non-oil export:

A bank has a key role to play in financing various sectors, including the shipping. The bank, maritime stakeholders admitted, will be leveraging its vast experience in supporting trade businesses, especially in the Small and Medium Scale Enterprises (SMEs) and corporate business space to lend its expertise to drive discussions that will enable exporters to expand their export businesses and encourage new entrants into non-oil export industry.

For instance, the FirstBank, the former President, Association of Nigerian Licensed Customs Agents (ANCLA), Prince Olayiwola Shittu said, has an Export Desk to support exporters. Also, the Central Bank of Nigeria (CBN), through some banks, has created awareness for the endowment in each region; open exports’ opportunities in these areas, in collaboration with experts; drive grassroots’ conversations with exporters to convert them to opportunities; help overcome export challenges inherent in these regions; kindle an awareness of the export potential for AfCFTA prevalent in the regions; and serve as a workshop to address concerns, challenges and solutions in the export business of the country.

What maritime stakeholders said on non-oil export:

Stakeholders in the non-oil export sector agreed that it holds a lot of promise as a cash cow to boost the economy and provide jobs for the people. But regrettably, Shittu and others said, the sector, has suffered setbacks based on inconsistency in government policies.

“The Federal Government in its determination to drive growth in the non-oil sector has put in place certain policy frameworks such as the Export Expansion Grant (EEG) scheme, which operates under the legal context provided under the Export (Incentives and Miscellaneous Provisions) Act 1986.

“The policy which is a fiscal policy instrument is implemented under the guidelines issued by the Federal Ministry of Finance and enforced by the Nigerian Export Promotion Council (NEPC), the apex agency responsible for the administration of the policy, in conjunction with other key implementation agencies such as the CBN and Nigeria Customs Service.

“The grant is given to exporters to cushion the impact of infrastructural disadvantages faced by exporters and make our exports competitive in the international market.

“But the fund is only available to exporters who have

repatriated the proceeds from their exports, which must be certified by the CBN,” Shittu said.

Shittu, however, faults the policy because it doesn’t take care of the port operators and investors, farmers, miners and other critical stakeholders in the non-oil export project.

Imperative of Desk for Certification:

The NPA boss said further: “For the export processing terminals that were created, we expect the Nigeria Customs Service and Standards Organisation of Nigeria to have an export desk there for certification”.

NPA, he said, had deployed a truck electronic call-up system to ease the movement of export cargoes into the port. Bello-Koko added that the NPA had created pre-gates where trucks would park before entering the port and barges were also introduced at a cost borne by the exporters, thereby, making export more attractive.

He explained that the terminals would reduce the burden facing the exporters. He called for the introduction of a National Single Window to ease the movement of cargoes. “Automation is key to reducing congestion and will ensure quick processing of export and import documentations.

“So, there is a need to have one form that serves everybody and that is the National Single Window where all transactions will be done, even payment.

One bulk payment can be made and everybody is paid separately at the same time. This is obtainable in other neighbouring African countries and I believe we can do so here,” he said.

In addition, the NPA boss said the Authority has also created a dedicated lane going into the port to fast-track the movement of export boxes and give them a movement time belt. “We understand the essence of export that is why we are working with the Nigerian Export Processing Council to integrate the dues with the new export processing terminals. We will also work with the exporters to see how this works in order to save a lot of time and reduce delays associated with export in Nigeria,” he added.

Bad roads affecting export:

The Managing Director, APM Terminals/WACT, Naved Zafar, blamed poor access roads to the port for the gridlock in the area. According to him, the port cannot be efficient if there is no proper inland connectivity to the port.

Pointing out the role of infrastructural deficit at the Apapa Port, Bello-Koko said the traffic had become heavier until recently when the government expanded the Apapa Port road.

“At one point, we were having between 40,000 and 45,000 trucks into Apapa and Tin-Can Ports in a month, out of which about 15,000 trucks are for export. There must be a synergy between when the vessel comes within Nigeria’s shore, berths, offload the cargo and when it is inspected by Customs and other government



CBN Governor, **Godwin Emefiele**

agencies, and when it leaves the port. Any break in that will create traffic,” he said.

The terminals will help exporters file the Electronic Export Information (EEI) in the Automated Export System (AES).

Initiatives by the CBN

Central Bank of Nigeria (CBN) Governor, Godwin Emefiele, said the bank had introduced various initiatives and interventions that would harness the opportunities in the non-oil sector to create wealth for the country.

Emefiele added that the apex bank introduced rebate facilities to encourage exporters, and bridge gaps by providing funding for capital expenditure.

“We have the N500 billion non-oil stimulation facilitation, Commercial Agricultural Scheme Act for agricultural commodities and many others,” he said.

He advised Nigerians to look inwards for economic growth and development.

Potential of non-oil sector

The non-oil export sector has deep agro-allied linkages made up of semi-processed and processed agricultural products such as cocoa, cashew, sesame seed, ginger, gum Arabic, shrimps, cotton and rubber. The country is also a major exporter of finished leather, which has direct linkage to the livestock growers.

Expectedly, the export sector had helped to boost the incomes of over 10 million farmers in rural areas.

A case is that during the global financial crisis, Nigeria's non-oil sector not only soared high but also helped absorb the shock caused by sharp fall in oil revenues.

Giving an insight into the benefit of the non-oil sector, Dr. Gbadebo Odudaru, in his book, titled: "Nigeria-U.S. Trade Relations in the Non-Oil Sector", says the country has received good earnings from the non-oil sector, a fact, made manifest in the rising Gross Domestic Product (GDP) growth.

"The Central Bank of Nigeria Economic report for the third quarter of 2007, was estimated at 6.05 per cent compared with 5.73 per cent in the second quarter. The growth was driven by major agriculture activities in the non-oil sector such as yam, Irish and sweet potatoes, groundnuts and maize, which was estimated at 9.47 per cent."

Investment profile of non-oil export:

According to export market analysts, the growth in non-oil exports rose from \$1 billion in 2006 to \$2.3 billion in 2010, a development, they attributed to the favourable policy matrix of government made possible during Okonjo-Iweala's first term as finance minister.

Other experts said the Bank of Industry's (BoI) intervention in the sector might have also impacted positively.

Market diversification

It's interesting to observe how persistent efforts of exporting companies have led to the acceptance of their products in some of the highly quality conscious customers and markets worldwide.

Export goods:

Nigerian products such as cocoa beans and butter, dried-split ginger, leather, woven sacks and technically specified rubber (TSR) are being exported to the United States of America. Hibiscus flowers are also being exported to the United States.

The NEPC indicates that the EU accounts for 56 per cent market share of Nigeria's non-oil exports, followed by the regional ECOWAS with 11 per cent share.

Employment generation:

There are over 200 exporting firms in Nigeria. CBN publishes the list of top 100 export companies. According to experts, the direct employment in the non-oil export companies is estimated at about 200,000 while indirect employment in the agriculture sector which gains from the market linkages provided by the exporting companies is estimated at over 10

million. A large cashew processing plant set up in Kwara State employs 1500 people, mostly rural women. The cashew kernels are processed and packed, direct for shipment to developed countries such as the U.S.A and Europe.

Cluster development:

A very positive fall out of the non-oil export expansion has been the emergence of export processing clusters. Challawa industrial estate in Kano has emerged as a major export cluster with modern tanneries situated in this zone.

Boosting foreign exchange earnings:

Boosting export earnings becomes even more prevalent today in view of weakening exchange rate of Naira and shrinking foreign exchange reserves. According to a senior official of the Federal Ministry of Transportation, who does not want his name in print but familiar with the past export trends, "a positive feature of the CBN policy has been the tendency on the part of exporters to operate through official channels which compliments CBN efforts to discourage the unofficial forex market in the country.

Winning the battles against poverty and insecurity:

The Nigerian economy has had to navigate a major crisis that started with the collapse of oil prices in 2014 and was worsened by the high level of insecurity in the country.

The crisis of the past four years reaffirms the vulnerability of the Nigerian economy to oil related shocks. It underscores the need for the country to look outward, diversifying its export base away from the volatile commodity if the country is to win its battles against poverty and insecurity.

Oil accounts for 90 per cent or more of Nigeria's merchandise exports. This heavy dependence of the economy on oil as the dominant source of foreign exchange is widely acknowledged. But the mechanisms through which oil price changes affect the economy and the measures (or lack of them) available to the authorities to counter oil price declines are less commonly understood.

We traced the impact of the recent price declines and considered what policy options were available to the Nigerian authorities to come up with counter measures.

Last line:

The vulnerability of the economy to oil price shocks has been known for years, and the case for diversification has been made many times. Therefore, the development of a robust non-oil export base is, in all likelihood, no longer a policy choice, it is a growth imperative. To grow and develop over the long term, Nigeria needs very rapid growth in non-oil exports through the nation's sea ports as championed by the current management of the Nigerian Ports Authority (NPA).

CSR: NPA Tincan Island Port gives out over 500 school bags, umbrellas to students, teachers in four schools

The management of the Tincan Island Port Complex (TIPC) of the Nigerian Ports Authority (NPA), on Thursday gave out over 500 school bags and umbrellas to students and staff respectively of four schools in Tolu School Complex, Olodi Apapa under Ajeromi Ifelodun Local Government Area of Lagos State.

The gifts were parts of the annual Corporate Social Responsibilities (CSR) of the Tincan Port Complex.

The four schools include; Newland Senior Secondary School Tolu, Bola Ige Millennium Senior Secondary School Tolu, Tincan Island Junior High school Tolu, Alakoto Junior High school Tolu.

Speaking, the Port Manager, Buba Jibril who lauded the Managing Director of NPA, Mr. Bello Koko for his philanthropic gestures and for making the CSR possible, said that he schooled within the Tincan axis, admonished the students to work hard to become the best and be useful to themselves and the society.

He maintained that the best way to identify with the community is to provide for the young ones so that the community could feel the impact and also to encourage the younger ones to be the best in their chosen careers.

He added that the students were important as the first contact because the old ones are ageing and the young ones should be encouraged to step into the shoes of the elders when they are no longer in active service.

He advised the students to be serious with their studies saying that is the only way through which the students could become what they intend to be in future

He charged them to be studious so that they too can work as staff of government agencies in the port.

"It will be sad that if after serving for 35 years and I did not hear that any of the students here also get employed into the authority

"This is a token from our Managing Director and we want you to accept it with joy as we promise to come in a bigger way next time.

"I want you to be part of us when I come with a walking stick and see that so and so persons are working in the port as SON, NAFDAC, NDLEA and other agencies' officials. That will be my pride."

Continuing, emotional Jibril stated that "I see you as my children because this place is my home.

"We have said as we give to the students, we should also



impact the teachers that give them the education.

Mr Makinde Oyegbenga, Principal Education Officer, Lagos State Education District V, Agboju representing the Tutor General Permanent Secretary, Mr. Charles Adeboye.

The TGPS charged other government agencies and private organisations within Tincan Island Port Complex to emulate the good gestures of NPA and help to put smiles on the faces of the students.

His words, "It is a welcome development and if companies around the places where we have schools have been doing this, it is going to impart knowledge on the students because knowledge is not limited to the four walls of the classrooms.

"With what the Port Manager told the students, they now have hope that if they study hard, they will make it in life.

"My advice to other companies is that they should learn from Nigerian Ports Authority and do same. Though we have some other companies that have been doing similar thing like Leventis.

"Some of them come in form of Organising competitions for the students.

"So, I want to advise that they should let the good work continue," he admonished.

The Principal, of Bola Ige Millennium Secondary School, Mrs Omotunde Temishayo Risikat prayed for them and said God Almighty would continue to bless them.

"We appreciate them for coming to bless our children, we are even happy to see them come here

"We pray that God Almighty will make the Nigerian Ports Authority to be blessed by God."



Welcome to Luanda:

A City of Invisible Policing, Yet Very Peaceful!

BY MUHAMMAD ANAS SANI

Visiting a place for the first time can be nostalgic and really anxiety-laden. So, it was with the recent visit to Luanda Capital of Angola; a city with a rich history and a home to many.

We departed Lagos for Luanda 2am on a Sunday 13th November and landed in Luanda exactly three hours later; at 5am.

The visit to Angola was for the 42nd Annual Council Meeting of the Port Management Association of West and Central Africa (PMAWCA) and the 17th PMAWCA Managing Directors Roundtable. Leading the team was the Managing Director NPA Mohammed Bello Koko. Some other members of the entourage are General Manager Managing Director's office, Mrs Khadijat Sheidu, Assistant General Manager Media/Comms, Protocol & Events Planning Mrs. Sarah Ballah, Assistant General Manager Performance, Hajiya

Zainab Dantiye and Others.

A peep through the aircraft window as it descends into the port city of Luanda revealed a beautifully-lighted city, a beauty to behold, perhaps an appetizer to what lay ahead of us.

One had expected an expedited arrival and documentation formalities, but how wrong we were! a combination of protocol hiccups and language barrier was our first welcome to Luanda. It took about five hours to get out of the quagmire, not because we violated any entry requirement, but there was a communication challenge apart from other protocol factors.

Lest I forget, Angola Portuguese speaking, and for those coming from non-Portuguese-speaking nations, your 'trouble' starts at the airport. Even with the visa-on arrival policy, it was a headache scaling through airport formalities.

Angola officially speaks Portuguese and a mix of

French and Spanish. Never-the-less, we were met on arrival at the Quatro de Fevereiro International Airport, by an official of the Angolan Port.

Surprisingly, getting a sim card for our telephones in Angola was devoid of much regulation, but for a price of 5000 Kwansa (Angolan currency) approximately N4,500 naira.

Arrival formalities eventually sorted-out, it was time to have a first impression of Luanda-the largest city in Angola. Coincidentally, Luanda hosts Angola's primary port, and its major industrial, cultural and urban centre. So, the excitement was understandably palpable.

For me, Luanda was love-at-first-sight; especially with its pleasing electrifying landscape like our beloved capital city Abuja. But, the immediate scenery from the airport was a bit seemingly disappointing, that is after looking forward to a city signposted with beautiful buildings.

What eventually caught my attention was the real port city of Luanda; a city of great landscape, magnificent architectural master pieces; located on the Atlantic coast of Northern Angola.

As it is common to all capital cities, Luanda is a combination of the affluents, the middle class and the masses, it also has diplomatic bases and state buildings, expected of a thriving capital city.

One of the biggest surprises to me, was the fantastic road network, well-built, well-maintained, and the city's disciplined inhabitants. This was very obvious as one drove round and into the heart of the city, surprisingly there was no traffic light or traffic wardens to control the traffic.

Luanda is a seafront promenade known as the marginal runs alongside Luanda Bay. Nearby is the well-preserved 16th century Fortress of Sao Miguel, which now contain the museum of the Armed Forces. The fort has views of the harbor and the Illha do Cabo, a long thin peninsula in the bay that's home to beaches, bars and restaurants.

Luanda is the location of most of Angola's educational institutions, including the private Catholic University of Angola and the public University of Agostinho Neto, named after the first President of Angola at Independent from 1975 to 1979.

Within a few days, one was able to pick a few words which aided communication and survival. Words like: Obrigada (Thank You), Bom dia (Good Morning), Por favor (Please), sim (Yes), nao (No) were deeply useful to us. For others, google translator communications app became the saviour.

The 2022 PMAWCA witnessed a deluge of personalities in the maritime sectors. It was a rare opportunity to mingle with port handlers from 22 countries, cutting across Anglophone, Francophone and Lusophone port authorities in West and Central Africa.

It is important to state here that, the week-long activities were both revealing and educative, a rich



opportunity that I will cherish for a long time.

The Council Meeting and the Managing Directors Roundtable, all held at the magnificent main theatre of the Centro De Conferencias De Belas. Here the host Ministers, Port Administrators, Safety and Regulatory bodies, Multinational port operators, the World Bank, and others brainstormed daily. Being multilingual, the conference was largely in English, Portuguese, French and Spanish.

The ceremony was followed by a Gala Night where awards of recognition were given to some ports as well as some personalities. All these held amidst delicious dishes, good music and glamour. It was an opportunity to dance to good Portuguese music.

The menu included - fish with rice, vegetables as well as mouthwatering soups served with lemon, olive, dates and other unknown variety of food, which didn't go well with most of us, ending up feeding on fruits and biscuits only.

Before our last day of the programme, the organizers took us on an excursion of the Port of Luanda. Here, we saw a very clean, and well-organized port, devoid of human traffic.

Luanda is a sprawling city, but it has two main zones: downtown (centro) and Luanda sul, where most expatriates and the rich Angolans lived.

Downtown Luanda is the city historical center, with visible colonial buildings, the seat of government and several landmarks. We had a glimpse of the downtown as we travelled to and from the event venue.

The southern suburb has gated condominiums, posh restaurants and few pedestrians, keeping in mind that in the morning most people travel from Luanda Sul to



Luanda is a sprawling city, but it has two main zones: downtown (centro) and Luanda sul, where most expatriates and the rich Angolans lived.



downtown and reverse route in the evening.

Throughout my one week stay in Luanda, I did not notice a single Policeman or a Police vehicle, either on patrol or on stop and search.

In Luanda, one can not but notice the impact and presence of expatriates. There is also an imposing China National Bank.

While planning on going to the market we were informed to be security cautious and be at alert at all time, must not adorn gold chains, watches or any jewellery. We were advised to move in groups at night with people who know the city.

Together with some senior officers in the Authority, I visited Belas Shopping Mall; a sprawling edifice where virtually everything is available.

After a short visit to the mall for little purchases, it was time to move to the airport for our return journey to Nigeria.

In Luanda, I discovered that everything I have heard or read about Angola was true, except that it was even more beautiful than I had imagined.

So, after an enchanting one week stay we bade farewell to Luanda; a beautiful, and peaceful city with a deep colonial history and presence, yet a survivor of a hard-fought civil war.

Obrigada!

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Bureau for Public Service Reforms Rates NPA as a Platinum Level Organization

There is excitement in the Nigerian Ports Authority (NPA) following the classification of the agency by the Bureau of Public Service Reforms (BPSR) as a level 5 “Platinum Level” Organisation.

BPSR Self-Assessment Tool (SAT) deployed in the NPA for the independent assessment, validated assessment and in-depth analysis of processes and practices of the agency returned the verdict of “exceptional performance with performance level of 91.25 percent.”

According to the Director General of BPSR, D.I. Arabi, “This means that NPA’s performance far exceeded expectations due to exceptionally high quality of work in all essential areas of responsibility, resulting in an overall quality of work that is superior, exceptional or unique.”

Arabi said that “it is worthy of note that the whole process of the assessment was free from both internal and external influence,” adding that “while we commend critical mass of staff members of the NPA for commitment and cooperation they displayed throughout the exercise, it is imperative to also state that there were certain members who were lackadaisical in their attitude to the very important national exercise of the Federal Government.”

He encouraged the NPA to give “wholesome attention to our recommendations as an important organ among the (income) generating agencies of the Federal Government.”

Arabi stated that when the journey to diagnose the current health status of NPA commenced on May 18th, 2022, there were palpable doubts expressed by both the Management and staff members as to the purposes for which the results of the exercise would be used.

“As we present our findings on this independent, impartial and comprehensive assessment on the current health status of NPA and celebrate its performance, it is imperative to state at this juncture that to realize the benefits of the assessment rests on the readiness of NPA to start moving strategically with the identified priority areas for action planning that will have maximum impact, both immediately and over the longer term.

“A number of opportunities for improvement were identified during the assessment even where the statement of good practice was fully met. The findings and priority areas for action from the assessment need to align and support NPA’s longer term direction: its vision, mission, strategies and performance measures,” he said.

He commended the zeal and commitment of the Managing Director, Mr Mohammed Bello Koko, to reform and to ensure the agency’s systems and operations remain strong, responsive, robust, private sector-oriented and in line with the international best practices.

According to him: “As a Bureau, we are indeed willing to



From right; Segun Osuntuyi, Head ICT – BPSR, Aliyu Umar, Head Strategic Communication – BPSR, Felix Ifeanyi, Desk Officer Self-Assessment Tool (SAT) BPSR, Ms. Adenrele Adesina, ED F&A, NPA, Shehu Musa Yaro, GM SERVICOM and Olusola Akosile, Principal Manager, C&SC NPA.

collaborate with the agency to sustain its achievements, support areas where work is in progress and address areas where performance is weak.”

He said that the Bureau was, among many recommendations, looking forward to see NPA create a structure of Committee, team, change drivers, “whose composition is drawn across various components with significant level of authority, credibility and leadership qualities, to drive change along the desired strategic objectives in the NPA.”

The report, which was presented by the BPSR on Tuesday, December 13, 2022, at the NPA’s headquarters in Lagos, chronicled how in May, 2022, the Bureau of Public Service Reforms (BPSR) deployed its self-assessment tool (SAT) at the NPA, with the overall objective of identifying NPA’s strengths and weaknesses as a first step towards improvement and optimal performance.

In the report, the general findings, including areas of strengths and weaknesses as well as opportunities for improvement were set out arising from the assessment.

They straddled some key findings such as key areas of strength including strategic governance, strategic planning and operational leadership, financial management, procurement processes, operational and service delivery processes, human resource management; key performance management and results; and key areas of weakness.

Arabi thanked the BPSR SAT team who worked assiduously to lead the process and produce the report, pointing out that “it is indeed a satisfaction and inner fulfilment seeing our efforts being productive and making history for generations to acknowledge.”

In his response on the occasion, NPA MD, Mr Bello Koko thanked his teams that went round the ports.

He also expressed gratitude to the Servicom Division as well as other staff members for their cooperation and support.

He said the management under his leadership would continue to deepen the process of reforms in the agency and industry.

Koko also pledged to look at observed gaps identified in the BPSR SAT report, ensure they were all assessed and steps taken to bridge them.

PARLONS FRANÇAIS

By Iguoba Bethel Okiemute

LEÇON TRENTE - DEUX (LESSON THIRTY - TWO)

In the last lesson, we studied some Maritime Terms in French.

Revision questions

What are these Maritime French terms called in English.?

- 1. tablier
- 2. ancre
- 3. barge
- 4. le mouillage
- 5. bouées
- 6. cargaison

In this lesson we shall be studying more Maritime Terminologies in French language. Maritime terminology relates to navigation or commerce on sea and having the characteristics of a mariner.

FRENCH TERM	ENGLISH TRANSLATION
le port	port
le droit	duty
brouillon	draft
la mer	sea
entrepôt	warehouse
le conteneur	container
evacuation des cargaisons	cargo evacuation.
Opérateur de Barge	barge operator
securité maritime	maritime Safety
bon de reservation	booking voucher
traction	haulage
operation de barge	barge operation
le remorqueur	tug boat
la contrebande	contraband
artisanat	craft
douane	customs
le chenal	channel
service d" alimentation	feeder service
fugace	fleeting
marchandises générales	general cargoes
transitaires	freight forwarders
jauge brute	gross tonnage
épandeur	spreader
débardeurs	longshoremen
recette	receipt
transporteur maritime	maritime ocean carrier
surestaries	demurrage
port	port
quais	quays

On se verra la prochaine fois. (All the best, See you next lesson)

KOKO ASSURES WORKERS OF BETTER WELFARE

By Tayo Tolonisede

Mohammed Bello Koko the helmsman of the NPA has expressed the readiness of the Management at further improving the welfare of the workforce towards greater efficiency and improved Customer Service delivery.

Koko made these remarks during the 40th Joint Consultative Conference (JCC) of Statutory Senior Staff Association Corporation and Government Owned Companies (SSASCGOC) maritime Branch conference with the team “On the job Training and workers Productivity in the industrial sector of the Economy” held at Calabar.

Bello Koko who was represented by Head Employee and labour Relations, Opabiyi Ayoola assured all concerned that Management would continue to operate an open door policy.

According to him, Management under his watch is willing to listen to fresh ideas from the workforce and would ensure that they are further encouraged through a reward system to encourage them.

He warned all that henceforth Management would not hesitate to sanction any erring staff found involved in various acts of indiscipline especially as it concerns the leakage of official documents noting that existing sanctions are still in force.

Comrade Abdullahi Abubakar, present of SSA SCGOC while welcoming the MD to the event, thanked him and his team for the support and collaboration with the Union in achieving its thrust and moving the worker to greater heights.

Abubakar stated that the union under his guidance would do all within its powers to ensure that issues related to Staff welfare is constantly addressed and presented to Management accordingly.



L-R: Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko presenting the Authority's plaque to the Provost, Cathedral Church of Christ, Very Revd. Adebola Ojofeitimi during a courtesy visit to NPA headquarters in Lagos.

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Port Harcourt - Rivers State
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Argentina wins the World Cup

Argentina won the 2022 World Cup final against France, beating the defending champion during a penalty kick shootout after the teams reached full time with a 3-3 tie. The game had headed into 30 extra minutes in a 2-2 tie. Argentina scored four of the penalty kicks to France's two.

The anticipated match marked Lionel Messi's last World Cup game, as the popular Argentinian athlete announced after his team's win against Croatia in last week's semi-finals. After their win at the final, Messi was awarded the coveted Golden Ball, a prize given to the tournament's best player. He is now the only player in the history of the World Cup games to receive the Golden Ball twice.

Argentina started off strong in Sunday's match, and had gained a 2-0 lead over France by half-time. Both Messi and Angel Di Maria scored goals during the first half of the game, with Messi scoring on a 23rd-minute penalty kick after a foul on Di Maria. Thirteen minutes later, Di Maria scored after finishing off a five-pass team move involving a deft flick from Messi. France's Kylian Mbappé scored his team's first goal in the 71st minute, and quickly followed up with another.

Mbappé scored the team's third goal on a penalty kick, becoming only the second player to perform a hat trick — scoring three goals during a single match — in a World Cup final. Despite France's loss, Mbappé was awarded the

Golden Boot as the tournament's top goal-scorer.

Di Maria, who started for the first time since sustaining a foot injury during Argentina's match against Poland in the final round of group games, took the place of Leandro Paredes in the midfield as the team again rolled out a 4-4-2 formation, with Messi leading as one of two forwards. Mbappé started up front for France alongside Olivier Giroud, who had overcome a minor knee injury. Dayot Upamecano and Adrien Rabiot also started after having previously been replaced by Ibrahima Konaté and Youssouf Fofana, respectively, due to illness.

Messi now has 13 World Cup goals and is the first player to

score in the group stage and every round of the knockout stage in a single edition of the tournament. Meanwhile, Mbappé has 12, the same number as Brazilian icon Pelé.

Messi's appearance at the World Cup, for the 26th time, was a record in itself, breaking what was previously a tie with Germany's Lothar Matthäus. Those matches have been spread over five World Cups, beginning in 2006. Messi's 12 goals mean he is tied with Pelé in sixth place for most World Cup goals scored by a single player in the tournament's history.

The World Cup champions will earn \$42 million in prize money for their soccer federation while the losing team in the final will get \$30 million from a FIFA prize fund of \$440 million.

Not all of the money goes to players, but they are expected to receive a substantial portion. French players such as Kylian Mbappé are in line to be paid a bonus of 554,000 euros (or \$586,000) by their federation for winning the final, French sports daily L'Equipe reported.

Third-place team Croatia earned \$27 million in prize money and Morocco, which ended in fourth place, will be paid \$25 million



QATAR 2022:

A World Cup Full Of Surprises

The 2022 Qatar World Cup was unique in so many ways, hitherto it was unheard of to hold the world cup in November/December which is the middle of the Football Seasons in Europe and many other parts of the world.

Former President of FIFA, Joseph Blatter had shocked the world a few days to the beginning of the world cup when he announced that Qatar was too small a country to hold a competition of the magnitude of the world cup, forgetting that he was at the head of the FIFA Executive that granted the approval in the first place.

The 2022 world cup was the first time the tournament would be played at the heat prone middle East.

Also another big surprise of Qatar 2022 is the fact that one of the stadia used for the tournament "Stadium 974" was a dismantable stadium built entirely with 974 empty containers. Even before the end of the final match the dismantling process is already on and the containers are planned

to be transferred to Uruguay, South America which also intend to use it to build a fresh football stadium. Possibly to host the 2030 world cup

Coming to result of matches, there has probably not been any world cup that threw up surprising results other than the recently concluded world cup where supposedly big teams were rattled by teams that were less fancied thereby creating a big upset below is a list of the 2022 results that shocked spectators across the world.

1.	Japan	2	-	Germany	1
2.	Saudi Arabia	2	-	Argentina	1
3.	Morocco	2	-	Belgium	0
4.	Japan	2	-	Spain	1
5.	Tunisia	1	-	France	0
6.	Cameroun	1	-	Brazil	0
7.	Australia	1	-	Denmark	0
8.	Croatia	4	-	Brazil	2
9.	Iran	2	-	Wales	0

Apparently there was no team that attended Qatar 2022 world cup that did not lose at least one match. A sign that the small teams are gradually closing the gaps with bigger teams.

MD NPA RECEIVES THE GALLANT KOKO MARINES FOOTBALL TEAM

...Promises to improve sports facilities

BY FRIDAY EZE & LUCY AKINSANYA

The Nigerian Ports Authority's Management recently held a befitting reception for the gallant Gold Medal Koko Marines Football Team after a successful outing at the 2022 Maritime Football competition held at the Nigerian Ports Sports Ground, Surulere.

The Managing Director of the NPA, Mohammed Bello-Koko while receiving the Team at the Corporate Headquarters, Marina stated that the Management will continue to encourage the Team to participate actively in every subsequent sporting activity.

He further mentioned that the sporting facilities at the Nigerian Ports Authority' Sports Ground at Surulere will receive immediate attention, adding that it will be given a face lift to enhance and encourage Officers and Staff to adequately participate in sporting events.

Bello Koko reiterated that the gallant sports men that won the prestigious gold trophy will be handsomely rewarded as he promised a double hand shake to the entire Team.

Furthermore, Bello Koko said that the Nigerian Ports Authority is proud of the entire Team for giving the Organization reason to celebrate, stating that more sporting victories are expected from the Team in the coming years.

The Chairman of Nigerian Ports Sports Association (NIPOSA) and the General Manager, Human Resources, Ahmed Umar while presenting the trophy to the Managing Director, said, the Team is already preparing ahead of various tournaments lined up before the end of the year.

He maintained that the success of the Team came through strong determination and capacity displayed by the contingents throughout the competition while recalling that the last time the Nigerian Ports Authority



won the football Gold tournament was in 2018. The Koko Marines team won the cup this year by beating their opponent from the Nigerian Navy.

The Team Manager, Charles Okaga had earlier said that the motivating spirit exhibited by the Managing Director and his management both during and after the tournament was an indication of their welfarist tendencies.

Okaga poured encomiums on the entire Management for the support the Team received throughout the period while postulating that a new standard has been set by the contingents and has to be sustained. " The



bond and Team spirit exhibited by the squad during the tournament need to be maintained”, said the Team Manager.

Present at the event were the Executive Director, Finance and Administration, Ms. Adenrele Adeshina, the Executive Director, Marine and Operations, Hon. Onari Brown, the Executive Director, Engineering, Prof. Idris



2022 QATAR WORLD CUP:

NAIJA NO DEY CARRY LAST

The Nigerian national football team “The Super Eagles” is conspicuously missing at the on-going **2022 Qatar World Cup** which has unfolded several surprising results thus far. Although the super Eagles are not part of the ‘party’ on the pitch, Nigeria as a country has had appreciable representatives at the mundial, starting with three top music stars in the persons of Kizz Daniel, Patoranking and Ckay have been three of the musicians who have been making the world cup festival interesting and fun filled outside the field of play.

Even on the field of play, Nigeria has had 7 players of Nigerian heritage laced their boots for some countries and have been doing well since the games commenced. The players are listed in no particular order below;

1. Name: **Jamal Musiala**

Nigerian Root: Father
Representing: Germany
Age: 19 Club: Bayern Munich
Position: Midfielder, winger

2. Name: **Karin David Adeyemi**

Nigerian Root: Father
Representing: Germany
Age: 20 Club: Borussia Dortmund
Position: Forward

3. Name: **Noah Arinzechukwu Okafor**

Nigerian Root: Father
Representing: Switzerland
Age: 24 Club: Red Bull Salzburg
Position: Winger, Forward

4. Name: **Manuel Obafemi Akanji**

Nigerian Root: Father
Representing: Switzerland
Age: 27 Club: Manchester City
Position: Defender



Jamal Musiala



Karin David Adeyemi

5. Name: **Samuel Ayomide Adekugbe**

Nigerian Root: Father and Mother
Representing: Canada
Age: 27 Club: Hataspor
Position: Left Back

6. Name: **Bukayo Ayoyinka Saka**

Nigerian Root: Father and Mother
Representing: England
Age: 21 Club: Arsenal
Position: Winger, Left Back, Mid- Fielder

7. Name: **Ike Dominique Ugbo**

Nigerian Root: Father and Mother
Representing: Canada
Age: 24 Club: Troyers
Position: Forward

It is hoped that the main Stream Super Eagles will take inspiration from the above listed players and ensure that the country is adequately represented in 2026 World Cup taking place in Mexico, USA and Canada.



Noah Okafo



Manuel Akanji



Samuel Adekugbe



Bukayo Saka



Ike Dominique Ugbo



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