



## Le secteur maritime nigérian: les années Buhari



# Nigeria's Maritime Sector: The Buhari years



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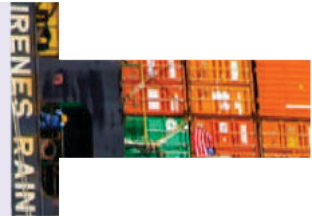
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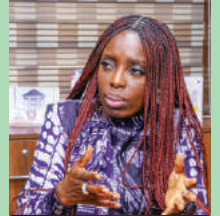
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## FROM THE WHEEL HOUSE

Isn't it amazing how one suddenly wakes up to the reopening of a supposedly long closed door of opportunity. So here I am, my PR skills quite rusty after several years of sojourn in other Divisions in the Nigerian Ports Authority, (NPA), ready to learn, relearn and unlearn on this exciting laudable adventure.

While this lasts, I pledge to work with this esteemed team to remain committed to the vision of the initiators and publishers of the Nigerian Ports Today (NPT). We will sustain and strive to improve the quality of content and outlook of the magazine and take it to greater heights.

We are in the twilight of President Muhammadu Buhari's administration and a new era is about to evolve in Nigeria come May, 29<sup>th</sup>. Our major focus in this edition therefore is an appraisal of Nigeria's Maritime Sector in the past eight years.

The Nigerian Ports Authority motivates its personnel using several tools. From regular trainings and retraining to Merit and Long Service Awards, and much more.

At one of such events, the 2022 Long Service and Merit Awards held at the Eko Hotel in Lagos over 400 staff cutting across all cadres were beneficiaries. This is the focus of our second lead story.

Your regular favorite stories/articles also make their presence for your reading pleasure.

Looking forward to present to you another scintillating edition in the next quarter. Delighted to be back here.



**Josephine Moltok**  
EDITOR-IN-CHIEF

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## À PARTIR DE LA TIMONERIE

**N**'est-il pas étonnant de voir comment on se réveille soudainement à la réouverture d'une porte d'opportunité soi-disant longtemps fermée. Me voilà donc, mes compétences en relations publiques assez rouillées après plusieurs années de séjour dans d'autres départements de l'Autorité Portuaire Nigériane (NPA). Me voici donc prêt à apprendre, réapprendre et désapprendre dans cette louable aventure.

À présent, je m'engage à travailler avec cette équipe louable pour rester attaché à la vision des initiateurs et des éditeurs du Nigerian Ports Today (Les Ports Nigériens Aujourd'hui). Nous maintiendrons et nous nous efforcerons d'améliorer la qualité du contenu et des perspectives du magazine à de plus grandes échelles.

Nous sommes au crépuscule de l'administration du président Muhammadu Buhari et une nouvelle ère est sur le point de voir le jour au Nigeria le 29 mai. Notre objectif principal dans cette édition est donc une évaluation du secteur maritime du Nigeria au cours des huit dernières années.

La Nigerian Ports Authority (Autorité Portuaire du Nigéria) motive son personnel à l'aide de plusieurs outils ; des formations régulières, aux recyclages, aux Prix du Mérite et aux récompenses d'ancienneté, et beaucoup plus encore.

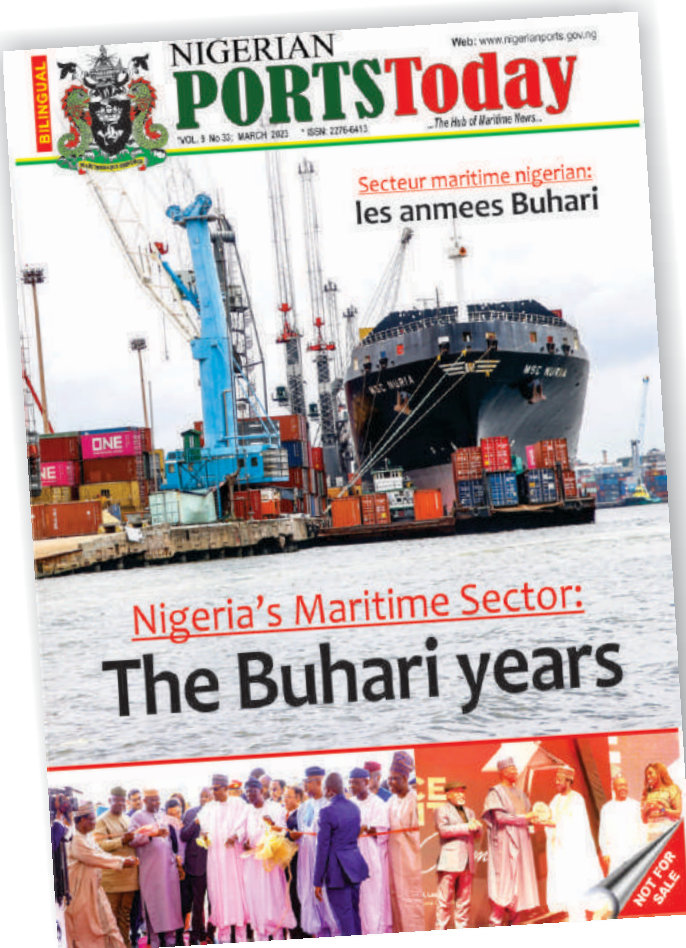
Lors de l'un de ces événements qui s'est tenu à Eko Hotel à Lagos, plus de 400 membres du personnel, tous cadres confondus, ont bénéficié de récompenses d'ancienneté et de prix de mérite 2022. Ceci sera l'objet de notre second titre principal.

Vos histoires / articles préférés figureront régulièrement pour votre plaisir de lecture.

Dans l'attente de vous présenter une autre édition scintillante au cours du prochain trimestre. Ravi d'être de retour sur la scène.



**Josephine Moltok**  
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.*

**T**he year 2022 has come and gone with sweet memories and challenges as well. On behalf of Management, I wish to express our heartfelt appreciation to you all for your esteemed support and cooperation in surmounting them and moving the Organization forward.

Together, we shall ensure that we deliver our services to our clients in line with International best practices as well, as we are determined to attain a hub status within the sub sahara Africa.

I recall with nostalgia the recent Long Service and Merit Award Ceremony held by Management to appreciate and recognize our esteemed colleagues who have over two decades kept faith with the organization through immense dedication of their time, skill and energy towards the accomplishments of these feats. I salute you all.

As the Managing Director of the NPA, I wish to state that your 'sacrifices' can not go unnoticed in view of the positive changes in the area of Revenue Generation and improved patronage of our services within the Comity of Maritime nations.

Having said this, Management is further determined to bequeathing a legacy of improved welfare for its workforce which it commenced at the beginning of the year 2023.

The office of the Managing Director has recently been given accolades of awards and recognition within the Corporate corridor. These awards could not have been achieved without your support. I thank you all.

As I conclude, I urge you all to be diligent, committed as we approach activities in the new year.



**Mohammed Bello Koko**  
MD, NPA

## MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Mes chers collègues.

**C**'est une nouvelle année, remplie de potentiels pour de grandes réalisations.

L'année précédente, malgré ses défis, nous a laissé des souvenirs.

Au nom de la direction, je vous souhaite à tous officiellement la bienvenue en 2023.

Je tiens à exprimer ma plus profonde gratitude à tous pour le soutien et la coopération profonds qui nous ont permis de surmonter les différents défis que 2022 nous a lancés. La direction est extrêmement reconnaissante du travail d'équipe qui a propulsé l'Autorité vers l'avant.

Alors que nous marchons ensemble vers 2023, je vous implore d'assurer la fourniture d'excellents services à nos clients conformément aux meilleures pratiques mondiales. Nous restons déterminés à atteindre un statut de plaque tournante dans la région.

La récente cérémonie de remise des prix d'ancienneté et de mérite qui a été organisée par la direction pour apprécier et reconnaître nos estimés collègues qui, depuis plus de deux décennies, ont fait confiance à l'organisation ; grâce à un dévouement et à une diligence immenses de la Direction qui expliquent les primes élevées qu'elle accorde à tous les employés.

En tant que directeur général du NPA, je tiens à déclarer que vos sacrifices ne seront pas sans récompense compte tenu de l'augmentation sans précédent des revenus générés et de l'amélioration de la clientèle pour nos services.

Plus que jamais, je vous assure que la direction est déterminée à répondre à l'exigence d'amélioration du bien-être, comme nous avons dû le faire au début de l'année.

Il est réconfortant de noter que l'année 2023 s'est ouverte avec l'opérationnalisation de Lekki Deep Seaport ; Le premier port en eau profond et entièrement numérique du Nigéria. Cela renforce encore notre avantage concurrentiel et nous rapproche de la réalisation de la quête du statut de plaque tournante dans la sous-région de l'Afrique de l'Ouest et Centrale.

Permettez-moi de saisir cette occasion pour féliciter le président Muhammadu Buhari, GCFR et Monsieur le Ministre des Transports ; Mu'azu Jaji Sambo ainsi que tous les membres du Conseil Exécutif Fédéral pour leurs efforts visant à garantir que le port ait pu commencer ses opérations en un temps record.

Cela réjouit également mon cœur que nos modestes efforts soient remarqués ; nous avons reçu des récompenses du monde de l'entreprise. Ces prix n'auraient pu être obtenus sans votre soutien. Je vous remercie tous.

Pour conclure, je vous exhorte tous à rester fermes et engagés, même si nous aspirons à dépasser les attentes des parties prenantes dans les mois à venir.

*...the world within our reach...*



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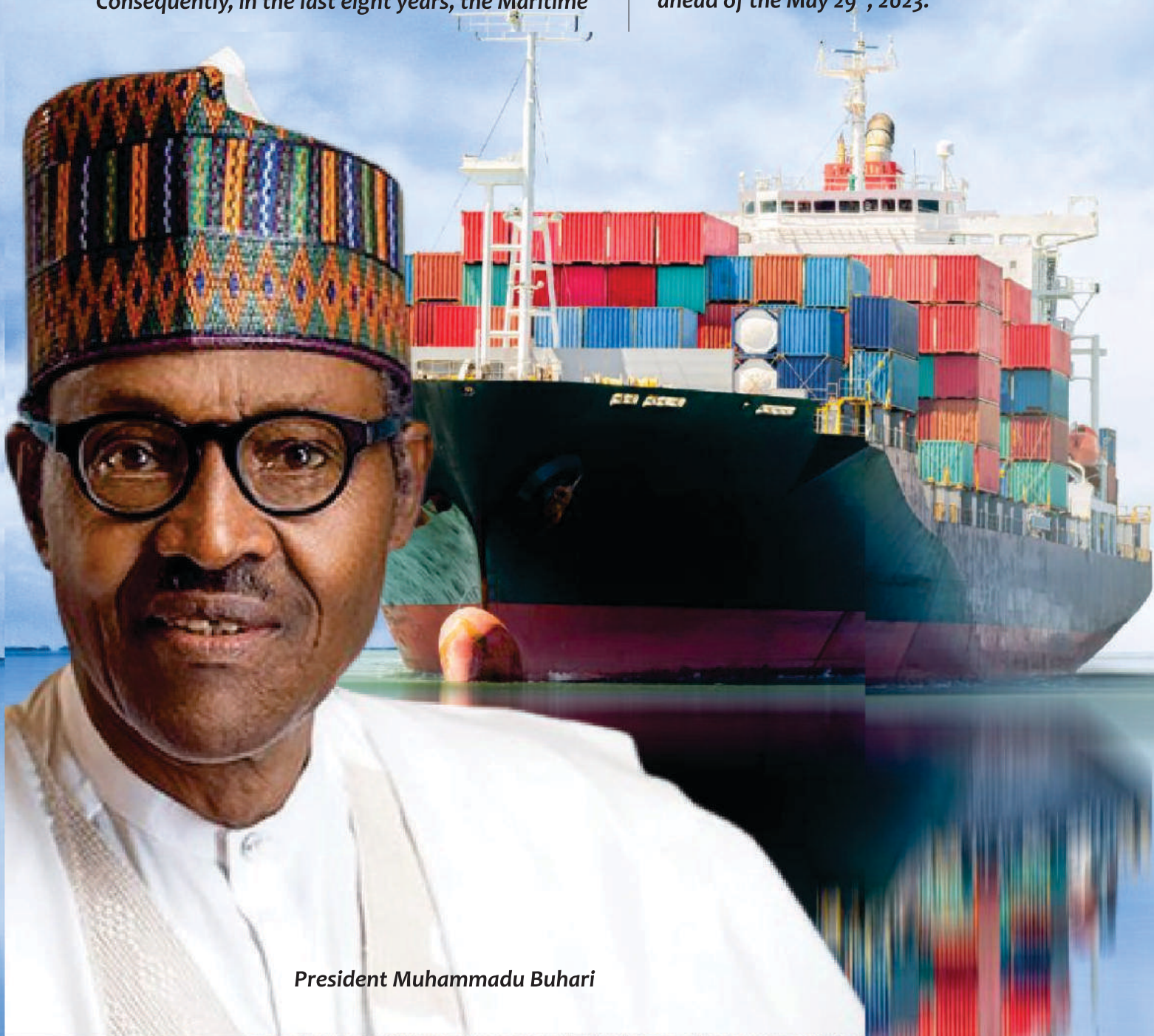
Over the years, there have been deliberate efforts to transform Nigeria into a maritime hub in the West and Central Africa sub-region, because the Maritime industry remains a major player in the Nigerian economy. Even though Nigeria is also a major oil producing and exporting country, the Maritime sector accounts for about 95 per cent of the nation's international trade.

Following his election as President of the Federal Republic of Nigeria in 2015, President Muhammadu Buhari took the maritime sector seriously, putting in place policies that would accelerate economic growth and reforms in the sector to improve the lives of Nigerians and bring development to critical spheres of the economy.

Consequently, in the last eight years, the Maritime

Industry has witnessed a revamp in different areas; thanks to the commitment of the administration of President Muhammadu Buhari.

In this report, Nigerian Port Today's Team comprising of: Moltok Josephine, Sarah Ballah, Ezinne Asinobi, Omidiji Olubiyi, Paul Erahkifu, Marvelous Maduka, Eze Friday, Agboola Bidemi and Lucy Akinsanya, access the contributions of the Buhari administration to the maritime sector. They also x-ray some of the successes recorded so far. Their verdict is that, despite the inherent challenges, the administration recorded remarkable success. We do this appraisal ahead of the May 29<sup>th</sup>, 2023.



President Muhammadu Buhari

# Nigeria's Maritime Sector: The Buhari years

## Five-Year National Development Plan (NDP)

The President Buhari led administration estimated an investment of N7.73 trillion for the Maritime industry and others under the transport sector in the N348.1 trillion earmarked for the five-year National Development Plan (NDP) covering 2021-2025.

At the official launch of NDP in Abuja, the President said the NDP replaces the Economic Recovery and Growth Plan (ERGP). Under the programme, a Development Plan Implementation Unit headed by the Vice President Yemi Osinbajo, with the Minister of State, Budget and National Planning, Zainab Ahmed, as the Vice-Chair was established.

The plan, according to President Buhari, is to ensure that, Nigerian ports become the preferred destinations in West and Central Africa through deliberate collaborative strategies to grow throughput, improve safety and security as well as leverage technology to improve efficiency and the ease of doing business.

In addition, he said inland waterways would serve as an alternative cheap mode of transportation to decongest the two Lagos seaports and deliver cargo to the hinterland.

His other objectives and targets for the Maritime sector are anchored on the development of at least two deep seaports and five inland dry ports to decongest existing ports and increase inter-port competition to reduce costs and save time.

The NDP shows that the present administration has paid adequate attention to the maritime sector, which placed it as part of government's economic recovery agenda.

Mr President had said that the estimated public investment for the transport sector in the plan is N7.73trn from 2021-2025. He assured that allocations would be made to priority projects in the sector as well as projects essential to the operations of the relevant Ministries, Departments and Agencies at each level of government.

The objective of the plan is to have an increased real Gross Domestic Product (GDP) of five per cent on the average during the target period, as well as generate 21 million full-time jobs through inclusive growth and also lift 35 million Nigerians out of poverty.

Specifically, investments are expected to be made to

reduce the waiting time of vessels, increase the speed of documentation as well as clearing and increase overall throughput and ship registry tonnage.

The key strategies in achieving this include, implementation of infrastructure upgrade to make the Nigerian ports the main destination for shipments in West and Central Africa. This emphasizes the full implementation of the World Trade Organisation's Trade Facilitation Agreement to reform ports procedures, especially those relating to transit cargo.

Others are - improved navigation and safety of vessels within the port, achieving efficient port operations through complete automation of port management systems, contributing to the growth and diversification of the national economy, ensuring safer waterways and a more secure maritime domain.

The strategies also include, achieving comprehensive compliance with International Maritime instruments (International Maritime Organisation and International Labour Organization) for enhanced maritime safety and security on the inland waterways, while improving integration with other modes of transport and creating the enabling environment to attract private sector participation in the sub-sector that would further enhance diversification of the economy.

Expectedly, stakeholders expressed optimism about the realisation of the five-year development plan.

For instance, a maritime lawyer; Mr Muhammed Oluwaseyi who spoke with the NPT said: "I do not have doubt that if this is adequately captured and implemented, it will bring development.

"I have always been an advocate of giving more attention to the holistic transport sector, which is a driver of every economy. Without an effective transport system, there cannot be economic development in any nation".

"A holistic maritime sector, if adequate attention is given the way President Buhari has done, will not only create jobs and grow the GDP, it is going to reposition the economy and the nation in the comity of maritime nations. The implementation is achievable since President Buhari is committed to the plan," he said.

## Covid-19 Pandemic & Report from United Nations Conference on Trade and Development (UNCTAD) on Nigeria under Buhari

Despite disruptions caused by the Covid-19 pandemic across the world resulting to changes in global trade

patterns and a supply chain crisis, Nigeria's maritime industry under President Muhammadu Buhari made some gains in 2021, when compared to 2020, which saw a downtime in international trade.

The year 2021 marked a rebound in commercial shipping activities around the globe with Nigeria receiving its fair share of value. According to the Maritime Transport Review 2021 – a flagship report published annually by the United Nations Conference on Trade and Development (UNCTAD) – Nigeria ranked highest among the top 35 flags of registration in terms of increase in its share of the world merchant fleet value which moved from 0.50 to 0.78 per cent.

### The US\$195m Maritime Security Project (Deep Blue Project)

**S**peaking at the inauguration of the Integrated National Security and Waterways Protection Infrastructure in Nigeria (also called the Deep Blue Project) at the ENL Terminal, Lagos Port Complex (LPC) in Apapa on June 10, 2021, President Buhari expressed confidence in the project, saying it will boost maritime security infrastructure and improve law enforcement at sea.

The project was conceived in 2017 and is fortified with land, sea, and air assets to comprehensively tackle maritime security threats.

The President said at the launch: "I am confident that the project, which provides a robust maritime security architecture, will enhance maritime domain awareness capability and improve law enforcement action,

particularly in the prosecution of suspects under the Suppression of Piracy and other Maritime Offences Act which I signed into law in June 2019.

"This flag-off is an important step in the continuing shift in strategic action about regional maritime security."

"It will serve as a benchmark for member states in the Gulf of Guinea and other relevant stakeholders to further develop innovative strategies and align efforts with the subsisting framework to improve maritime security in the region".

The Deep Blue project is being implemented by the Nigerian Maritime Administration and Safety Agency (NIMASA), in conjunction with the Armed Forces, the Nigerian Police, the Department of State Services, and other security agencies.

Records indicate that about 70 per cent of maritime trade in the Gulf of Guinea is conducted in Nigeria's waters, and this places enormous responsibility on the country to keep its maritime environment and by extension, the entire Gulf of Guinea, safe and secure.

The President said the project was to show the determination of his administration to stem the cycle of criminalities on the nation's territorial waters and end piracy in the Gulf of Guinea.

Buhari added that the project was initiated to foster Nigeria's security architecture within the nation's territorial waters and beyond.

Buhari said: "Deep Blue Project is coming at a time the globe has become concerned about piracy and maritime crime in the Gulf of Guinea. This project displays the concerted efforts to guarantee security and



**This flag-off is an important step in the continuing shift in strategic action about regional maritime security.**



President Buhari commissioning Lekki Deep Seaport. He is flanked by the Governor of Lagos State, Governor Babajide Sanwo-olu, Minister of Transportation, Mu'azu Sambo Jaji, Minister of State Transportation, Ademola Adegboyega



Security personnel on patrol

it is a demonstration of the government's resolve to diversify the nation's economy and harness Blue economy potentials".

While commending the Ministry of Transportation and the Ministry of Defence for making the project a reality, Buhari directed all maritime stakeholders, operators and port users to collaborate with the Federal Government agencies in securing the nation's maritime domain and promote safety of seafarers in the country.

He noted that with the coming into force of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act, the country has been able to prosecute 10 pirates by enforcing the Act.

In his welcome address, the then-Minister of Transportation, Mr Rotimi Amaechi pointed out that financial and maintenance sustainability of the entire project would be developed by a committee saddled with the responsibility.

The minister expressed delight that the assets of the project had already been deployed to guarantee safety at Lagos Secure Anchorage Area (SAA), after the private security outfits managing operations were banned.

He commended the Ministry of Defence and the Armed Forces Service Chiefs for their contributions throughout the preliminary stages of the project and encouraged them to keep supporting the project.

Also, the Minister of Defence, Major General (rtd) Bashir Magashi, said with the project, safety is guaranteed in the maritime sector and added that it would attract Foreign Direct Investments (FDIs) maritime domain.

He described the C4i intelligence centre as the heart of the project, adding that with the operation of C4i and the entire project, piracy in the nation's exclusive economic zone (EEZ) and the entire maritime space would be totally

addressed.

Magashi stressed the need to make judicious use of the project assets and advised that proper maintenance be provided to ensure the benefits of the project are fully optimised.

Preparatory to the launch, the Maritime Security Unit (MSU) of the Deep Blue Project, comprising personnel from the Nigerian Navy,

Nigerian Army, Nigerian Air Force, Nigeria Police, and Department of State Services, (DSS) conducted simulation exercises for the event on the land, air, and sea assets of the Project to confirm their readiness for full deployment.

The Deep Blue Project is a huge success. No wonder, the Director General of NIMASA; Dr Bashir Jamoh, says Nigeria has recorded zero sea robbery and piracy attacks in its waterways since the last quarter of 2021.

Jamoh disclosed this while addressing State House correspondents at one of the weekly ministerial briefings, organised by the Presidential Communications Team in Abuja.

According to Jamoh, this feat was achieved following the deployment of an Integrated National Security and Waterways Protection Infrastructure in Nigeria, codenamed "Deep Blue" Project powered by NIMASA.

He said that similar feat was also recorded in the entire Gulf of Guinea, noting that there had not been piracy attack since March.

Jamoh said, "From the first quarter of this year to date, we have not recorded a single accident or incident on our territorial waters in terms of a piracy attack. From the last quarter of 2021 till date, it's been over a year now, no single attack.

"This has led to the cancellation of the stigma placed on Nigeria as the most dangerous water in the world and the country was removed from the piracy list for the first time in March 2022."

According to the NIMASA boss, with these records, Nigeria has continued to receive support from the international community including the International Maritime Organisation (IMO)

Dr Bashir Jamoh  
DG, NIMASA

### Full Reconstruction Of Oshodi/Apapa Expressway And Wharf/Apapa Road

Despite the promise made by previous administrations on the reconstruction of the Oshodi-Apapa expressway; based on the relevance of the road to the economy, nothing substantial was done on it before President Muhammadu Buhari came to power and fixed the road.

For instance, in 2014, a Special Adviser to former President Goodluck Jonathan on Performance Monitoring and Evaluation, Professor Sylvester Amoye, gave a graphic situation report of the road when he visited the place.

According to him: “It was in a very bad shape. Two years ago we just could not move until a team of Federal Government and Lagos State Government came together to try to move trucks and tankers out of the road.

“The road is vital to the economy of this country because of the Port and the government would do its best to make the road good for vehicles’ use,” he said.

He promised that the road would be fixed, but did not give a time frame for the work. It was never fixed.

But, in 2018, the Federal Executive Council, under President Buhari approved a contract worth N72.9 billion to the Dangote Group for the reconstruction of the road from Apapa to the tollgate end on Lagos-Ibadan Expressway.

The Minister of Works, Power and Housing; Babatunde Fashola, made this known to State House Correspondents in Abuja after the weekly Federal Executive Council meeting..

Fashola said the decision was taken to provide a long-term solution to the road, which had suffered much gridlock in

recent times.

“The Ministry of Power, Works and Housing secured approval for the reconstruction of the Creek Road, Tin Can Island-Beachland right through to Oworonshoki to the toll gate end of the Lagos-Ibadan Expressway for the full reconstruction of that road which was built around 1975, as part of our first port expansion undertaken then in the 1970s.

“That road was intended to evacuate cargo out of Lagos without running through the spine of the city.

“The road is now in some state of disrepair and Council has approved its reconstruction at the cost of N72.9 billion,” Fashola said.

According to Fashola, the work would be done using a public-private-partnership model.

He named Dangote Group as the constructing firm for the road project, saying that the N72.9 billion for the execution of the project would be recovered through the funding credit tax policy of government.

The Minister said when fully constructed, the road will have 10 lanes — five on both sides, with a total of 270.8 linear kilometres, including drainage, rehabilitation of some of the bridges and interchanges.

“First, it will be done through PPP model. The constructing company will be the Dangote Group. It will be financing that construction to the tune of N72.9 billion as certified by PPP.

“Another instructive thing to note is that



**The road is now in some state of disrepair and Council has approved its reconstruction at the cost of N72.9 billion.**





NPA MD, Mohammed Bello Koko (c) with some dignitaries at the commissioning of Lekki Deep sea Ports in Lagos recently

this is the first full reconstruction of that road since it was constructed around 1975.

“All previous efforts had been to repair damaged sections. So, it is going all the way to reconstruct the road.

“The third thing to note is that the entire construction is that it involves procurement of 27.8 kilometres made up of 10 lanes – five lanes on both sides – three on the main carriage way, two on service lanes.

“So, essentially, you are constructing about 79.8 linear kilometres and that also include drainage and use of extensive cement work and rehabilitation of bridges.

“This will provide enduring solution to what is currently being experienced by commuters,” Fashola said.

Findings revealed that the road has been fully reconstructed by the Buhari administration.

The Wharf Road, Apapa, Lagos was also reconstructed by the President Muhammadu Buhari administration following a N4.34 billion Memorandum of Understanding (MoU) signed by the Minister of Power, Works and Housing, Mr. Babatunde Fashola with Dangote Group, the Nigerian Ports Authority (NPA) and Flour Mills of Nigeria for the reconstruction of the decrepit road.

The road was consequently handed over to the three stakeholders for commencement of the reconstruction works after the

agreement was signed in Lagos.

The road project, was handled by AG Dangote, the construction arm of the Dangote Group and lasted for about one year with NPA contributing about N1.7 billion. The 2km road begins from the Lagos Port Complex (LPC), Apapa to the end of the end of Ijora bridge by Leventis bust stop.

Fashola, while speaking at the contract signing ceremony, on behalf of the Federal Government, explained that the gridlock in Apapa became compounded and had reached an unbearable level because transporters ignored the old system of moving cargo through rail to trucks and containers.

According to him, the choice of the transporters to use road instead of rail for haulage increased the gridlock and caused degeneration as well as hardship to residents of Apapa. He therefore commended the NPA and other stakeholders in their resolve to solve the complex problems in Apapa and its environs.

Fashola agreed that the deplorable state of the road in Apapa had caused stress to residents, business owners and other stakeholders in the state, adding: as a result of all these unsavory practices, we have reached a point of near total gridlock. It is difficult to move cargo in or out; difficult for residents to get home and this must stop, he said.

The minister explained that it took time to reach an agreement on the project, because the stakeholders were putting up an effective design that would address the drainage problem since the area was waterlogged.

We have finished with the design, we now have a Bill of Quantity and the cost of the road is N4.34 billion to be funded and paid for by these three groups, Flour Mills of Nigeria, AG Dangote Construction Company Ltd and NPA, he said.

The minister, who was a former Lagos State governor, said although the parties were funding the project, the Federal Ministry of Power, Works and Housing would supervise it through all the stages to ensure quality and compliance with standards.

Port users and other stakeholders in the maritime sector can now attest to the fact the two major roads leading to the two Lagos ports have been fully-reconstructed by the President Muhammadu Buhari-led administration.

They have affirmed that it is a much happier experience for them, either



**The road was consequently handed over to the three stakeholders for commencement of the reconstruction works after the agreement was signed in Lagos.**

through Western Avenue to Apapa port, or from Mile 2 to Tin Can Island port.

## Completion Of Lekki Deep Seaport

On Monday, January 23, 2023, President Muhammadu Buhari commissioned the largest Deep Sea Port in Nigeria and sub-Saharan Africa.

The Lekki Port LFTZ Enterprise Limited (LPLEL) is a joint venture enterprise owned by foreign promoters, Lekki Port Investment Holdings Inc. (comprising China Harbour Engineering Company Ltd. and Tolaram), the Lagos State Government, and the Federal Government.

The LPLEL is incorporated under the Companies & Allied Matters Act and licensed by the Lagos Free Zone to operate in the Free Zone under the Nigerian Export Processing Zone Act. This opens a host of benefits for Lekki Port regarding taxes, duties, and other incentives. The Lekki Port is a multi-purpose Deep Sea Port at the heart of the Lagos Free Trade Zone; one of the most modern ports, supporting the burgeoning trade across Nigeria and the entire West African region. The shareholders of this visionary project are the NPA, the Lagos State Government, China Harbour Engineering Company, and Tolaram.

The completion of the Lekki Deep Seaport in a record time of 45 months indicated the effectiveness and tenacity of strong presidential backing, ministerial supervision, and strict regulatory oversight by the NPA and other regulatory agencies of the Federal Government.

The Lekki Deep Sea Port is a total combination of the efforts of the Federal Government through the Nigerian Ports Authority (NPA), Lagos State Government and the private sector. The project was started and completed during the

administration of President Muhammadu Buhari.

Findings have shown that the size of vessels that would berth at the Lekki Port could be up to four times the size of vessels that currently berth at the Tin Can and Lagos Port Complex (LPC), Apapa, and the port will no doubt provide thousands of direct and indirect jobs to Nigerians.

Speaking during the commissioning, President Buhari stated that the \$1.5B Lekki Deep Sea Port is in line with his administration's Economic Recovery Growth Plan (ERGP), adding that he is ever-ready to lend his support to game-changing infrastructure projects that can impact positively on trade and commerce in the country and beyond.

The multi-purpose Deep Sea Port offers enormous support to the burgeoning commercial operations across Nigeria and the entire West African region.

Governor Sanwo-Olu of Lagos State who was with President Buhari described the sea port as a total combination of the efforts of President Buhari, Lagos State Government and the private sector, even as he affirmed that the project was started and completed during the administration of Buhari.

He said: "The project is a total combination of efforts of the Federal Government, Lagos State and the private sector, and we are happy that this is happening in your time. It all started within your time and it has been completed within your time."

The size of vessels that will be coming to Lekki port could be up to four times the size of vessels that currently call at both Tin Can and Apapa ports. So, it is a massive infrastructure and we are excited that something fresh has been impacted into this country, and it is going to generate thousands and thousands of jobs directly and hundreds of thousands of jobs indirectly in the entire ecosystem. This is your own project and we are



**The multi-purpose Deep Sea Port offers enormous support to the burgeoning commercial operations across Nigeria and the entire West African region.**



excited.”

The Governor said the construction of the port was completed in record time, despite the slowdown in the pace of work occasioned by the Coronavirus pandemic. He said speed and consistency of construction testified to the determination of all the partners to deliver the project.

Sanwo-Olu said: “The last sea port construction in Lagos took place in the late 1970s, when Tin Can Island Port was built to relieve Apapa Port. Now, with the support of President Buhari, federal authorities and the investment of the private sector, we are home to the newest sea port in the world, and the first Deep Sea Port in Nigeria.

“The economy of Lagos and Nigeria will be massively transformed by this investment, with enormous benefits in terms of direct and indirect jobs creation in their thousands, tens of billions of dollars in government revenues, reduced shipping and logistics costs, trade facilitation, and many other benefits.”

According to the government, the vision conceptualized decades ago by Lagos State Government has been nurtured to a reality, with the construction and completion of a new Deep Seaport in Lagos Free Trade Zone (FTZ), Ibeju Lekki, by the State Government in collaboration with Nigerian Ports Authority (NPA) and a

group of private investors.

The development underscores another triumph of Public-Private Partnership (PPP), a possibility the state government started exploring for infrastructure delivery since early 2000s. The transportation infrastructure would give a major boost to the economy, by expanding the nation’s maritime capacity and paving way for the decongestion efforts at the existing Apapa and Tin Can Island ports.

The Lekki Deep Seaport, constructed by China Harbour Engineering firm, sits on 90 hectares in the 830 hectares carved out for the Free Trade Zone, created in

2012 to enhance economic position of Lagos as

manufacturing and logistics hub in West Africa. The Lekki Deep Seaport is designed with three container berths of 1,200-metre long and 16.5-metre water depth. It is built with the capacity to be berthed by fifth generation container ships, and has capacity to handle 1.2 million standard containers. It equally has expanding storage for six million, Twenty-Foot Equivalent Unit (TEU) of containers yearly.

The port is expected to generate \$201 billion revenue annually for Lagos and Federal Government in taxes, royalties and duties, while having an estimated business revenue impact of \$158 billion across the value chain. Over 300,000 direct jobs will be created from port operations, with hundreds of indirect jobs across the value chain.



**The size of vessels that will be coming to Lekki port could be up to four times the size of vessels that currently call at both Tin Can and Apapa ports.**



MD NPA, Bello Koko (left) and other stakeholders at the commissioning of Lekki Deep Seaport

Also speaking during the commissioning of the port, the Managing Director of the Nigerian Ports Authority, Mohammad Bello Koko, said that the new port would generate employment opportunities for Nigerians. He thanked the President for giving the port necessary approvals during the construction period, adding that NPA would provide necessary marine services to ensure its efficiency. Bello-Koko said that the Lekki Deep Sea Port is the deepest and most modern port in the country that will accommodate bigger vessels and cargoes.

"This will be a model for other deep sea ports in Nigeria and I say congratulations to the investors and the project delivery team, the Lekki Port management team for a job well done," he said.

Bello Koko also appreciated President Buhari for the necessary approvals and the Federal Ministry of Transportation for making the project a reality. "Recall that the port has been on the drawing board for over 10 years; four years ago when we came here it was just a sand-filled area. Today, we are talking about the commissioning and we thank the president for the approval given to make this happen," he said.

He noted that the Lekki Deep Sea Port is just the beginning of greater things in the sector. Bello Koko said that the NPA as the regulator, would be responsible for providing marine services and others needed to ensure seamless service delivery.

On his part, the Minister of Transportation; Mu'azu Jaji Sambo said the completion of the deep seaport in a record time of 45 months indicated the effectiveness and tenacity of ministerial

supervision, strict regulatory oversight and strong presidential backing.

Sambo added that the distinctive features of the Lekki Deep Seaport, such as automation of operations that enable quick cargo delivery and vessel turn-around, would enhance the competitiveness of Nigeria's exports, especially agro-allied products in the international marketplace, while positioning the country to maximize opportunities in African Continental Free Trade Area (AfCFTA) Agreement.

Speaking, Managing Director of the Nigeria Export Processing Zones Authority (NEPZA), Prof. Adesoji Adesugba, hailed President Buhari and Governor Sanwo-Olu for bringing the dream to life, saying that both the President and state governor have made a robust contribution to the maritime sector.

"This maritime project will boost the economy of Nigeria with hundreds of billions of U.S. Dollars revenue to State and Federal agencies through taxes, duties and royalties, regardless of the tax incentives being enjoyed as a free zone, thereby boosting the nation's Gross Domestic Product (GDP). This sea port, which will be managed by CMA Terminals, will open Nigeria up to more local and international business transactions," Adesugba said.

Also, Dr Bashir Jamoh, the Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), said that Nigeria had seen the emergency of one of the best ports in West Africa based on the total support given to the project by President Buhari.

"Today, we are seeing the realization of



**This will be a model for other deep sea ports in Nigeria and I say congratulations to the investors and the project delivery team, the Lekki Port management team for a job well done.**



the commissioning of the best port in African that is expected to inject not less than \$360 billion and provide employment to not less than 190,000 Nigerians. Secondly, we have seen dedication and political will on this project. This project commenced and started by the President Muhammadu Buhari-led administration with sincerity of purpose,” Jamoh said.

In his contribution, Mr Emmanuel Jime, the Executive Secretary, Nigerian Shippers’ Council, noted that he was glad to witness the delivery of what would be the game-changer in the maritime industry during the regime of President Buhari. Jime congratulated the Federal Government, the Ministry of Transportation and all the stakeholders involved in the delivery of the Lekki Deep Sea Port on time.

On his part, the Chairman of China Harbour Engineering Company (CHEC), Mr Tang Qiaoliang, said that the port would improve the Nigerian port industry.

According to him, “Lekki Port is the first deep sea port in Nigeria, a major trade hub in West Africa. It will improve the Nigerian port industry, easing the burden of cargo shipment flow, creating employments, and ultimately promote international trade in the nation”.

As an international top-tier engineering contractor, investment operator, urban developer and ecological manager, CHEC insists to its philosophy ‘value-orientation’, commits itself to upgrading of ‘platform plus industrial leading’ strategy. With such strategy, we see the opportunity in Nigeria, and believe in its potential. So, we are committed the adequate financial investment and essential technology, together with Nigerians in the construction

and operation of the port. Under the framework of the China Africa Forum and the Belt and Road Initiative, we look forward to establishing a long-term strategic partnership in the infrastructure sector with the Federal Government of Nigeria,” Oiaoliang said.

He noted that the project would deepen the bilateral trade and cooperation between Nigeria and China.

In his speech at the state banquet in honour of President Muhammadu Buhari by the Lagos State Government on the commissioning of the Lekki Deep Seaport, the Minister of Transportation, Engr. Mu’azu Jaji Sambo described the Lekki Deep Seaport as one of the major legacies of President Muhammadu Buhari’s administration.

Sambo confirmed that the commissioning was made possible by the expedited manner Mr President handled all requests made by the Federal Ministry of Transportation concerning the Deep Seaport.

“This project will go down as one of the major legacies of this administration. In addition, this project will make an immense impact on the nation’s economy, generating about 350 billion dollars in revenue.

He added that the very fact that the letter of intent between the proponents of Lekki Deep Seaport and its financial partners was signed as recently as April 2019 and by January 2023, the wide-ranging impact project “



**Today, we are seeing the realization of the commissioning of the best port in African that is expected to inject not less than \$360 billion and provide employment to not less than 190,000 Nigerians.**



is already being commissioned is a testament to the tenacity of purpose of the Federal Ministry of Transportation through the Nigerian Ports Authority.

Speaking further, he said: “Added to these was the unprecedented promptness with which the President approved the Ministry’s extraordinary request to designate Lekki Deep Seaport as Customs Port & Approved Wharf and its publication in the Federal Government Official Gazette in record time”.

“With seaports being under the exclusive legislative list, the Nigerian Ports Authority’s provision of a sinking fund for Lekki Deep Seaport Federal Government’s equity contribution gave this project the necessary statutory cover and financial guarantee in line with the law”.

“Completing a project of the magnitude and impact of a deep seaport in a record time of 45 months shows the effectiveness of tenacious ministerial supervision, strict regulatory oversight and strong presidential backing,” he said.

He said one of the features of Lekki Deep Seaport is its full automation which would enhance the competitiveness of Nigeria’s exports in the international marketplace.

“Given the thousands of direct and indirect jobs that Lekki Deep Seaports has generated from the commencement of construction to date and the over 170,000 jobs, it is set to create as operations commence.

“The distinctive features of Lekki Deep Seaport such as full automation which positions it for quick cargo and vessel turn around will greatly enhance the competitiveness of Nigeria’s exports especially agro-allied products in the international marketplace and position Nigeria to maximize the opportunities

inherent in the African Continental Free Trade Area (AfCFTA) Agreement”, he stated.

### **Nigeria’s Perennially Low Ranking In Global Ease Of Doing Business At The Ports**

The Muhammadu Buhari-led administration is on record as being the first to consciously address Nigeria’s perennially low ranking in global Ease of Doing Business (EDB) at the nation’s sea ports.

In pursuance of the declared goal to improve Nigeria’s EDB ratings, President Muhammadu Buhari inaugurated the Presidential Enabling Business Environment Council (PEBEC) chaired by Vice President Yemi Osinbajo in July 2016, to make recommendations on institutional reforms to promote Nigeria’s investment attractiveness.

In February 2017, PEBEC approved a 60-Day National Action Plan “with clear deliverables and timelines for Federal Government’s Ministries, Departments and Agencies (MDAs) responsible for implementing each line item in the Plan, culminating in the then Acting President issuing three Executive Orders (EOs) for immediate and effective actions targeting public service improvements to touch every sphere of Nigeria’s economy.

The Executive Order target the Promotion of Transparency and Efficiency in the Business Environment with its attendant implications on businesses and investments in Nigeria.

On the legality or otherwise of the Executive Order, Section 315(2) of 1999 Constitution (as amended)



**Completing a project of the magnitude and impact of a deep seaport in a record time of 45 months shows the effectiveness of tenacious ministerial supervision, strict regulatory oversight and strong presidential backing.**



unambiguously provides that, “the appropriate authority (President or Governor) may at any time by order make such modification in the text of any existing law as the appropriate authority considers necessary or expedient to bring that law into conformity with the provisions of this Constitution.”

Since the President is the Chief Executive of the Federation, it behoves on him to exercise functions of his office to drive policy direction, especially to give full effect to laws already in place, or their amendments, to ensure fulfilment of electoral promises. As mentioned previously, it is desirable that the President from time to time issues Executive Orders, to steer economic policies which promote investments in Nigeria.

Since the ‘Order’ is particularly focused on improving Nigeria’s EDB through transparent and efficient service delivery by various government Ministries, Departments and Agencies to promote transparency in their dealings, the Executive Order makes it mandatory for them to make public all the requirements for license, permits, waivers, approvals and tax related information.

To further actualise its commitment to ensure ease of doing business in the country as a way of attracting domestic and foreign investors into the country’s economy, government in its wisdom in the area of trade facilitation has crashed Ship Berthing Cost from \$150,000 to \$20,000.

Supported by a group; the Convention on Business Integrity (CBI) in its collaborative efforts with Federal Government agencies, this has resulted in a drastic reduction in the cost of berthing ships in Nigerian ports.

A delegation of CBI led by Olusoji Apampa during a courtesy call on Vice President Yemi-Osinbajo stated that the government

agencies that collaborated to eliminate un-receipted extortions were the Nigerian Shippers’ Council, ICPC, DSS and the Nigerian Ports Authority, the Technical Unit on Governance & Anti-Corruption Reforms, TUGAR alongside CBI through the Maritime Anti-Corruption Network.

This outstanding feat has earned international praise and won the first ever “Outstanding Achievement in Collective Action Award” of the Switzerland-based Basel Institute on Governance.

According to Apampa, the success recorded has now attracted international reviews as countries such as Egypt, Ukraine and India were planning to adopt the “Nigerian miracle” model to produce similar gains in their ports’ operations. The international award recognised the work of the Nigerian MACN, which created a real time-based Help Desk to resolve complaints and concerns of shipping companies as soon as they berth at the ports.

The Buhari Media Organisation (BMO) has described the drastic reduction in the cost of berthing ships in Nigerian ports from \$150,000 to \$20,000 as another laudable feat of the Buhari administration.

According to the group, this has attracted international reviews and countries such as Egypt, Ukraine and India are now taking a cue from the Nigeria model to produce similar gains in their ports’ operations.

BMO in a statement signed by its Chairman, Niyi Akinsiju and Secretary, Cassidy Madueke, commended government for the reductio, noting that it is a reflection of the government’s conscious effort to enable ease of doing business and trade,



**The Buhari Media Organisation (BMO) has described the drastic reduction in the cost of berthing ships in Nigerian ports from \$150,000 to \$20,000 as another laudable feat.**



making investment flows into the country seamless.

According to BMO, “aside the facts that the reduction will lead to increased trade at all Nigerian ports and make them more competitive compared to our neighboring ports, it is also going to, by implication, reflect on our inflation rate whether at the level of direct consumption or manufacturing because the bulk of our raw materials come from abroad.”

In joining well-meaning Nigerians to celebrate President Buhari for this “insight and for creating momentum for international trade”, BMO passed a vote of confidence on the leadership of President Buhari in the last seven years.

It is very heart-warming seeing the country grow from strength to strength as her ease of doing business strategy is paying off and the country now stands to be the beautiful bride of foreign direct investments (FDI).

#### Disbursement Of Cabotage Vessel Finance Fund

President Muhammadu Buhari also approved the immediate disbursement of the Vessel Financing Fund, (CVFF) to qualified Nigerians as part of the Federal Government’s commitment to grow indigenous capacity of Nigerians to own vessels.

The Minister of Transportation; Mu’azu Jaji Sambo told reporters that the President has given the approval and confirmed the appointment of Union, Zenith, Polaris, UBA and Jaiz Banks as the appointed Primary Lending Institutions for the disbursement of the funds.

The Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh announced that the funds available for disbursement was slightly over ₦16 billion and \$350 million. In his words: “What we have collected so far is in two folds made up of Naira and Dollar components. So far, the Funds available under the CVFF in naira component is around Sixteen Billion naira (₦16,000,000,000:00), while contributions in Dollar component hovers around the Three Hundred and Fifty Million Dollar mark (\$350,000,000:00).

On his part, the Minister said: “The president of the Federal Republic of Nigeria, Muhammadu Buhari has approved my request for the disbursement of the Cabotage Vessel Financing Fund. It is my belief that finally we are going to break the 17-year-old jinx that has hindered the expansion of the maritime industry.

“We have made a case that the funds belong to you, the ship owners. Mr. President is a man who respects the law and is on the same page with us to proceed with immediate effect. We will be liaising



Minister of Transportation; Mu’azu Jaji Sambo

with the Minister of Finance, Budget and National Planning and the Governor of the Central Bank of Nigeria (CBN) to work immediately for the implementation.

“We have pledged to the president that they will continue to allow the funds to go into the Treasury Single Account, TSA; however, whenever the money hits the threshold of \$50million, the CBN upon recommendation from the Nigerian Maritime Administration and Safety Agency (NIMASA) and the Federal Ministry of Transportation, would be expected to transfer the funds to the Primary Lending Institutions.”

The CVFF was established alongside the Nigerian Coastal and Inland Shipping (Cabotage) Act of 2003, to empower indigenous ship owners to take control of the nation’s coastal and inland shipping business, otherwise known as Cabotage trade. Applicants of the Fund would make an equity contribution of 15 per cent while NIMASA would make an equity contribution of 35 per cent; and 50 per cent would be provided by the banks.



**Reputation of Presidents rise or fall with what they did while in office, and it shapes historical memory of their success or failure in power.**

#### Conclusion

Reputation of Presidents rise or fall with what they did while in office, and it shapes historical memory of their success or failure in power. So it is with President Muhammadu Buhari as President of Nigeria.

There is no doubt that the Buhari administration has impacted hugely on the Nigerian Maritime sector since 2015.

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lpcinfo@nigerianports.org

**Tin Can Island Port**  
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Email Address:  
tcipinfo@nigerianports.org

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

**Calabar Port Complex, Calabar**  
New Calabar Port Complex  
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Cross-River State  
Email Address:  
calabarinfo@nigerianports.org

**Onne Port Complex, Onne**  
Onne Port Complex,  
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Rivers State  
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*\*Mohammed Bello Koko; MD NPA*

# The industry has improved in terms of revenue generation — Mohammed Bello Koko; MD NPA

**S**ir, congratulations on your first year in office. Can you share the experience with us?

It has been an exciting journey; when someone said it is already one year, I was like Wow!, so fast because working here, everyday is a busy day and this industry has no weekends, public holidays and so on. It has been very exciting because there will be always be issues and challenges and our responsibility is to sort out those issues and challenges. Some of us are wired to love challenges. You wake up in the morning and have a target that there is something that you need to achieve, either that day, week or that month, and so it keeps you going. And then, I have a fantastic team; the Executive

Directors are fantastic, and also, the staff are willing to work. So it is quite exciting, and has been a good experience.

**As a foremost Chief Executive in this industry, everyone looks up to you, and the NPA. How would you describe the industry, and the achievement in the last eight years?**

In the last eight years, the industry has evolved to a point that Nigeria as a nation can be more proud of in terms of the efficiency of the port. The ports are more efficient in terms of improved security; NIMASA is doing better, Shippers' Council is taking more of its responsibility seriously. So, that means that the

government actually deliberately paid more attention to the industry. The industry has improved in terms of revenue generation in consideration of what the NPA is doing, from very little as N200 to N300 billion, before 2015 or 2016, when the Buhari administration came in, to over N300 to 350 billion. So you can see the improvement in that, and of course, there have been initiatives that have been brought up to improve efficiency. The multiple agencies in the industry have been doing that and the NPA came up with initiatives to improve free flow of traffic into the Ports in Lagos. There is more transparency in the industry and you can see other government agencies, such as ICPC, EFCC are involved in what is happening at the port. There is more stakeholders' engagement in the industry now. You have a ministry and ministers that are much more interested in the activities of the agencies, under the maritime industry. When it comes to stakeholders' engagement also, there is regular commitment, between the agencies of government in the maritime industry including the stakeholders. In terms of efficiency, delivery of services, revenue generation, we are all performing our mandate, and are far better than the past.

**On a scale of 1 to 10, how would you rate your achievement?**

I can see that there has been an increase in revenue by over 60% to 70%, in the beginning of this year actually.

**We also do know that the port industry, has contributed immensely to the economy of Nigeria, over the years. But, specifically as the man at the helm of affairs at the NPA, tell us in clear terms, how much the industry has helped to sustain the economy of Nigeria in the last eight years?**

In the last eight years, we have been able to capture more of the cargoes that are going to the neighboring countries; which means that we have more cargo traffic into the country, which has added to the GDP of the country, and has also increased the revenue of the NPA. And of course, with these activities, you create employment. Also, you can see the investment. Some of the terminal operators have invested one way or the other, and one terminal operator said that they have spent money to bring in their equipment and so on. You can also see that in the last four years, there has been construction and commissioning of the Lekki Deep Seaport, and that is another significant investment. So we can

we see that they are deliberate policies by government, and also the government agencies in the maritime industry, to improve it. You can see that a lot of people are bringing barges into the country for cargo evacuation using the waterways, and that is another area of improvement that has enhanced our GDP and increased revenue to the NPA also.

**Sir, talking about barge operations, where are we now?**

Sometimes ago, we realized the need for us to create another mode of transportation, or movement of cargoes, because we know that over 95% of it is by road, and it is not efficient, because no matter the size of the roads, it is not easy to move millions of containers and other cargoes by road, and so, we came up with the idea of the barging system; by which we move cargoes, from the port and the quantum of cargoes that are moved has increased over time and it is growing. We came up with an idea recently, where we set up a minimum safety standard in barge operations, and we came up with this idea, when we realized that some of the barges do not have functional safety systems. So there was a need for them to have communication with the control tower and the harbours department. We need to create a standard or criteria and we don't want a situation where you start having accidents or missing vessels along the channel. Everything in the world has standards, and we are trying to create those standards. So, barge operation is ongoing, but I think that we are going to do better. In the case of Lekki Deep Seaport, we are reaching out to have agreements with private firms that will have interest in conveying cargoes from Lekki to off-dock locations.



**We expect to see at least one to two deep seaports in the next four to five years.**

**Management under your command has successfully tackled the perennial gridlock on the roads leading to Lagos ports. How are you building on this achievement to avoid a re-occurrence?**

Well, we all know how and when it happened. It was a collaboration with the NPA and the Lagos State Government, in terms of enforcement and of course, our partners are still working and what we did was to keep monitoring them by meeting twice in a week, and the essence of this is to have stakeholders including the operators at that meeting, so that we can keep reviewing what was wrong, and we kept on having meetings, with the enforcement agencies; LASTMA, FRSC, and others to see that we reduce this incidences. We have also been working with the construction agencies and companies that are also working on the roads, because if the road is bad, incidences

# INTERVIEW

such as gridlock will continue to occur, and we are making sure that the system does not collapse, and we are trying to have a back-up, in case a reoccurrence happens. We are also trying to extend this to other port locations. As we all know that Onne Port is also begin to have a gridlock and we are also licensing truck owners, who have the capacity to take-in containers and we are really working on the enforcement, and the team from NPA are doing a great job in this direction. The operations department led by the Assistant General Manager, Operations is doing a great job and I want to use this opportunity to thank them and every other person working on this; most especially those in the security department, who has been involved in the deployment to ensure that this enforcement works.

**Congratulations on the emergence and take-off of the Lekki Deep Seaport. How do you intend to build on this laudable project?**

After the commissioning of the Lekki Deep Seaport, they are a lot of investors that are coming up with various proposals; whether it is Badagry Port or the one in Ondo. We are working with them to see that we give them necessary approvals. Lekki Deep Seaport is a modern port and we are proud that it has been commissioned, and we hope that this comes as a role model to others who are interested in coming up with a Deep Seaport. The maritime industry is dynamic and with that dynamism Lekki Deep Seaport has come up as a Port that is fully automated, and is fitted with modern equipment; this will reduce ship waiting time.

**Specifically, we are aware that preliminary discussions are on regarding the Badagry Deep Seaport and a few others. Are we expecting to see another Deep Seaport soon?**

We expect the Badagry Deep Seaport to kick-off sooner than later in terms of construction. If we look at what happened in Lekki Deep Seaport, it took at least three years, and we expect that in the next three to four years, we expect that another Deep Seaport will come up. So, the Badagry Deep Seaport has the Federal Government approval. The other ports are still developing and a proposal has been set up for all these port locations and we are working with the Federal Ministry of Transportation and other government agencies to ensure that the business case is properly developed. I believe that after the issue of construction, most of them would have concluded their financial arrangement, approvals, and some of them will be working, and we expect to see at least one to two sea ports in the next four to five years.

**Sir, in view of the emergence of deep seaports, will Apapa and Tin Can Ports be threatened?**

By the time you start having Deep Seaports coming up, it will be more efficient and there will be more equipment with bigger capabilities. This means that



everything will set itself naturally. A business man will understand that the bigger port is likely to take a larger or bigger vessel, and so, most cargoes will come to that port, and probably the ports at Apapa and Tin Can will fill those spaces in which smaller vessels will go to Lekki or Badagry Deep Seaport and they bring in cargo meant for Tincan and Apapa.

**Congratulations again on the coming on stream of the Port Training Institute. What is your view of the school in terms of its curriculum, work ethics of the workers, and has it met your expectations?**

First of all, the NPA is a big institution, and an authority that has its capability to own its training school and it was something that was needed. There was a training institute in the location where the Institute is located which was dilapidated, and the essence is to be able to give people the required training. But then, we know that there are budgetary constraints and government decides how much that you can spend on everything, and amount allocated for training has been reduced by the National Assembly. So, if you have your training institute, what you will need to do is to bring in the right trainers to come in to train people to create a proper atmosphere that will be used to train individuals and that is why we came up with that. I wish that the staff will buy into that idea because it is in their own interest, and we have a plan to bring in professionals with their own curriculum to come and train the staff.

**Recently, the Management organized Long Service Awards for Staff and Officers who have put in more than two decades. What informed this, and what does the Management look forward to get in return?**



The 'Thank You' that we want from them is more dedication, and we need them to know that we recognize their services and we also appreciate and understand that they have spent practically most of their lives, working for the Authority and we also want to thank them for being there and this Thank You is for them to remember what they have done for the Authority. We wanted the world to see how they have performed so well.

**Sometime ago, you said that the NPA was going to give incentives to people who make use of the Eastern Ports. Have stakeholders taken advantage of this?**

What was done has more to do with Calabar port, to encourage people to bring large vessels into that port, and we have seen some increase in the activity, but we are going to ensure that this tariff trickles down to the end users; that is, if I bring in a container here and it is costing me a million naira, if we reduce the tariff, we should be able to bring it to Calabar, and there is a committee working on this. It is not only tariffs that you have to make Eastern Ports to work. You also need to ensure that there is security there, and that is why we are working with the Nigerian Navy.

**Your administration has focused on the reconstruction and rehabilitation of ageing port infrastructure. Can you give us an estimate of the financial implications and**

**the source of funding?**

Let me first of all start by talking about the location. We all know how the Tin Can Port is, it is kind of collapsing and we need to do something about it. And we find out that in every port location, there is always one thing or the other. In Warri port, there are some things there that need to be reconstructed. Also the same thing with Onne Port and other ports in Nigeria. You find out that in every port location, we have identified some features that need to be rehabilitated, and the estimate is about 800 million dollars, to do a full reconstruction. As to the funding, there are multiple options. One of such options is that NPA should be allowed to use certain percentage of its funds, to reconstruct the port. The second option is to look for multinational agencies, to give NPA a loan. We have been speaking with a lot of them and we agreed that the loan will be paid for over seven years. We have done the calculation and saw the amount of the revenue that will be needed. The third option is to go to Nigerian banks, and give the contract in Naira to make it easy. Another option is for the terminal operators to review these operations, but the problem there is that most of these operators don't have the same financial capabilities to start reconstruction at the same time where we want them to do, and so they will have to borrow. If we start reconstruction in Terminal 'A', also Terminal 'B' must also start too or else the structural integrity of the quays will be affected. So, it has to be synergized. Also, if they reconstruct, it also means that you are going to go into an agreement where they will be managing the ports for another round of long years.

**Finally, we are the 'Nigerian Ports Today' (NPT) Team, and we would like to know your assessment of the journal. It is about 11 years old. What do you think Sir?**

It is a high quality magazine that is interesting to read, and I like the fact that you diversify the topics, you interview different stakeholders and staff and so on. The quality has also improved over time and so, you must keep it up. I read it and notice that you guys really try very hard and no mistake was made in recent editions. But, I also hope that you have a record of editions dating back, because 11 years alone is a lot of history. Keep improving on it and you must think outside the box. I see other maritime magazines, but I must say that you have done well.



**In the last eight years, the industry has evolved to a point that Nigeria as a nation can be more proud of.**

## INTERVIEW

# At LADOL, We Make Sure We Invest, Build And Put In Place Opportunities To Maximize Potentials

— MD, LADOL;  
*Dr. Amy Jadesinmi*



### **I**n a nutshell, how will you describe the maritime sector in Nigeria?

The maritime sector in Nigeria has the greatest potential of any maritime sector in the whole of Africa. I think it is fair to say that with the length of our coastline, the size of our population, the number of input we have, we have the potential to have the strongest maritime industry in the continent. Over the past few years, the entire world has seen a huge shift that has resulted in all of the countries and most of the multinationals retreating back to their home base. We in Nigeria should see this as an opportunity for more local content in the maritime sector. As the foreign companies and the foreign interests start to focus on their own countries, that actually wakes space for Nigerians to thrive because the maritime sector also has a high number of qualified, well-educated Nigerians who can actually come up and take the space, take part in the market and help it grow to

what it needs to be.

### **What do you think the maritime sector has brought to the economy of Nigeria?**

The importance of the maritime sector to Nigeria's economy can be demonstrated by what happened during COVID. We are one of the few countries where our ports continued to operate. Apapa port did extremely well during that period and during that period the port manager and all of us were working together to keep our people safe and keep operators going. Definitely, the maritime sector should be bigger than our oil and gas sector but what we need is investment. We need local investments, long-term investments, we need to think about mobilizing pension funds and attracting more private investors; particularly Nigerian long-time investors into the maritime sector, because that is the only way we can grow it to the size it needs to be.

**Now let's go to the area that concerns you the most; LADOL. What led to the creation of LADOL?**

LADOL was founded in 2001. What the founders were looking at is simply how do we make Nigeria the hub for the whole of West Africa for industry and maritime. LADOL focuses on very specialized services. We have the highest heavy lift capacity in the whole of the region; not just Nigeria, but in the whole region. We were the first facility to be ISO 9001 certified. We have LADOL, partnership that are taking Nigeria to the next level like our partnership with Samsung, which has created the largest fabrication and intuition facility in West Africa. So when we look at it in terms of job operation, LADOL is what is known as the multiplier effect for job creating for every one job created in LADOL, 5-15 jobs would be created outside of LADOL and by the time we finish investing and developing, we would have created 50,000 direct and indirect jobs.

**What is LADOL doing presently?**

Right now, we are focusing on logistics support and we are gearing up to do agricultural exports. In the area of agricultural exports, I am sure your readers would know by now that NPA for many, many years has been pushing our efforts to increase local processing and export across the world. To help with that effort, LADOL is now focused on building warehouses and silos where products from across the country can be gathered, and they can be processed. Because we ISO 9001 standard, we meet all the quality standards for the international requirements for export, so you can export from LADOL to Europe, to America, to Asia and it is important that we move away from just that plain commodity export and export processing facilities such as LADOL need to be more across the country and this is something that NPA is leading the charge on and we are happy to contribute what we can, through investments.

**What you are saying now is that the present management of NPA is in synergy with LADOL?**

Of course! You know, we are partners. So they used to say, partners-in-progress, we believe that the real private sector in Nigeria must work hand-in-hand with Government. What do we need from government? We need a level play field, so that we can access the market. We need consistent regulations and we need a joint vision of where Nigeria is going to go. With NPA, we have all of those things. NPA is even going further. In the past one year, NPA has taken strides in area where they feel the maritime sector can do more. So agricultural processing, ship repairs, bringing Nigeria up to be at the heart of ship repairs in the whole region. There are many areas where NPA has put ideas out there and has created enabling environment for private sector to come and participate.

**What is your take on development of Deep Seaports?**

I think these are fantastic initiatives. We have to remember that Nigeria still has a long way to go. We need as many new developments as possible and a Deep seaport is a must. We need Deep seaports. So this initiative are welcome. They bring additional commerce into the country, they bring

additional jobs into the country and all of us need to work together to support them and the deep seaports also need facilities like LADOL, because that is part of what attracts people to come. So you can bring your vessels in to the deep seaport, but you also know you can go to LADOL and have your vessel repaired, so it creates an ecosystem that we would all benefit from.

**What policies do you think should be enshrined in our system to make the sector more meaningful?**

I am a strong believer in local content, so the main policies I would like to see adopted in the maritime sector are around the recognition of the fact that if you want people to make the kind of 20 years infrastructure and facility investment that we have made at LADOL, then it is Nigerians you need to be speaking to. So I would like to see forums, platforms, group setups, targeting Nigerians who have the intent and the ability to develop more infrastructure for the country because if we don't have that additional structure, it's like a bottle neck. We can't go anywhere. We first have to have enough port, we have to have enough vessels which are Nigerian-managed in other to create a kind of industry that would employ tens of thousands to hundreds of thousands of people. I think the Government needs to do more with the focus particularly on Nigerian investors.

**You mentioned the issues of local content and investors, as a stakeholder, what area do you think your group needs Government's to support the more. Is it the area of loan, infrastructure? In what area do you think Government can come in to make your business easier for you?**

The most important thing to all business, particularly a long term business investor like LADOL is stability in the regulatory environment, so we need Government to continue to be consistent in how they apply the law and to continue to be consistent in allowing free access to the market to every qualified company. Those are the most important things. If they allow us to work, we would deliver our quota to them.

**Any message for the NPA management?**

We thank the NPA management for their hard work. Every crisis we have had, we have seen the management front and centre more. We have a management in Nigeria Ports Authority that is very hands-on. We see them, they are with us, we feel like they are working alongside with us; so we commend them and we ask them to continue doing what they are doing and continue to guide us irrespective of what is happening in the environment, and continue to make sure they safeguard our activities as they have been doing.

## INTERVIEW



**C**ongratulations on your recent election as the Deputy President of the Nigerian Labour Congress.

**How did it come to you sir?**

Well, it did not come as a surprise, but I think the glory goes to Almighty God, who has made it possible. I started as a Labour, and today I find myself at the highest peak of Labour. So, I need to thank my God firstly, the stakeholders, and all the workers in the maritime sector.

**You are the Deputy President of the Nigerian Labour Congress and also President General of the Maritime Workers Union of Nigeria. What gain does the maritime industry expects to get from you being the Deputy President of Nigeria Labour Congress?**

It will no longer be like when we have issues in the industry, we keep on taking our matters before the authorities (NLC) in Abuja, now part of the NLC top leadership is also in Lagos.

So whatever problem is affecting the stakeholders within the sector, be it the terminal operators, the Nigerian Port Authority (NPA) or the industry at large, I believe the congress will give the support as they have been doing before. This is the first time they have ceded the power of NLC to the private sector and MWUN was able to be part of the new arrangement, so we need to deliver. We must be able to correct some of the mistakes we have made in the past so that workers in the industry will know they have somebody representing them at the highest level of the NLC. We are giving them 100 percent assurance that our new position will be used to resolve some of the challenges they are having with the employers of labour; like the IOCs and shipping companies. It will be a new dawn in the sector unlike before where the workers are marginalized by some of these fake employers of labour. This time around, we are not going to accept that anymore. So, it is a plus not only for the union, but all the stakeholders that are operating within the maritime sector. They are going to see a different union because this is the first time we are seeing the private sector managing the affairs of the Labour movement in Nigeria. So, you are going to see a vibrant NAC in NLC that will be able to manage the challenges workers are facing. We all know what has been happening within the sector.

# It Is Not That We Are Weak, What We Are Doing Is Scientific Unionism

— Comrade Adewale Adeyanju; PG MWUN

All of us are going to work together, including all the stakeholders- Shippers' Council, Nigerian Ports Authority, the seafarers, dock workers e.t.c, and they are going to see the best of the Maritime Workers Union of Nigeria.

**Sir, as the PG of Maritime Workers Union of Nigeria, why did you choose the part of negotiation, rather than confrontation, are you that a weakling?**

Well, I won't want you to use the word weak. I am not weak, and I think that I humble myself, and that I started my career as a Labour in the port and rose to the highest position in the port. When you humble yourself, the sky is the limit for you, and you also get what you want. So, my style of leadership is quite different from others, because I emulated that from my predecessors, Comrade Onikolease Irabor, Comrade Tony Nted and so many past leaders, that I learnt one or two things from. I believe in meeting with the management, telling them how we can do it, but it is not that we are weak; what we are doing is scientific unionism. This is unlike what it was before in those days, when we bang tables and tell our employers to remove their shoes, lock the gate and shutdown. So, why don't we express our feelings before our employers and tell them our request, because to me, I believe in notifying my employers by writing and giving ultimatum to them, and if the ultimatum failed, that is when you will know that I am not weak, and then I will tell the other side of option 'B', that you won't like to see of Adeyanju and my executives. So we believe that if you create crisis by attacking the management, you are still coming to meet the same management. So, why don't we rub minds together and negotiate on how such things will be done and allow peace to reign.

**Last year, you spoke about the need for the NPA Management to look into the welfare of its workforce. Are you happy with what you have seen so far?**

Well, I think that is a very technical question, it has to do with the welfare of workers who have elected me to serve them. My primary objective and responsibility as a leader is to make sure that I protect the welfare of the workers and make sure they get what belongs to them, and if somebody else is trying to hide it from people like us, by the time we get a hint of what is happening, we will feel very bad. Before I go further on that, I want to thank the management of the NPA led by Mohammed Bello Koko, for being pro-active, because I think the union heard of what happened

in NPA and had to make noise, but all is well, within the junior and senior workers of the NPA, because of their salary, that has not being reviewed for couple of years and I tried to be a little bit not comfortable when I heard about it, and I had to call for a town hall meeting, because as a good leader, you don't allow your workers to give you ultimatum, and what I did was to summon all the executives of the NPA branch, and called for a town hall meeting where I heard of what happened. So for the MD of NPA, to have respect for the union, I must commend him for that, because I can say, that I dragged him before the authority, and he followed me to Abuja to see the former president of the NLC, to seek support, from there to the Minister of Labour and Transport respectively. So, I want to give it to him and the union must commend him for that. But he needs to do more, because he has promised us that he is going to pay part of the money, and I heard that he has started paying. So, I want to commend him for that, but the union was satisfied a little, because, we have not gotten to the peak of what we are asking for, so that every workers in the NPA, will be smiling to the bank, and so they should expect more from the union, he is going to do more because he is a pro-active MD, that I have so much respect for.

**Sir, in the past eight years in the Maritime Sector, can you specifically give me one or two areas that has really impressed you the more?**

I think all of us need to thank ourselves, including the management of the NPA, the stakeholders, NIMASA, Shippers' Council, and including you, the interviewer. We all know what happened during the EndSars period. I was the one that did not allow the EndSars to come into the Port, because what I did was to make sure that I shut down the Port, because when we heard the hint that they were coming to come and overtake the port, we took all the dock workers, away from the port and that everybody should close. That was my happiest day, since I have been working in the Port, because what would have happened in the port, will be so dangerous, where vessels might be attacked, and the international community will ascertain that Nigeria is not a place to come and invest or do business. I can say that I was happy that day, because we did not allow hoodlums to overtake the position of the Nigerian Ports Authority, because that would have very being distasteful. Also, under eight years, the Nigerian Ports Authority, has recorded much, very successful and progressively, so I commend them for that and the union will embrace it.



**In eight years, the Nigerian Ports Authority has recorded much success progressively.**

# The Government Should Be Commended For Its Intervention In The Port Access Roads

— Dr Taiwo Afolabi  
Chairman SIFAX Group

**W**hat's your assessment of the maritime industry in the past 8 years of this administration?

In the past eight years, the maritime industry in Nigeria has seen significant growth and development. The volume of cargo coming in and going out of the country has increased significantly, though we still record trade imbalances since our import volume is higher than the cargo being exported out of the country. The port terminal concessionaires have impacted the sector greatly with their massive investment in technology, human capital, cargo equipment and infrastructural facilities.

These investments have resulted in a better and more efficient maritime sector that has created more employment opportunities, improve vessel turnaround time in our seaports and supported trade across the country.

A key milestone is the establishment of bonded terminals across the country. This has greatly assisted in decongesting our seaports, facilitated easier consignment clearing as well as increased revenue generation for the government.

The Federal Government has also taken various steps to improve the overall performance of the maritime industry through the ease of doing business initiative. It has implemented new regulations and laws that promote safety and reduce the risk of accidents promotion of an enabling environment for the movement of cargo from our seaports through barges.

Worthy of note are incentives for investment in the sector, such as tax breaks that have attracted foreign investors and also encouraged local investment.

Overall, the maritime industry in Nigeria has seen significant growth and development over the past eight years, and the government has taken steps to ensure its continued success into the future.

### **What will you consider the biggest achievement of this administration in the maritime sector since 2015?**

Let me start with the attention that are currently being given to revive and make economically viable seaports outside Lagos. Ports like Warri are coming back to life now. The game plan is to decongest the Lagos ports and create economic port hubs in other coastal locations.

I have also mentioned that the Federal Government is encouraging investors, both local and international, to invest in inland ports. SIFAX Group has invested in a couple during the lifetime of this administration. The flagship of them is the one located at Ijora, Lagos which we plan to upgrade to a vessel-receiving private port in the future. These inland terminals provide an opportunity for agents and consignees to clear their goods away from the hustle and bustle of a regular port terminal.

Rail connection to Lagos ports, especially Apapa ports, is also a key achievement of this administration. Evacuating cargoes through rail has helped traffic situation around Apapa. It also makes delivery of these cargoes across the country easier and more cost-efficient.

Like you know the Lekki deep seaport has just been commissioned. I mean the first phase while the cargo operation has commenced in earnest. This will open a whole new realm of opportunities in the industry. Jobs will be created while the seaport will contribute substantially to the growth of the country's economy. Aside this, the construction of the Badagry seaport has also been approved.

### **As a leading terminal operator, what has been your biggest challenge?**

As a terminal operator, Ports & Cargo like other seaport operators in Nigeria are faced with a myriad of challenges. Let me highlight some of them. One, difficulty in sourcing for foreign exchange. An average terminal operator depends largely on access to foreign exchange to purchase equipment and

spare parts. The foreign exchange situation in Nigeria in the last few years has affected our operations and erode our profit margin. Apart from the difficulty in sourcing it, the rate also presents a big headache for us. At the inception of our concession in 2005, the exchange rate of Naira to Dollar was about N130 but today we buy above N700 in the black market to meet our obligations. Imagine the difference.

Unstable government policies could also be challenging for us. While you are still trying to adapt and ensure to a policy, you will realize the government has moved passed it to develop another one. This creates confusion and instability and hampers the ability for a long-term investment plan.

Related to the first point I mentioned earlier is the payment of statutory lease fees in dollars. The terminal operators are groaning under this heavy weight. We have to practically sourced this foreign exchange from the black market at exorbitant rates so we could pay our fees. That's why we have been appealing to the government to allow us pay these fees in local currency.

### **Do you agree with stakeholders who have commended the Federal Government and the management of NPA for the present state of the access roads to the ports in Lagos?**

The government should be commended for its intervention on the port access road. There is a great improvement in traffic management on the road now compared to what was obtainable some years back. However, I wish to appeal to the Federal Government to address the slow pace of work by the contractor handling the road reconstruction around the Tincan Port axis.

Due to the strategic importance of both Tin Can and Apapa ports to the country's economy and trade facilitation, I don't believe the construction should drag on endlessly. Let the government prevail on the contractors to speed up the job.

### **Which Federal Government policy will you say has aided the growth of the maritime sector the most in the past 8 years?**

Without doubt, the ease of doing business programme in the maritime sector is a game changer. With a combination of economic incentives like tax holiday, less bureaucratic processes and massive investment in infrastructure and facilities in the sector, there is a renewed interest in the sector by investors.

### **What areas do you think need to be addressed by the incoming government?**

I mentioned some of them earlier. Let me however reiterate. Payment of fees in local currency for the terminal operators as well as access to foreign exchange at the official rate for the purchase of parts and equipment will lessen the burden on the operators and make the business environment friendlier for us to thrive.



# We need a port development plan

— Dr Kayode Farinto, Acting President, ANLCA

**T**he present administration is almost at its exit point, looking at the maritime sector, what are your assessment of its performance?

Well if you want to look at the present government vis-à-vis performance index, if you want to rate them, I can give them more than 45%. There are a lot of things that we think they should have done, but there are areas that this administration has actually done well that we need to enumerate. The first among them is the issue of export, before this government came on board, the issue of rice importation was a very big problem, but I will put it to you now that our locally Produced rice can satisfy the yearnings of Nigerians to the extent that we are

even exporting rice. So, I give this administration kudos in that area, because a lot of foreign exchange has been laundered through rice importation before now. When the government came on board, they made a promise to make sure that the issue of importation of rice will be a thing of the past. I think they have achieved that. In the area of export also, there are many commodities that are now being exported throughout Nigeria. We now have a situation where even our raw materials and mineral resources are being exported. There is no state in Nigeria that does not have one or two mineral resources. Before this administration came on

board, we never knew much about export, but this administration came on board and started talking about export. Hence, Nigeria now saw the need to go for export trade. It has really increased the volume of export going abroad. I give it to the present administration especially in this area of export trade. Our export has increased for about 60 percent and the only thing that saddens me is that Nigerians are not really involved in this export, despite the fact that the export is increasing. We now have a situation where foreigners are taking over our export again, it is very saddening.

This government came on board and started talking about improving our rail system, I give it to them in the area of rail and this government has succeeded in using rail to increase movement of cargo out of the port, so that we don't rely too much on roads.

I also give that to the Managing Director of NPA, when he came on board, before now we normally have gridlock along Apapa-Oshodi express way and all access roads to the port, but in the last one year, we have not had such bad experience. Meaning that, the government is not actually concentrating on relying on the road alone, so rail has come to complement the road. The only thing is that Nigerian should be talking about the efficiency of our ports. Most of our structures are dilapidated and the various concessionaires that took over the port, very few of them are adding values. The rail system has increased our import.

**You spoke about encroachment of foreigners on our export trade, what do you think can be done?**

A lot of things can be done, I was a baby when we had what is called indigenization decree, and the world is a global village now where you cannot really stop anybody from doing business with you. There are things that we need to do to protect our citizens. I was privileged to have a cargo in Cotonou port and I am a freight forwarder with over 30 years'



experience, as I am, I can't clear cargo in Cotonou port. I have to give that job to an indigene of Benin Republic. All we need to do is to indigenize freight forwarding. Are you a foreign company who wants to do what is called freight forwarding in Nigeria, then you need Nigerians who are practicing freight forwarding to be the chairman of that company, before you can be licensed

But, we have a situation where foreigners will just come to Nigerians. For example, China Construction Engineering Company was commissioned to bring in rail system. Before you know it, CCEC now has a clearing outfit. Where are we going? Virtually all the shipping firms now have clearing departments and this is killing our economy, our youths that are supposed to have employment do not have it, so there must be a serious law from the National Assembly to protect or to indigenize freight forwarding, that is

very important. If we do that, we will be creating on a yearly basis a minimum of 20,000 employments because maritime industry is an industry that we have not really harnessed.

**Can you say that port concession has added value to the ports?**

You can't take that away from this government. We had a period where somebody like us were then actually graduating from freight agent having our private licenses and Nigerian Ports Authority became over saturated and helpless, and could not meet the yearnings of the industry then. Port concession has added value to the cargo clearance in Nigeria. Port concession has added value to revenue



**Access road to the ports are okay now and cargoes can now move freely.**

# INTERVIEW

generation to the Federal Government. Port concession was the best for this country. However, the port concession agreement is long overdue for review, and government has failed to provide the things that they promised to provide in the port concession agreement. So whether we like it or not, port concession has moved us from the medieval era. We are now gyrating with the international community. It has added value to cargoes clearance.

**The Managing Director of Nigerian Ports Authority marked one year in office on the 15th of February 2023, with a scale of ranking, how would you scale him?**

I don't know him from Adam, but I was surprised when he was appointed as the MD, I said what can this one do. Honestly I give him 65%, I am a 'lecturer' that does not give marks anyhow. For him to have solved the gridlock in our seaport, it is an automatic 50 marks for anyone coming on board. For him to ensure that everybody keyed into electronic call up system and we are able to solve some of the madness in our seaport, another 10 marks for him, so I give him 65% mark. Whether we like it or not, our access road to the port are okay now and cargoes can now move freely out of the seaport on a daily basis. Now, I can time myself and say in the next 15mins I will be going be in my office at a particular time. Before now, it takes an average of four hours. I don't know how the MD NPA got his magic and then implemented it. I don't know him from Adam, he is not my friend, but I give it to him. He is a Nigerian and this are the kind of things we want. We want people that will add value to the maritime industry.

If I have my way, I would say he is one of those to be given more and not those who have not added value. So I give it to the Nigerian Port Authority MD. He has my full respect. MD NPA, kudos to you and I hope you do more.

**What is your assessment of the emergence of Deep Seaports?**

Deep seaport is something that we create new things. Number one, Lagos state is an investor in Deep



Seaport. It is going to increase internal generated revenue, IGR, which is number one. It is also going to increase employment, which is number two. And also the fact that the seaport is now a transit place where cargoes go in and out. But, there must be attitudinal change, the Nigeria Custom Service role need to be monitored in the operation of Deep seaport for it to survive and with the fact that we must make sure that the port is connected with rail. Nigeria is just waking up now to what is happening around the world. We visited Holland about 13 years ago, and they knew about deep seaport. If Togo could be shining with deep seaport and Nigeria, the giant of Africa does not have it. Nigeria can now stand high and say yes, we have a deep seaport. The deep seaport is a welcomed development.



**We are now gyrating with the international community. It has added value to cargoes clearance.**

**What are your areas of concern as regards policies going forward?**

My area of concern is that the incoming government would look at balkanizing the Ministry of Transportation, it is very important. Secondly, we must have a clear cut policy in our maritime industry which we do not have presently. Thirdly, we need a Port Development Plan. People are talking about Badagry Deep Seaport, what is government looking at. When Tin-can Island port was designed, it was designed to handle mini- cargo. What is the cargo throughput now? Tin-can Island port is overstretched, even Apapa port is seriously overstretched. We need a port development plan.



# NIGERIAN PORTS AUTHORITY

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



## Our Port Locations:

### Lagos Port Complex, Apapa

P.M.B. 1021 Apapa Lagos  
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**A**u fil des ans, des efforts délibérés ont été déployés afin de transformer le Nigéria en une plaque tournante maritime dans la sous-région de l'Afrique de l'Ouest et de l'Afrique centrale, car l'industrie maritime reste un secteur majeur de l'économie nigériane. Bien que le Nigeria soit également un grand pays producteur et exportateur de pétrole, le secteur maritime représente environ 95 % des échanges commerciaux internationaux du pays.

Après son élection à la présidence de la République fédérale du Nigéria en 2015, le Président Muhammadu Buhari a mis un point d'honneur sur le secteur maritime, mettant en place des politiques qui accéléreraient la croissance économique et les réformes dans le secteur afin d'améliorer la qualité de vie des Nigériens et d'enclencher le développement dans des domaines clés

de l'économie.

Par conséquent, au cours des huit dernières années, l'industrie maritime a connu une refonte dans différents domaines et ce, grâce à l'engagement de l'administration du Président Muhammadu Buhari.

Dans le présent rapport, l'équipe du magazine des ports nigériens, (« Nigerian Ports Today ») composée de Moltok Josephine, Sarah Ballah Ezinne Asinobi, Olubiyi Omidiji, Paul Erahkifu, Marvelous Maduka, Friday Eze, Bidemi Agboola et Lucy Akinsanya, font le bilan des contributions de l'administration Buhari au secteur maritime. Ils ont également passé en revue certains des succès enregistrés jusqu'à présent. Leur conclusion est que, malgré les défis inhérents, l'administration a enregistré un succès remarquable. Ce bilan est fait avant la date du 29 mai 2023.

A composite image featuring a portrait of President Muhammadu Buhari in the foreground, wearing a traditional Nigerian cap and glasses. In the background, a large container ship is docked at a port, with its deck stacked high with colorful shipping containers. The ship's reflection is visible in the calm water below.

*President Muhammadu Buhari*

# Le secteur maritime nigérian: les années Buhari

## Plan quinquennal de développement national (PND)

L'administration Buhari a prévu un investissement de 7,73 billions de nairas pour l'industrie maritime et d'autres industries relevant du secteur des transports dans le cadre des 348,1 billions de nairas prévus pour le plan quinquennal de développement national (NDP) couvrant la période 2021-2025.

Lors de son lancement officiel à Abuja, le président a déclaré que le plan quinquennal de développement national remplace le plan de relance et de croissance économiques (ERGP). Dans le cadre de ce programme, un comité de mise en œuvre du plan de développement présidé par le vice-président du Nigéria, le Professeur Yemi Osinbajo, avec le ministre d'État en charge du budget et de la planification nationale, Zainab Ahmed, en qualité de présidente adjointe, a été créé.

L'objectif du plan, selon le président Buhari, est de s'assurer que les ports nigériens deviennent les destinations préférées en Afrique de l'Ouest et de l'Afrique centrale grâce à des stratégies de collaboration délibérées afin d'augmenter le rendement, améliorer la sûreté et la sécurité, et tirer parti de la technologie pour améliorer l'efficacité et la facilité de faire des affaires.

En outre, il a déclaré que les voies navigables intérieures serviraient de mode de transport alternatif bon marché pour décongestionner les deux ports maritimes de Lagos et acheminer les cargaisons vers l'arrière-pays.

Les autres objectifs et cibles qu'il s'est fixés pour le secteur maritime sont ancrés sur le développement d'au moins deux ports en eaux profondes et de cinq ports secs intérieurs pour décongestionner les ports existants et accroître la concurrence interportuaire afin de réduire les coûts et de gagner en temps.

Le Plan quinquennal de développement démontre que l'administration actuelle a accordé une attention suffisante au secteur maritime, faisant de ce secteur une partie intégrante du programme de relance économique du gouvernement.

Le Président avait déclaré que l'investissement public prévu pour le secteur des transports dans le Plan était de 7,73 billions de nairas pour la période 2021-2025. Il a rassuré que des allocations seraient faites au profit de projets prioritaires du secteur ainsi qu'aux projets essentiels au fonctionnement des Ministères, Départements et Agences concernés à chaque niveau de gouvernement.

L'objectif du Plan est d'augmenter le Produit intérieur brut (PIB) réel de 5 % en moyenne au cours de la période cible, de créer 21 millions d'emplois à temps plein grâce à une croissance inclusive et de sortir 35 millions de Nigériens de la pauvreté.

Plus précisément, des investissements devraient être

réalisés pour réduire le temps d'attente des navires, augmenter la vitesse de documentation et le dédouanement, augmenter la capacité de rendement global et du tonnage et l'immatriculation des navires.

Les stratégies principales pour y parvenir sont, entre autres, la mise en œuvre de la modernisation des infrastructures afin de faire des ports nigériens la principale destination des expéditions en Afrique de l'Ouest et en Afrique centrale. Cette modernisation se conforme à l'Accord de l'Organisation mondiale du Commerce sur la facilitation des échanges pour réformer les procédures portuaires, en particulier celles relatives au fret en transit.

Parmi les procédures devant être réformées, il y a aussi l'amélioration de la navigation et de la sécurité des navires dans le port, la réalisation d'opérations portuaires efficaces grâce à l'automatisation complète des systèmes de gestion portuaire, la contribution à la croissance et à la diversification de l'économie nationale, des voies navigables plus sûres et un domaine maritime plus sécurisé.

Les stratégies comprennent également une entière conformité aux instruments maritimes internationaux (Organisation maritime internationale et Organisation internationale du Travail) pour une sûreté et une sécurité maritimes renforcées sur les voies navigables intérieures, tout en améliorant l'intégration à d'autres modes de transport et en créant un environnement propice pour attirer la participation du secteur privé au sous-secteur qui renforcerait davantage la diversification de l'économie.

Comme on pouvait s'y attendre, les parties prenantes ont exprimé leur optimisme quant à la réalisation du Plan quinquennal de développement.

En guise d'exemple, M. Muhammed Oluwaseyi, avocat du droit maritime, qui s'est entretenu avec le magazine d'informations sur les ports nigériens, a déclaré : « Je ne fais aucun doute que si cela [le Plan quinquennal, NDLR] est convenablement élaboré et mis en œuvre, il apportera le développement.

« J'ai toujours plaidé pour une plus grande considération du secteur des transports dans son ensemble, lequel secteur constitue un moteur de toute économie. Sans un système de transport efficace, aucune nation ne peut réaliser un développement économique. »

« Si le secteur maritime dans son ensemble reçoit l'attention qu'il faut, comme l'a fait le Président Buhari, non seulement il créera des emplois et contribuera à la croissance du PIB, mais aussi repositionnera l'économie et la nation dans le concert des nations maritimes. La mise en œuvre est possible puisque le président Buhari attache du prix au plan », a-t-il déclaré.

## La pandémie de la COVID-19 et le rapport de la Conférence des Nations Unies sur le Commerce et le Développement (CNUCED) sur le Nigéria sous la présidence de Buhari

Malgré des perturbations causées par la pandémie de COVID-19 à travers le monde, entraînant des changements dans le fonctionnement des échanges commerciaux mondiaux et une crise de la chaîne d'approvisionnement, l'industrie maritime nigériane sous le président Muhammadu Buhari a réalisé des gains en 2021 par rapport à 2020, année qui a enregistré un temps d'arrêt du commerce international.

L'année 2021 a marqué un rebond des activités de transport commercial dans le monde entier, avec le Nigeria recevant, de façon équitable, sa part de valeur. Selon la Revue du transport maritime de 2021, un rapport phare publié chaque année par la Conférence des Nations Unies sur le Commerce et le Développement (CNUCED), le Nigéria arrive en tête parmi les 35 premiers pavillons d'immatriculation en termes d'augmentation de sa part de la flotte marchande mondiale qui est passé de 0,50 à 0,78 pourcent.

## Le projet de sécurité maritime de 195 millions de dollars (Projet Deep Blue)

S'exprimant lors de l'inauguration des Infrastructures intégrées de sécurité nationale et de protection des voies navigables au Nigeria (également appelée Projet Deep Blue) au terminal ENL, complexe portuaire de Lagos (LPC) à Apapa le 10 juin 2021, le Président Buhari a exprimé sa confiance au projet, ajoutant qu'il renforcera les

infrastructures de sécurité maritime et améliorera l'application de la loi en mer.

Le projet a été conçu en 2017 et est renforcé par des moyens terrestres, maritimes et aériens pour lutter, de manière globale, contre les menaces à la sécurité maritime.

Le président a laissé entendre lors du lancement que : « Je suis convaincu que le projet qui dispose d'une architecture de sécurité maritime robuste, renforcera la capacité de prise de conscience envers le domaine maritime et améliorera les activités de maintien de l'ordre, en particulier dans la poursuite des suspects dans le cadre de la Loi portant répression contre la piraterie et les autres infractions maritimes, loi que j'ai promulguée en juin 2019.

« Ce lancement est une étape importante dans le changement continu de l'action stratégique en matière de sécurité maritime régionale. »

« Il servira de référence aux États membres du Golfe de Guinée et aux autres parties prenantes concernées afin de développer davantage des stratégies innovantes et aligner les efforts sur le cadre existant pour améliorer la sécurité maritime dans la région.

Le projet *Deep Blue* est mis en œuvre par l'Agence nigériane d'administration et de sécurité maritimes (NIMASA), en collaboration avec les forces armées, la police nigériane, le Département des services d'État et d'autres agences de sécurité.

Les archives indiquent qu'environ 70 % du commerce maritime dans le Golfe de Guinée se déroule dans les eaux nigérianes, ce qui impose au pays une énorme responsabilité de préserver la sécurité et la sûreté de son environnement maritime et, par extension, de l'ensemble du





l'interdiction des équipes de sécurité privées gérant les opérations.

Il a félicité le ministère de la Défense et les différents Chefs d'état-major au sein des Forces Armées pour leurs contributions tout au long des étapes préliminaires du projet et les a encouragés à

Golfe de Guinée.

Le Président a déclaré que le projet visait à mettre en exergue la détermination de son administration à briser le cycle de criminalité dans les eaux territoriales du pays et à mettre fin à la piraterie dans le Golfe de Guinée.

Buhari a ajouté que le projet a été lancé pour promouvoir l'architecture sécuritaire du Nigeria dans les eaux territoriales du pays et au-delà.

Il a déclaré : « Le projet Deep Blue arrive à un moment où le monde est désormais préoccupé par la piraterie et la criminalité maritimes dans le Golfe de Guinée. Ce projet montre les efforts concertés visant à garantir la sécurité et cela témoigne de la détermination du gouvernement de diversifier l'économie nationale et d'exploiter les potentiels de l'économie bleue. »

Tout en félicitant le ministère des Transports et le ministère de la Défense d'avoir concrétisé le projet, Buhari a demandé à tous les acteurs maritimes, opérateurs et utilisateurs de ports de collaborer avec les agences du Gouvernement fédéral afin de sécuriser le domaine maritime du pays et promouvoir la sécurité des navigateurs dans le pays.

Il a indiqué qu'avec l'entrée en vigueur de la loi portant répression contre la piraterie et les autres infractions maritimes, le pays a pu traduire 10 pirates en justice en appliquant la loi.

Dans son allocution de bienvenue, le ministre des Transports d'alors, M. Rotimi Amaechi, a souligné que la durabilité quant à l'aspect financier et la maintenance de l'ensemble du projet serait évaluée par un comité qui s'en chargera.

Le ministre s'est réjoui que les actifs du projet aient déjà été déployés pour garantir la sécurité de la zone d'ancrage sécurisée de Lagos, après

continuer à soutenir le projet.

Par ailleurs, le ministre de la Défense, le Général de Division (à la retraite) Bashir Magashi, a déclaré qu'avec le projet, la sécurité est garantie dans le secteur maritime et a ajouté qu'il attirerait les investissements directs étrangers dans le domaine maritime.

Il a décrit le centre de commandement, de contrôle, de traitement informatique et de renseignement (C4i) comme étant au cœur du projet, ajoutant le fonctionnement du centre C4i et l'ensemble du projet permettrait de lutter entièrement contre la piraterie dans la zone économique exclusive du pays et dans tout l'espace maritime.

Magashi a souligné la nécessité d'utiliser judicieusement les actifs du projet et a exhorté à un entretien approprié afin de s'assurer que les avantages du projet soient pleinement optimisés.

En prélude au lancement, l'Unité pour la sécurité maritime du Projet Deep Blue, composée de personnel de la marine nigériane, de l'armée

nigériane, de l'armée de l'air nigériane, de la police nigériane et du département des services d'État (DSS), a mené des exercices de simulation pour l'événement sur les moyens terrestres, aériens et maritimes du Projet pour confirmer leur état opérationnel pour un déploiement complet.

Le projet Deep Blue est un énorme succès. Il n'est pas étonnant que le Directeur Général de la NIMASA, le Dr Bashir Jamoh, affirme que le Nigeria n'a enregistré aucun vol en mer et aucune attaque de pirates dans ses voies navigables depuis le dernier trimestre de 2021.

Jamoh a fait cette déclaration alors qu'il s'adressait aux correspondants de la Présidence (Sate House) lors d'une des sessions d'informations hebdomadaires ministérielles, organisées par l'équipe chargée de la communication présidentielle à Abuja.



Selon Jamoh, cet exploit a été réalisé à la suite du déploiement d'une infrastructure intégrée de sécurité nationale et de protection des voies navigables au Nigéria, baptisée Projet « Deep Blue » déployé par la NIMASA.

Il a déclaré qu'un exploit similaire avait également été enregistré dans tout le Golfe de Guinée, notant qu'il n'y avait pas eu d'attaque de pirates depuis mars.

Jamoh a déclaré : « Depuis le premier trimestre de cette année et jusqu'à présent, nous n'avons enregistré aucun accident ou incident sur nos eaux territoriales en termes d'attaque de pirates. A partir du dernier trimestre de 2021 à ce jour, cela fait plus d'un an maintenant qu'aucune attaque n'a été enregistrée. »

« Cet état de fait a conduit à un changement de la perception envers le Nigéria comme disposant des eaux les plus dangereuses du monde et le pays a été retiré de la liste des pays enclins aux attaques des pirates pour la première fois en mars 2022 ».

Selon le Directeur Général de la NIMASA, avec ces records, le Nigéria a continué à recevoir le soutien de la communauté internationale, dont l'Organisation maritime internationale (OMI)

### **Reconstruction complète de l'autoroute Oshodi/Apapa et de la route Wharf/Apapa**

Malgré la promesse faite par les administrations précédentes sur la reconstruction de l'autoroute Oshodi-Apapa, vu la pertinence de la route pour

l'économie, rien de conséquent n'a été réalisé à cet effet avant que le Président Muhammadu Buhari n'arrive au pouvoir et ne reconstruise la route.

A titre illustratif, en 2014, un conseiller spécial de l'ancien Président Goodluck Jonathan sur les questions de suivi et d'évaluation des performances, en la personne du professeur Sylvester Amoye, a fait un rapport graphique de la situation de la route lors de sa visite sur place.

Selon lui : « La route était en très mauvais état. Il y a deux ans, nous ne pouvions tout simplement pas circuler jusqu'à ce qu'une équipe du Gouvernement fédéral et du Gouvernement de l'État de Lagos se mettent ensemble pour essayer de déplacer les camions et les camions et les citernes hors de la route. »

« Cette route est vitale pour l'économie de ce pays du fait du port et le Gouvernement ferait de son mieux pour la rendre la route praticable pour les véhicules », a-t-il déclaré.

Il a promis que la route serait réparée, mais n'a pas donné de délai pour les travaux. La route n'a jamais été réparée.

Toutefois, en 2018, le Conseil exécutif fédéral, sous la direction du Président Buhari, a approuvé un contrat d'une valeur de 72,9 milliards de nairas avec le groupe Dangote pour la reconstruction de la route d'Apapa à la fin du péage de l'autoroute Lagos-Ibadan.

Le Ministre des Travaux Publics, de l'Energie et du Logement, Babatunde Fashola, a annoncé cette information aux correspondants à la Présidence à





Abuja après la réunion hebdomadaire du Conseil exécutif fédéral.

Fashola a déclaré que la décision avait été prise afin de fournir une solution à long terme à la route qui était la scène de monstrueux embouteillages ces derniers temps.

« Le ministère de l'Énergie, des Travaux publics et du Logement a obtenu l'approbation pour la reconstruction de la route Creek Road Tin Can Island-Beachland en passant par Oworonshoki jusqu'à la fin du péage de l'autoroute Lagos-Ibadan pour la reconstruction complète de cette route qui a été construite vers 1975 dans le cadre de notre première expansion portuaire entreprise alors dans les années 1970. »

« Cette route était destinée à évacuer des cargaisons hors de Lagos sans traverser la grande artère de la ville. »

« La route est actuellement dans un certain état de délabrement et le Conseil a approuvé sa reconstruction à hauteur de 72,9 milliards de nairas », a déclaré Fashola.

Selon Fashola, les travaux seraient effectués en suivant le modèle de partenariat public-privé.

Il a cité le Groupe Dangote comme est le maître d'œuvre du projet routier, affirmant que les 72,9 milliards de nairas pour l'exécution du projet seraient récupérés grâce à la politique de crédit fiscal du gouvernement.

Le Ministre a déclaré qu'une fois entièrement construite, la route aura 10 pistes - cinq sur les deux côtés, avec un total de 270,8 kilomètres linéaires, y compris le drainage, la réhabilitation de certains ponts et échangeurs.

« Les travaux se dérouleront, tout d'abord, en suivant le modèle PPP. L'entreprise de construction sera le Groupe Dangote. Le modèle financera la construction à hauteur de 72,9 milliards de nairas, ainsi que l'atteste le partenariat public-privé. »

« Un autre point important à noter est qu'il s'agit de la première reconstruction complète de cette route depuis sa construction vers 1975. »

« Tous les efforts précédents avaient consisté à réparer les sections endommagées. Donc, les travaux, cette fois-ci, iront jusqu'à la reconstruction de la route. »

« Le troisième point à noter au sujet de la construction dans son ensemble est qu'elle implique la réalisation de 27,8 kilomètres composés de 10 pistes dont cinq de part et d'autre ; trois sur la chaussée principale, deux sur des voies de service. »

« Ainsi, il s'agit essentiellement de construire 79,8 kilomètres linéaires et cela implique également le drainage et d'importants travaux de cimentation et la remise en état des ponts. »

« Les difficultés que connaissent actuellement les navetteurs seront ainsi durablement résolues », a déclaré Fashola.

Des enquêtes ont révélé que la route a été entièrement reconstruite par l'administration Buhari.

La route dite *Wharf Road* à Apapa, Lagos a également été reconstruite par l'administration du Président Muhammadu Buhari à la suite d'un protocole d'accord de 4,34 milliards de nairas signé par le ministre de l'Énergie, des Travaux publics et du Logement, M. Babatunde Fashola avec le Groupe Dangote, l'Autorité nigériane des ports et *Flour Mills of Nigeria* pour la reconstruction de la route délabrée.

La route a donc été remise aux trois parties prenantes pour le démarrage des travaux de reconstruction après la signature de l'accord à Lagos.

Le projet routier a été géré par AG Dangote, la branche de construction du Groupe Dangote et a duré environ un an, l'Autorité nigériane des ports contribuant à hauteur de 1,7 milliard de nairas. La route longue de 2 km part du complexe portuaire de Lagos à, Apapa jusqu'à la fin du pont d'Ijora, près de l'arrêt du bus Leventis.

Fashola, lors de la cérémonie de signature du contrat, au nom du gouvernement fédéral, a expliqué que l'embouteillage à Apapa s'était aggravé et avait atteint un niveau insupportable parce que les transporteurs ne se conformaient pas

à l'ancien système de transport de cargaisons par les rails vers les camions et les conteneurs.

Selon lui, le choix des transporteurs d'utiliser la route plutôt que les rails pour le transport a empiré les embouteillages et a causé la souffrance et des difficultés aux habitants d'Apapa. Il a ainsi félicité l'Autorité nigériane des ports et les autres parties prenantes pour leur détermination à résoudre les problèmes complexes d'Apapa et de ses environs.

Fashola a convenu que l'état déplorable de la route à Apapa avait causé du stress aux riverains, aux propriétaires d'entreprises et aux autres acteurs de l'État, ajoutant : « La conséquence de toutes ces pratiques qui n'arrangent aucunement la situation est que nous avons atteint un niveau de blocage quasi total. Il est difficile de déplacer de la cargaison à l'intérieur ou vers l'extérieur. Il est de ce fait difficile pour les populations de rentrer chez elles et cela doit cesser », a-t-il dit.

Le Ministre a expliqué qu'il a fallu du temps pour parvenir à un accord sur le projet, car les parties prenantes élaboraient un plan efficace qui allait résoudre le problème de drainage puisque la zone était gorgée d'eau.

Nous avons terminé la conception. Nous avons maintenant un devis quantitatif et le coût de la construction de la route est de 4,34 milliards de nairas à financer et à payer par ces trois groupes, *Flour Mills of Nigeria*, *AG Dangote Construction Company Ltd* et l'Autorité nigériane des ports, a-t-il dit.

Le Ministre qui était un ancien Gouverneur de l'État de Lagos, a déclaré que bien que les parties financent le projet, le ministère fédéral de l'Énergie, des Travaux publics et du Logement le superviserait à toutes les étapes pour garantir la qualité et le respect des

normes.

Les usagers du port et les autres acteurs du secteur maritime peuvent désormais attester du fait que les deux routes principales menant aux deux ports de Lagos aient été entièrement reconstruites par l'administration dirigée par le président Muhammadu Buhari.

Ils ont affirmé que c'était une expérience beaucoup plus heureuse pour eux, qu'ils passent par Western Avenue jusqu'au port d'Apapa, ou à partir de Mile 2 jusqu'au port de Tin Can Island.

### **Achèvement du port en mer profonde de Lekki**

Le lundi 23 janvier 2023, le Président Muhammadu Buhari a mis en service le plus grand port en eau profonde du Nigéria et de l'Afrique subsaharienne.

La société Lekki Port LFTZ Enterprise Limited (LPLEL) est une entreprise commune détenue par des promoteurs étrangers, Lekki Port Investment Holdings Inc. (comprenant China Harbour Engineering Company Ltd. et

Tolaram), le Gouvernement de l'État de Lagos et le Gouvernement fédéral.

Lekki Port LFTZ Enterprise Limited est constituée en vertu de la loi sur les sociétés et les questions connexes et est autorisée par la Zone libre de Lagos à opérer dans la même zone en vertu de la loi nigériane sur la zone de traitement des exportations. Cela ouvre une foule d'avantages pour le port de Lekki en ce qui concerne les taxes, les droits et autres mesures incitatives. Le port de Lekki est un port en eau profonde polyvalent au cœur de la zone de libre-échange de Lagos, un des ports les plus modernes, soutenant le commerce en plein essor à travers le Nigéria et toute la région ouest-africaine. Les actionnaires de ce projet



**Le projet a été lancé et achevé sous l'administration du Président Muhammadu Buhari.**



visionnaire sont l'Autorité nigérienne des ports, le Gouvernement de l'État de Lagos, la China Harbour Engineering Company et Tolaram.

L'achèvement du port en eaux profondes de Lekki en un temps record de 45 mois a démontré l'efficacité et la ténacité d'un soutien présidentiel sans faille, d'une supervision ministérielle et d'une surveillance réglementaire strictes par l'Autorité portuaire et d'autres organismes de réglementation du Gouvernement fédéral.

Le port en eaux profondes de Lekki est une combinaison complète des efforts du Gouvernement fédéral par le biais de l'Autorité nigérienne des ports, du Gouvernement de l'État de Lagos et du secteur privé. Le projet a été lancé et achevé sous l'administration du Président Muhammadu Buhari.

Des informations révèlent que la taille des navires qui accosteraient au port de Lekki pourrait être jusqu'à quatre fois la taille des navires qui accostent actuellement au Tin Can et le Complexe portuaire de Lago (LPC) à Apapa, et le port fournira sans aucun doute des milliers d'emplois directs et indirects aux Nigériens.

S'exprimant lors de la mise en service, le Président Buhari a déclaré que le port en haute mer de Lekki, d'une valeur de 1,5 milliard de dollars, est conforme au plan de croissance pour la relance économique (ERGP) de son administration, ajoutant qu'il est toujours prêt à apporter son soutien à des projets

infrastructurels révolutionnaires qui peuvent avoir un impact positif sur les échanges et le commerce dans le pays et au-delà.

Le port polyvalent en haute mer offre un énorme soutien aux opérations commerciales en plein essor à travers le Nigéria et toute la région de l'Afrique de l'Ouest.

Le Gouverneur Sanwo-Olu de l'État de Lagos, qui était avec le Président Buhari, a décrit le port maritime comme une combinaison totale des efforts du Président Buhari, du Gouvernement de l'État de Lagos et du secteur privé, bien qu'il a affirmé que le projet avait commencé et s'était achevé sous l'administration de Buhari.

Il a déclaré : « Le projet est une combinaison totale des efforts du Gouvernement fédéral, de l'État de Lagos et du secteur privé, et nous sommes heureux que cela se produise sous mandat. Tout a commencé pendant votre mandat et s'est achevé toujours sous votre mandat. »

« La taille des navires qui arriveront au port de Lekki pourrait être jusqu'à quatre fois la taille des navires qui font actuellement escale aux ports de Tin Can et d'Apapa. Il s'agit donc là d'une infrastructure massive et nous sommes ravis que quelque chose de nouveau ait eu un impact sur ce pays, et cela va générer des milliers et des milliers d'emplois directement et des centaines de milliers d'emplois indirectement dans tout l'écosystème. C'est votre propre projet et nous sommes ravis. »

Le Gouverneur a déclaré que la construction du port a été achevée en un temps record, malgré le ralentissement du rythme des travaux occasionné



par la pandémie du Coronavirus. Il a déclaré que la rapidité et la cohérence de la construction témoignaient de la détermination de tous les partenaires à réaliser le projet.

Sanwo-Olu a déclaré: « La dernière construction d'un port maritime à Lagos a eu lieu à la fin des années 1970, lorsque le port de Tin Can Island a été construit pour soulager le port d'Apapa. Aujourd'hui, avec le soutien du Président Buhari, des autorités fédérales et des investissements du secteur privé, nous accueillons le plus récent port maritime au monde et le premier port en eaux profondes au Nigéria.

« L'économie de Lagos et du Nigéria seront grandement transformées par cet investissement aux énormes avantages en termes de création d'emplois directs et indirects par milliers, des dizaines de milliards de dollars de recettes publiques, de réduction des coûts d'expédition et de logistique, de facilitation des échanges et de nombreux autres avantages. »

Selon le Gouvernement, la vision conceptualisée il y a de cela des décennies par le Gouvernement de l'État de Lagos est devenue une réalité, avec la construction et l'achèvement d'un nouveau port maritime en eaux profondes dans la zone de libre-échange de Lagos (FTZ) à Ibeju Lekki, par le Gouvernement de l'État en collaboration avec l'Autorité nigériane des ports et un groupe d'investisseurs privés.

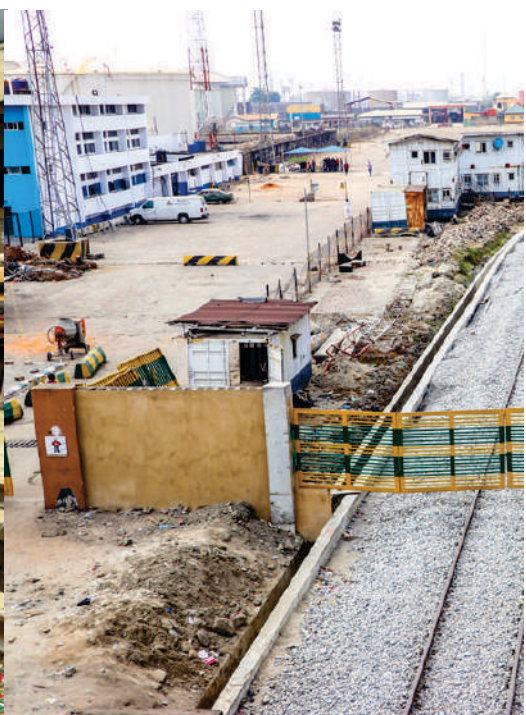
Le développement souligne un autre triomphe du partenariat public-privé (PPP), une possibilité que le Gouvernement de l'État a commencé à explorer pour la réalisation d'infrastructures depuis le début des années 2000. L'infrastructure de transport impulserait considérablement l'économie, en élargissant la capacité maritime du pays et en ouvrant la voie aux

efforts de décongestion dans les ports existants d'Apapa et de Tin Can Island.

Le port en eaux profondes de Lekki, construit par la société China Harbour Engineering, s'étend sur 90 hectares sur les 830 hectares découpés pour la zone de libre-échange, créée en 2012 pour renforcer la position économique de Lagos en tant que centre de production et de logistique en Afrique de l'Ouest. Le port en eaux profondes de Lekki est conçu avec trois quais à conteneurs de 1 200 mètres de long et 16,5 mètres de profondeur d'eau. Il est construit avec la capacité d'être amarré par des porte-conteneurs de cinquième génération et a une capacité de gestion de 1,2 million de conteneurs standard. Il dispose également d'un stockage en expansion de six millions d'équivalents vingt pieds (EVP) de conteneurs par an.

Le port devrait générer 201 milliards de dollars de revenus par an pour Lagos et le Gouvernement fédéral en taxes, redevances et droits, tout en ayant un impact sur les revenus des entreprises estimé à 158 milliards de dollars sur l'ensemble de la chaîne de valeur. Plus de 300 000 emplois directs seront créés à partir des opérations portuaires, avec des centaines d'emplois indirects tout au long de la chaîne de valeur.

S'exprimant également lors de la mise en service du port, le Directeur Général de l'Autorité nigériane des ports, Mohammad Bello Koko, a déclaré que le nouveau port générerait des opportunités d'emploi pour les Nigériens. Il a remercié le Président d'avoir accordé au port les approbations nécessaires pendant la période de



construction, ajoutant que l'Autorité nigériane des ports fournirait les services maritimes nécessaires pour assurer son efficacité. Bello-Koko a déclaré que le port en eaux profondes de Lekki est le port le plus profond et le plus moderne du pays qui pourra accueillir des navires et des cargaisons plus gros.

« Ce sera un modèle pour d'autres ports en eaux profondes au Nigéria et je félicite les investisseurs et l'équipe de réalisation du projet, l'équipe de gestion du port de Lekki pour le travail bien fait », a-t-il déclaré.

Bello Koko a également apprécié le Président Buhari pour les approbations nécessaires et le ministère fédéral des Transports pour avoir fait du projet une réalité. « Il vous souviendra que le port était en étude depuis plus de 10 ans. Il y a quatre ans, quand nous sommes arrivés ici, ce n'était qu'une zone remplie de sable. Aujourd'hui, nous parlons de la mise en service et nous remercions le Président pour l'approbation accordée pour que ce soit une réalité », a-t-il déclaré.

Il a indiqué que le port en eaux profondes de Lekki n'est que le début de grandes ambitions dans le secteur. Bello Koko a déclaré que l'Autorité nigériane des ports, en tant que régulateur, serait chargée de fournir les services maritimes et autres services nécessaires pour assurer une prestation de services transparente.

De son côté, le ministre des Transports,

Mu'azu Jaji Sambo a déclaré que l'achèvement du port en eaux profondes en un temps record de 45 mois a témoigné de l'efficacité et de la ténacité de la supervision ministérielle, d'une surveillance réglementaire stricte et d'un fort soutien présidentiel.

Sambo a ajouté que les caractéristiques distinctives du port en eaux profondes de Lekki, telles que l'automatisation des opérations qui permettent une livraison rapide des cargaisons et une rotation rapide des navires, amélioreraient la compétitivité des exportations du Nigéria, en particulier les produits liés à l'agriculture sur le marché international, tout en positionnant le pays afin de maximiser les opportunités de l'Accord sur la zone de libre-échange continentale africaine (ZLECAF).

Par ailleurs, le Directeur Général de l'Autorité nigériane des zones de traitement des exportations (NEPZA), le professeur Adesoji Adesugba, a salué le Président Buhari et le Gouverneur Sanwo-Olu pour avoir donné vie à ce rêve, affirmant que le Président et le Gouverneur de l'État avaient apporté une contribution solide au secteur maritime.

« Ce projet maritime stimulera l'économie du Nigéria avec des centaines de milliards de dollars américains de revenus pour les agences étatiques et fédérales par le biais de taxes, droits et redevances, indépendamment des mesures



**Sambo a ajouté que les caractéristiques distinctives du port en eaux profondes de Lekki**



incitatives fiscales dont bénéficie la zone libre, augmentant ainsi le produit intérieur brut du pays ( PIB). Ce port maritime, qui sera géré par CMA Terminals, ouvrira le Nigéria davantage à des transactions commerciales locales et internationales », a déclaré Adesugba.

En outre, le Dr Bashir Jamoh, Directeur Général de l'Agence nigériane d'administration et de sécurité maritimes (NIMASA), a déclaré que le Nigéria avait vu l'urgence de disposer d'un des meilleurs ports d'Afrique de l'Ouest vu le soutien total apporté au projet par le Président Buhari.

« Aujourd'hui, nous assistons à la concrétisation de la mise en service du meilleur port d'Afrique qui devrait injecter pas moins de 360 milliards de dollars et fournir des emplois à pas moins de 190 000 Nigériens. Deuxièmement, nous avons constaté un dévouement et une volonté politique pour ce projet qui a été lancé et inauguré par l'administration dirigée par le Président Muhammadu Buhari avec un objectif sincère », a déclaré Jamoh.

Dans sa contribution, M. Emmanuel Jime, Secrétaire Exécutif du Conseil des chargeurs Nigériens, a noté qu'il était heureux d'assister à l'inauguration de ce qui allait changer la donne dans l'industrie maritime sous le régime du Président Buhari. Jime a félicité le Gouvernement fédéral, le ministère des Transports et toutes les parties prenantes impliquées dans la livraison du port en eaux profondes de Lekki dans les délais.

Pour sa part, le président de la China Harbour Engineering Company (CHEC), M. Tang Qiaoliang, a déclaré que le port améliorerait l'industrie portuaire nigériane.

Selon lui, « Le port de Lekki est le premier port en eaux profondes du Nigéria, une plaque tournante commerciale majeure en Afrique de l'Ouest. Cela améliorera l'industrie portuaire nigériane, allègera le

fardeau du flux d'expédition de fret, créera des emplois et, en fin de compte, favorisera le commerce international dans le pays ».

En tant qu'entrepreneur international de premier plan dans l'ingénierie, opérateur d'investissement, promoteur urbain et gestionnaire écologique, la société CHEC insiste sur sa philosophie de « valeurs », s'engage à mettre à niveau sa stratégie « plateforme et leader industriel ». Avec une telle stratégie, nous voyons l'opportunité au Nigéria et croyons en son potentiel. Ainsi, nous nous engageons à l'investissement financier adéquat et à la technologie essentielle, avec les Nigériens dans la construction et l'exploitation du port. Dans le cadre du Forum Chine-Afrique et de l'Initiative Ceinture et Route, nous sommes impatients d'établir un partenariat stratégique à long terme dans le secteur des infrastructures avec le gouvernement fédéral du Nigeria », a déclaré Qiaoliang.

Il a noté que le projet approfondirait le commerce bilatéral et la coopération entre le Nigeria et la Chine.

Dans son discours lors du banquet d'État en l'honneur du président Muhammadu Buhari organisé par le Gouvernement de l'État de Lagos sur la mise en service du port maritime profond de Lekki, le ministre des Transports, Ingén. Mu'azu Jaji Sambo a décrit le port en eaux profondes de Lekki comme un des principaux héritages de l'administration du Président Muhammadu Buhari.

Sambo a confirmé que la mise en service a été rendue possible par la manière diligente dont M. le Président a traité toutes les demandes faites par le ministère fédéral des Transports concernant le port en eaux profondes.

« Ce projet sera un des principaux héritages de cette administration. De plus, il aura un impact immense sur l'économie nationale, générant



environ 350 milliards de dollars de revenus. »

Il a ajouté que le fait même que la lettre d'intention entre les promoteurs du port en eaux profondes de Lekki et ses partenaires financiers ait été signée aussi récemment qu'en avril 2019 et qu'en janvier 2023, le projet à impact de grande envergure soit déjà en cours de mise en service témoigne de la ténacité du ministère fédéral des Transports par l'intermédiaire de l'Autorité nigériane des ports.

Toujours dans son propos, il a déclaré : « A cela s'ajoute la rapidité sans précédent avec laquelle le Président a approuvé la demande extraordinaire du ministère de désigner le port en eaux profondes de Lekki comme un port douanier et un quai approuvé et sa publication au Journal officiel du Gouvernement fédéral en un temps record. »

« Les ports maritimes étant sous la liste législative exclusive, la fourniture par l'Autorité nigériane des ports d'un fonds d'amortissement pour la contribution au capital du gouvernement fédéral du port en eaux profondes de Lekki a donné à ce projet la couverture légale et la garantie financière nécessaires conformément à la loi ».

« L'achèvement d'un projet de l'ampleur et de l'impact d'un port en eaux profondes en un temps record de 45 mois montre l'efficacité d'une supervision ministérielle tenace, d'un contrôle réglementaire strict et d'un fort soutien présidentiel », a-t-il déclaré.

Il a déclaré qu'une des

caractéristiques du port en eaux profondes de Lekki est son automatisation complète qui améliorerait la compétitivité des exportations nigérianes sur le marché international.

« Compte tenu des milliers d'emplois directs et indirects que le port en eaux profondes de Lekki a générés depuis le début de la construction jusqu'à ce jour et les plus de 170 000 emplois que le port devrait créer au début des opérations. »

« Les caractéristiques distinctives du port en eaux profondes de Lekki, telles que l'automatisation complète qui le positionne pour une rotation rapide des cargaisons et des navires, amélioreront considérablement la compétitivité des exportations nigérianes, en particulier les produits relatifs à l'agriculture sur le marché international, et positionneront le Nigéria pour maximiser les opportunités inhérentes à l'Afrique. Accord sur la zone de libre-échange continentale (ZLECAF) », a-t-il déclaré.



**Il a noté que le projet approfondirait le commerce bilatéral et la coopération entre le Nigeria et la Chine.**

## **Le classement toujours bas du Nigéria dans l'Indice de la facilité de faire des affaires au niveau des ports**

L'administration dirigée par Muhammadu Buhari est reconnue comme étant la première à s'attaquer consciemment au classement toujours bas du Nigéria en ce qui concerne l'indice de la facilité de faire des affaires dans les ports maritimes du pays.

Conformément à l'objectif déclaré qui est d'améliorer les notes de l'indice du Nigéria, le Président Muhammadu Buhari a inauguré le Conseil présidentiel pour l'environnement des affaires (PEBEC) présidé par le Vice-Président Yemi Osinbajo en juillet 2016, afin de formuler des



recommandations sur les réformes institutionnelles visant à promouvoir l'attractivité des investissements au Nigéria.

En février 2017, ce Conseil présidentiel a approuvé un plan d'action national de 60 jours « avec des livrables et des échéanciers clairs pour les ministères, départements et agences (MDA) du Gouvernement fédéral responsables de la mise en œuvre de chaque élément du plan, aboutissant à la publication par le Président par intérim de trois décrets présidentiels pour des actions immédiates et efficaces ciblant l'amélioration des services publics afin de toucher toutes les sphères de l'économie nigériane.

Le décret présidentiel cible la promotion de la transparence et de l'efficacité dans l'environnement des affaires avec ses implications sur les entreprises et les investissements au Nigéria.

En ce qui concerne la légalité ou non du décret présidentiel, l'article 315 (2) de la Constitution de 1999 (telle qu'amendée) prévoit sans ambiguïté que « l'autorité compétente (Président ou Gouverneur) peut à tout moment, par ordonnance, apporter une telle modification au texte de toute loi que l'autorité compétente juge nécessaire ou opportune pour mettre cette loi en conformité avec les dispositions de la présente Constitution ».

Étant donné que le président est le chef de l'exécutif de la Fédération, il lui incombe d'exercer les fonctions de son bureau pour conduire la direction politique, en particulier pour donner plein effet aux lois déjà en place, ou à leurs amendements, pour assurer la réalisation des promesses électorales. Comme mentionné précédemment, il est souhaitable que le Président émette de temps à autre des décrets exécutifs pour orienter les politiques économiques qui favorisent les investissements au Nigéria.

Étant donné que le « décret » est particulièrement axé sur l'amélioration de la facilité de faire des affaires du Nigéria grâce à une prestation de services transparente et efficace par divers ministères, départements et agences du Gouvernement afin de promouvoir la transparence dans leurs transactions, le décret les oblige à rendre publiques toutes les exigences de licence, permis, dérogations, approbations et informations fiscales.

Pour concrétiser davantage son engagement à garantir la facilité de faire des affaires dans le pays afin d'attirer des investisseurs nationaux et étrangers dans l'économie du pays, le Gouvernement, dans sa sagesse dans le domaine de la facilitation des échanges, a fait chuter le coût d'accostage des navires de 150 000 dollars à 20 000 dollars.

Soutenu par un groupe, la Convention sur l'intégrité dans les affaires (CBI), dans ses efforts de collaboration avec les agences du Gouvernement fédéral, cela a entraîné une réduction drastique du



**Minister of Transportation; Mu'azu Jaji Sambo**

coût d'accostage des navires dans les ports nigériens.

Une délégation de la Convention dirigée par Olusoji Apampa lors d'une visite de courtoisie au Vice-Président Yemi-Osinbajo a déclaré que les agences gouvernementales qui ont collaboré pour éliminer les extorsions sans délivrance de reçus étaient le Conseil nigérien des chargeurs, ICPC, DSS et l'Autorité nigériane des ports, l'Unité technique sur les réformes de la gouvernance et de la lutte contre la corruption, TUGAR aux côtés de la CBI par le biais du Réseau anti-corruption maritime.

Cet exploit exceptionnel a mérité des éloges internationaux et a remporté le tout premier « Prix méritoire de collaboration » de l'Institut de Bâle sur la gouvernance, basé en Suisse.

Selon Apampa, le succès enregistré a maintenant attiré des critiques internationales alors que des pays comme l'Égypte, l'Ukraine et l'Inde préoyaient d'adopter le modèle du « miracle nigérien » pour produire des gains similaires dans les opérations de leurs ports. Le prix international a reconnu le travail du MACN nigérien, qui a créé un service d'assistance en temps réel pour résoudre les plaintes et les préoccupations des compagnies maritimes dès qu'elles accostent dans les ports.

L'Institution médiatique de Buhari (BMO) a décrit la réduction drastique du coût d'accostage des navires dans les ports nigériens de 150 000 dollars à 20 000 dollars comme un autre exploit louable de l'administration Buhari.

Selon le groupe, cela a attiré des critiques internationales et des pays comme l'Égypte, l'Ukraine et l'Inde s'inspirent maintenant du modèle nigérian pour produire des gains similaires dans les opérations de leurs ports.

L'Institution médiatique, dans une déclaration signée par son président, Niyi Akinsiju, et sa secrétaire, Cassidy Madueke, a félicité le gouvernement pour la réduction, notant qu'il s'agit d'un reflet de l'effort conscient du gouvernement pour faciliter les affaires et le commerce, rendant les flux d'investissement dans le pays transparents. .

Selon l'Institution, « outre le fait que la réduction entraînera une augmentation des échanges dans tous les ports nigériens et les rendra plus compétitifs par rapport à nos ports voisins, cela va également, par implication, se refléter sur notre taux d'inflation que ce soit au niveau de la consommation directe ou la fabrication car l'essentiel de nos matières premières vient de l'étranger. »

En se joignant à des Nigériens de bonne foi pour célébrer le Président Buhari pour cette « perspicacité et pour avoir créé une dynamique pour le commerce international », l'Institution médiatique a adopté une motion de confiance sur le leadership du Président Buhari au cours des sept dernières années.

Il est très réconfortant de voir le pays grandir de plus en plus alors que sa stratégie de facilité de faire des affaires porte ses fruits et que le pays est maintenant convoité par des investissements directs étrangers (IDE)

## Décaissement du fonds de financement des navires de cabotage

Le Président Muhammadu Buhari a également approuvé le versement immédiat du Fonds de financement des navires (CVFF) aux Nigériens qualifiés dans le cadre de l'engagement du Gouvernement fédéral à accroître la capacité indigène des Nigériens à posséder des navires.

Le ministre des Transports, Mu'azu Jaji Sambo, a déclaré aux journalistes que le Président avait donné son approbation et confirmé la nomination des banques dont Union Bank, Zenith Bank, Polaris Bank, UBA et Jaiz en tant qu'institutions de prêt primaires désignées pour le décaissement des fonds.

Le Directeur Général de l'Agence nigérienne d'administration et de sécurité maritimes (NIMASA), le Dr Bashir Jamoh, a annoncé que les fonds disponibles pour le décaissement étaient légèrement supérieurs à 16 milliards de nairas et 350 millions de dollars. Il dit : « Ce que

nous avons collecté jusqu'à présent est en deux volets constitués de composantes en naira et en dollar. Jusqu'à présent, les fonds disponibles dans le cadre du Fonds de financement des navires en composante naira sont d'environ seize milliards de nairas (16 000 000 000 ₦), tandis que les contributions en composante dollar oscillent autour de la barre des trois cent cinquante millions de dollars (350 000 000 \$).

De son côté, le ministre a déclaré : « Le Président de la République fédérale du Nigéria, Muhammadu Buhari, a approuvé ma demande de décaissement du Fonds de financement des navires de cabotage. Je suis convaincu que nous allons enfin briser la malédiction de 17 ans qui a entravé l'expansion de l'industrie maritime.

« Nous avons fait valoir que les fonds vous appartiennent, vous les armateurs. Monsieur le Président est un homme qui respecte la loi et est d'accord avec nous pour procéder avec effet immédiat. Nous assurerons la liaison avec le ministre des Finances, du Budget et de la Planification nationale et le gouverneur de la Banque centrale du Nigeria (CBN) pour travailler immédiatement à la mise en œuvre. »

« Nous avons promis au Président qu'il continuerait à autoriser les fonds à être versés sur le compte unique du Trésor, TSA. Cependant, chaque fois que l'argent atteint le seuil de 50 millions de dollars, la CBN, sur recommandation de l'Agence nigérienne d'administration et de sécurité maritimes (NIMASA) et le ministère fédéral des Transports devraient transférer les fonds aux principaux établissements de crédit. »

Le Fonds de financement des navires a été créé parallèlement à la loi nigérienne de 2003 sur la navigation côtière et intérieure (cabotage), afin de permettre aux propriétaires de navires autochtones de prendre le contrôle des activités de navigation côtière et intérieure du pays, également connues sous le nom de commerce de cabotage. Les candidats au Fonds apporteraient une contribution en fonds propres de 15 % tandis que la NIMASA apporterait une contribution en fonds propres de 35 %; et 50 % seraient fournis par les banques.

## Conclusion

La réputation des Présidents monte ou descend en fonction de ce qu'ils ont réalisés pendant leur mandat, et cela façonne la mémoire historique de leur succès ou de leur échec au pouvoir. Il en va de même avec le Président Muhammadu Buhari en tant que Président du Nigéria.

Il ne fait aucun doute que l'administration Buhari a eu un impact considérable sur le secteur maritime nigérian depuis 2015.



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### *Our Port Locations:*

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

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

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

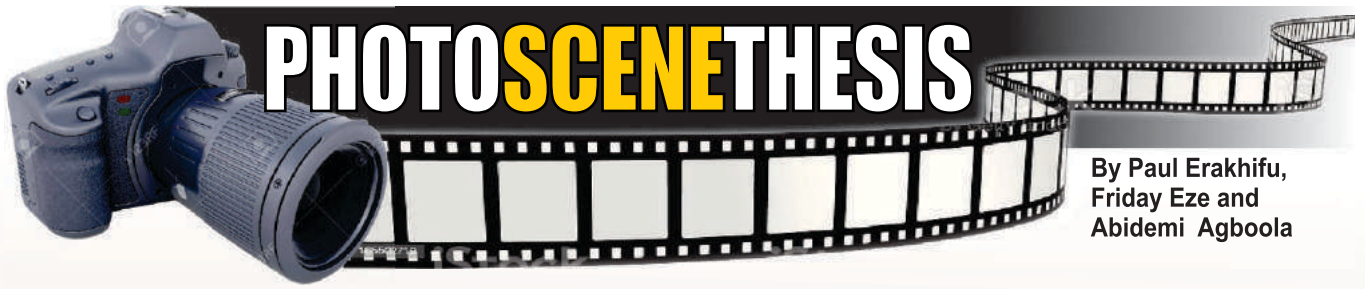
**Calabar Port Complex, Calabar**  
New Calabar Port Complex  
P.M.B. 1014 Calabar,  
Cross-River State  
Email Address:  
calabarinfo@nigerianports.org

**Onne Port Complex, Onne**  
Onne Port Complex,  
P.M.B. 6199 Onne  
Rivers State  
Email Address:  
onneinfo@nigerianports.org

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



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By Paul Erakhifu,  
Friday Eze and  
Abidemi Agboola

## NPA MANAGEMENT VISITS GOC 81 DIVISION





# NPA BOARD RET





# REAT IN CALABAR





## NPA MANAGEMENT AT THE





# 9<sup>TH</sup> AFRICAN SHIPPERS' DAY





## NPA MANAGEMENT HONOURS FOR





FORMER GENERAL MANAGERS



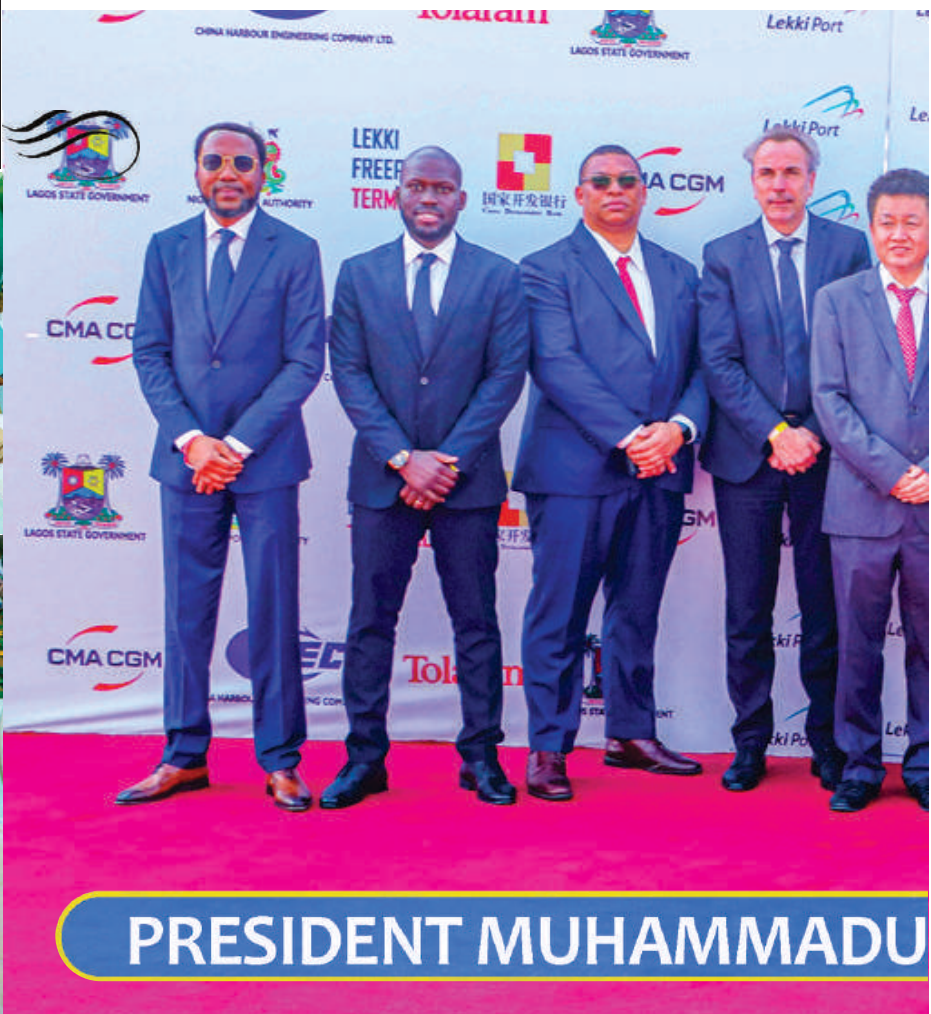
MD NPA AT LATE  
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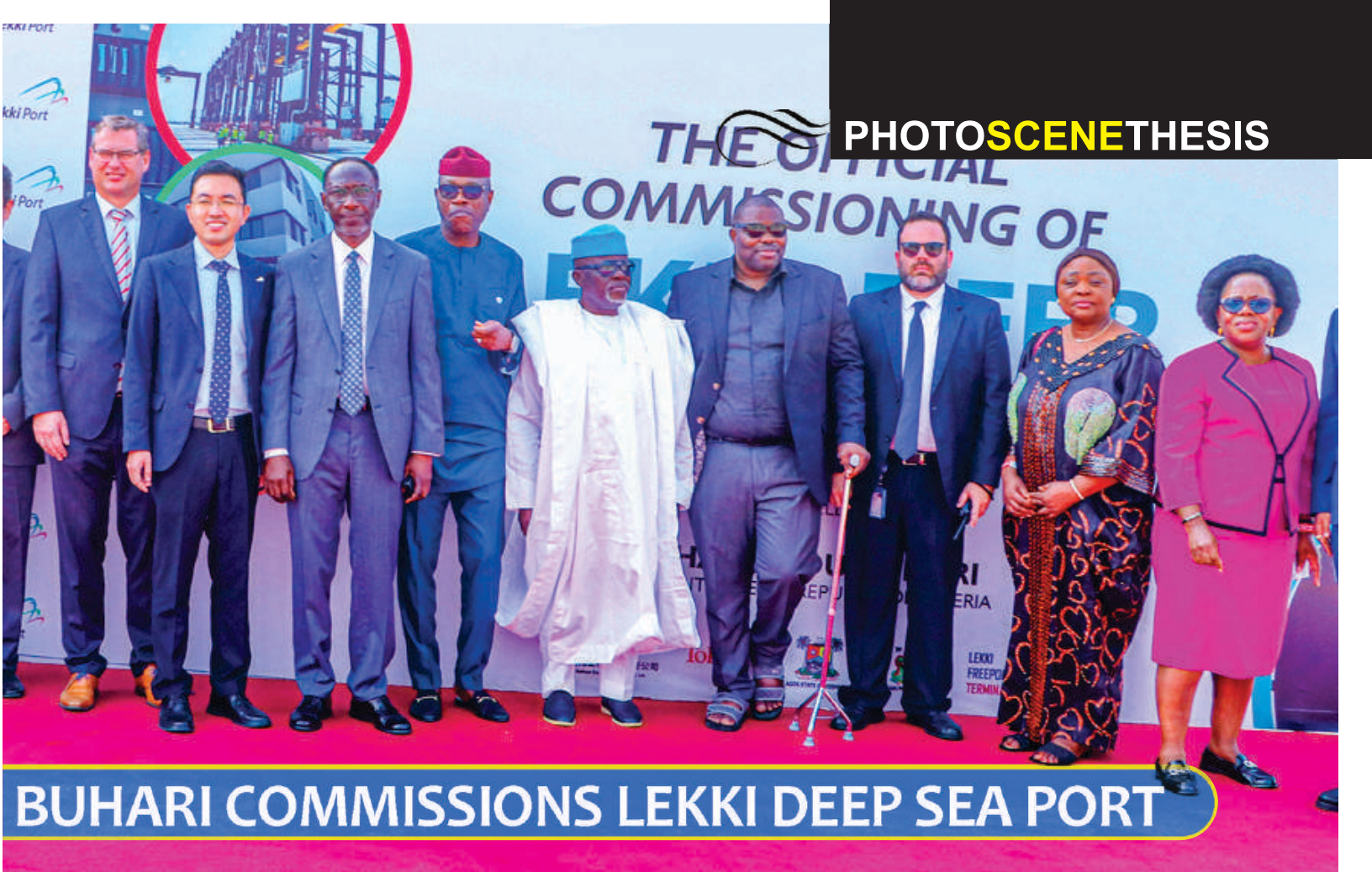


# PHOTOSCENETHESIS



PRESIDENT MUHAMMADU





BUHARI COMMISSIONS LEKKI DEEP SEA PORT





## MD NPA RECEIVES VANGUARD AWARD



## MD NPA RECEIVES AIG AND COMMISSIONER OF POLICE, PORTS AUTHORITY POLICE COMMAND, WESTERN



PHOTO SCENETHESIS

**T**he Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko received the out-going Commissioner of Police, PAPC, Western Command, now posted as AIG Zone “6”, Calabar, Jonathan Towuru together with the incoming Ports Authority Police Command, Western, CP Umar Sanda, today in his office at the NPA Corporate Headquarters in Lagos



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), flanked by the out-going Commissioner of Police, Ports Authority Police Command (PAPC), Western, now posted as AIG Zone “6” Calabar, Jonathan Towuru (left) and the new Commissioner of Police, PAPC, CP Umar Sanda (right) during the working visit of the AIG and CP to NPA Headquarters in Lagos.



Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko (middle), out-going Commissioner of Police, Ports Authority Police Command (PAPC), Western, now posted as AIG Zone “6” Calabar, Jonathan Towuru (2<sup>nd</sup> right), the new Commissioner of Police, PAPC, CP Umar Sanda (3<sup>rd</sup> left), Executive Director, Marine and Operations, Hon. Onari Brown (right), GM Security, Mohammed Khalil (left) and the GM Corporate & Strategic Communications, Josephine Moltok (2<sup>nd</sup> left) during the working visit of the AIG and CP to NPA Headquarters in Lagos.



## COMRADE ADEWALE ADEYANJU, NEWLY ELECTED FIRST VICE PRESIDENT NIGERIA LABOUR CONGRESS PAYS A THANK YOU VISIT TO THE CORPORATE AND STRATEGIC COMMUNICATIONS DIVISION OF THE NPA.

In his quest at further synergizing and collaborating with the critical Stakeholders and especially the gentlemen of the Press, the newly elected First Vice President of the Nigerian Labor Congress Comrade Adewale Adeyanju has paid a thank you visit to the Corporate and Strategic Communications Division NPA.

The labour Chief who also doubles as the President General of the Maritime Workers Union Of Nigeria in his brief remark stated that he was at the NPA to express his deep appreciation to the media Chief and her team for the support by way of coverage of Maritime activities.



Top NPT Editorial Team with the Managing Director, Mohammed Bello Koko



## NPA Management Inspects TCIP Access Road



The Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello Koko led management team to inspect the ongoing rehabilitation of Tin Can Island Port Complex (TCIP) access road and completion of the concrete perimeter fencing of the Port.



COVER



# Human Capacity Development The Reward System At *\*Motivation at Work place...*

**Management of the Nigerian Ports Authority, NPA embarked on extensive Human Capital Development in the Authority. The effort cut across Training, Welfare, Merit/ Award Recognition. In this edition, the NPT Crew led by the Acting editor, Omidiji Olubiyi alongside, Joachim Akinseloyin, Friday Eze, Paul Erakhifu, Agboola Bidemi, Akinsanya Lucy, Anas Mohammed, Francis Jeje and Marvellous Maduka x-ray these developments. Enjoy the reading.**

**R**esearch has shown that the work place, employees constantly need to be motivated by their employers in order to attain improved productivity, leading to increased revenue.

In the light of the above, psychologists and other notable professionals have defined the concept of “employee motivation” as a way in which an individual is further driven to give improved service towards the attainment of an

organization’s set goals and objectives.

Ordinarily, organizations often set goals and targets which Management intends to achieve within a given period, in order to remain relevant within the corporate environment.

Expectedly, the workforce needs to be provided with all forms of support, be it financial and psychological in order to meet these expectations and even surpass set goals.



# Development And The NPA

Employee motivation by Management is expected to improve the enthusiasm, energy level, commitment and creativity of an employee.

It is a “shift or movement” from the way the workforce hitherto carried out tasks given to them at the place of work to achieve results differently.

Managements over time, are constantly looking for ways to motivate the workforce in view of the numerous benefits inherent in the rather competitive business world.

Employee motivation leads to lower level of absenteeism. This is as a result of the fact that the workforce is happy and willing to do more in view of the incentives given by Management.

Workers tend to stay more and committed to stay at an organization, because they are motivated by incentives and

opportunities therein.

Aside the fact that productivity is enhanced, Management and the workforce tend to develop trust and ensure that the environment is cordial.

A happy work force leads to better quality of work environment and improved Customer Service Delivery.

In view of the above, the concept of employee motivation is an indispensable policy on the part of the Management in the corporate world, which must be constantly embraced. It is essential element which has often times led to the development of the staff morale and most importantly made Management attain its set goals and objectives.

It is against this background that the Management of the Nigerian Ports Authority (NPA) embarks on several Manpower Capacity Development programmes.

Buttressing this, at one of such programmes, the Managing Director of the Nigerian Ports Authority; Mohammed Bello Koko expressed Management’s decision at further encouraging and appreciating deserving officers and staff of the organisation who have distinguished themselves and show commitment towards improving the fortunes of the organisation.

According to him, the employees of the NPA have over the years exceeded expectations and accomplished uncommon feats, in all categories of human endeavour.

Mr Bello Koko stated that this has resulted in the unprecedented performance in revenue generated into the Consolidated Revenue Fund of the Federation in the last two years.

The NPA Chief Executive made these remarks during the recent Long Service and Merit Award Ceremony for its employees who have served the organisation for over two decades.

Management, Mr Koko further stated is determined to improve the welfare of employees to boost their morale and enhance productivity to attain greater heights.

The Long Service/Merit Award according to findings was resuscitated in 2012 when 183 employees who had served between 30 to 35 years were honoured.

Recall that the MD of NPA Mohammed Bello Koko had informed critical stakeholders at the commissioning of the Port Training Institute located at the NPA Dockyard in Apapa that Management

under him was committed to maximising the potentials at the workforce in the area of Human Capacity Development.

According to the Chief Executive, Management was aware on the need to further improve on the development of the workforce in order for them to meet the constant dynamic changes which takes place in the business community within the country and beyond.

He said, “when training commences at the Institute, it will alleviate the challenges which was hitherto faced in training its workforce and most particularly save the Authority, the cost of foreign expenditure”.

Furthermore, Koko informed guests at the commissioning of the facility that Management was willing to partner with other relevant Institutions and government agencies in the country to bring up ideas and curriculum which would further galvanise the

workforce toward optimal output at the place of work.

Towards achieving this, he stated that: "I will be willing to engage the services of retirees who are willing to share their experiences with those presently at work. This, he enthused would not only save the Authority huge sums of money, but more importantly allow for sharing of practical experiences which would allow for swift assimilation".

Koko in a recent interview with the editorial board of the NPT in his office, stated that the magazine, being the life wire of the maritime sector is expected to have a Training Institute of its own.

The NPA, he stated was a big institution and is expected to have its own training institute, even as he added that there was the need to refurbish the dilapidated facilities at the Dockyard to a modern one.

"There was the need to training our workforce in large numbers, get people to be trained in a long period". In view of budgetary constraints, NPA is expected to bring professionals up by creating a proper atmosphere and train them for a longer period.

He stated that although, it has not met his expectation in view of the limited training held there and other encumbrances present, Management was stressing the need for people to see the training from the school as a way for self-development in and outside the Authority. "If you develop yourself, you are not developing the Managing Director", he stated.

"The maritime industry is constantly dynamic, the trainings are consistent and frequent. It is necessary you get your staff positioned to meeting these changes", he added.

I wish the staff would buy into the plan and opportunity by Management. It is in their best interest. We shall improve on the curriculum. We have involved the Lagos Business School aside other institutions in this regard to partner with us for a holistic curriculum, where they can come and train our staff and offer Certificates. We shall also call consultants to offer training for the workforce in different locations within the country.

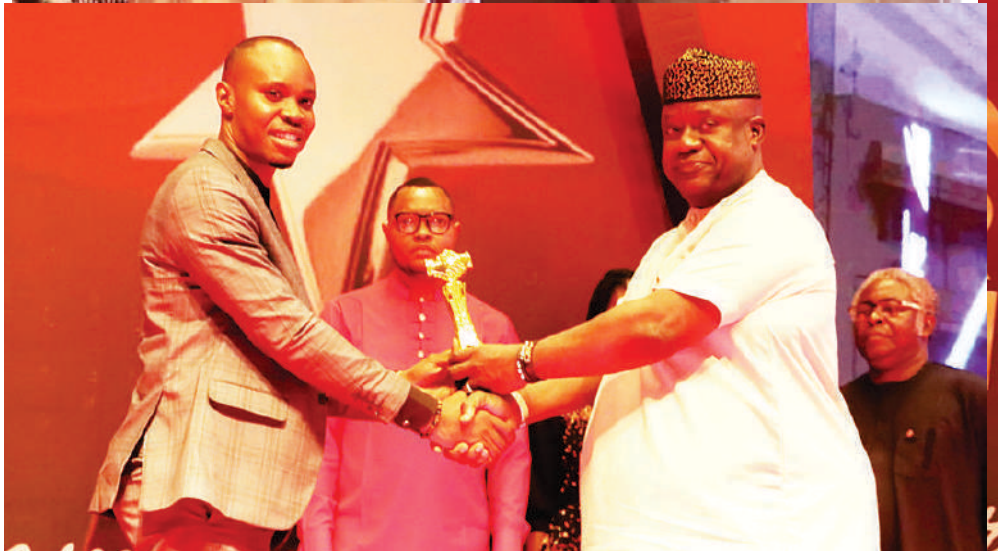
Furthermore, Koko stated that Management is addressing the area of specialised technical training for the workforce. The bridge station for the Pilots at Dockyard, he stated would soon be Certified as it has approached the Authorities of NIMASA in this regard. This would lead to the conduction of STWC training.

Another tool for staff motivation by the NPA is the Annual Service and Performance Awards.

In an exclusive interview in his office, led by the Editor-in-Chief of the magazine, Koko informed the team that Management could not but organize the Long Service and Award Ceremony because it was happy with the contributions of the awardees made thus far, having spent a greater part of their lives for the Authority

The workforce he stated is the 'Blood' of the Authority which has supported Management in achieving its dreams.

The recent Award ceremony, Mr Koko stated is to galvanise



them for improved productivity, improved Revenue Generation, commitment and service delivery.

In the same vein, Susana Adenrele, the Executive Director, Finance and Administration of NPA had in an interview with the crew of the NPT, expressed Management's determination to improve the Human Capacity at the NPA.

She stated that the Port Training Institute in Apapa is created to train a large number of the workforce towards self-development at work place and outside the workplace.

The things given to us as Skills and Knowledge, are ours for life and it is important we value them. The way the institution is structured; we should be able to use it for people outside of NPA so that we can also help to maximise the investment, she said.

The Finance Chief however stated the Management appreciated that the efforts of the workforce which led to the recent Long Service Award Ceremony by Management.

According to her, Management was happy of the positive changes it has witnessed lately in the area of improved efficiency, customer service delivery, revenue generation remitted to the Consolidated Revenue Fund amongst others.

She said: "We are happy, they are happy. I look forward to a time where we continue to run more efficiently, invest in the



port and we are able to see revenue rise and have more regular reviews of staff compensations. So, the culture of compensation should reflect, it might not be the same as private sector, but there should be that confidence that if I work hard for my organization and it becomes better, I should be able to benefit.

So, I am very happy to do that, I hope that going forward, we can start motivating and it reflects in performance and we tend to review more frequently, “I encourage the staff no matter what it is that you may feel, you would like to be different in better at NPA, everyone here in Nigeria has the right to maximise the opportunity to move forward”.

Recall that Ms Adenrele in her maiden interview with the NPT stated that Management was aware of the importance of the workforce to any organization. She had promised to work towards ensuring that NPA’s staff were motivated and their welfare was taken care of.

The Port Training Institute according to her was a way of “strengthening the culture of investing in people and it symbolizes the glory of the past and the possibilities of the future”.

She stressed that the Port Training Institute which was the dream of any organization had a cutting-edge technology which

would provide ample opportunity to engage experts in different fields of endeavour.

“We don’t have to fly a 100 people to a location. We can actually use technology to engage a subject matter expert from anywhere and bring that expertise right to Apapa Dockyard for our people to benefit from”. To achieve this, she stated that retired staff would be brought in.

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

Earlier in his goodwill message at the Awards Ceremony, the President and Commander in Chief of the Federal Republic of Nigeria, Muhammadu Buhari who was represented by the Secretary to the Government of the Federation; Mr Boss Mustapha stated that the government was committed to appreciating and rewarding excellent performance of Nigerians in all spheres.

Mr Mustapha congratulated the awardees at the colourful event for their Services to the nation. He called on them to put in more effort in view of the role the Maritime Sector plays in the growth and development of the Nigerian nation.

Similarly, the Minister of Transportation; Muazu Sambo Jaji stated that his Ministry was elated by the effort of the Koko Management in appreciating its workforce. This according to Jaji was aimed at furthering and sustaining performance of the workforce to boost their morale and motivate them. The Ministry he assured was readily available to support Agencies under its watch towards enhancing staff welfare.

According to Assistant General Manager Employee and Labour Relations of the NPA, Wonosikou Koni also a member of the organizing committee of the Long Service Award Ceremony,

Management was happy and elated with the commitment of the workforce at promoting and improving the activities of the Authority. Management was aware of the work ethics which they have shown in difficult times aside the dynamics and changes of the Business Community.

He stated that the Award night would further motivate them to work and take the Authority to the next level especially in the area of Revenue Generation, Port Operations, Service Delivery and dedication to duty.

Mr. Koni affirmed that Management’s expectation from the workforce was for them to be more “dedicated and committed towards achieving broad goals of the

organization”

The Award Ceremony witnessed the presentation in various categories. Some of these are the Best Port Manager which was given to Mr Nelson Ovude and Mr Jubil Buba of the Delta Ports Warri and Tin-Can Island Port Lagos respectively, while the cleanest port was given to Onne Port (Rivers State) with Mr Stanley Yitnoe in charge.

One of the awardees who won the award as the best student in the recently held examination in the junior category Egbeyon Friday in a chat with the NPT crew stated that he feels delighted with the award which further shows that Management appreciates his contributions to the development of the Authority’s goals and aspirations’

This award will make other employees be aware that good work will be rewarded. Friday recalls the fact that nothing good comes easy but determination and hard work pays’.

Another recipient; Okorafor Bright who won the Best Employees Award of the Abuja Liaison Office informed the NPT that he feels honoured and humble for the award by Management. ”I want to thank Management for the award I received and for the recent improvement

in staff welfare. I commend them for initiating training for the workforce as well. Corporate training must be deliberate and used as a tool to address specific organisational needs and challenges”

Mrs Sodipe; another recipient from the Human Resources Operations Tincan Island Port Complex Apapa received the Award on Honesty and Integrity. She informed the magazine that she was quite elated with the award.” The award has really changed my life in the sense that a lot of people who don’t know what happened now know better and they believe in me now”

Tope Fadahunsi an Assistant Manager of

the Corporate and Strategic Communications Division emerged as the best overall winner of the senior category. He also thanked Management for instituting the Award Ceremony at the NPA. ‘

“ It is a morale booster for me. I believe other awardees share the same sentiments. I think pictures of subsequent awardees should be displayed at the reception “” Others include 11 awardees for best employees of the Year cutting across various Directorates and Port locations and well as Special Recognition Awards to the deserving workers as well as the victorious NIPOSA medallists.

A breakdown of Awardees is shown below.

S/N	YEAR	NO OF AWARDEES	RANGE OF YEARS SERVED
1.	2012	183	30-35
2.	2013	481	20-25
3.	2014,2015,2016	530	25 Years
4.	2017,2018	688	25 Years
5.	2019	393	25 Years
6.	2020	322	25 Years
7.	2021	443	20 Years



# NPA Management Celebrate World International Women's Day

BY AKINSANYA LUCY

The Maritime women in Nigerian Ports Authority Headquarters were not left out as they joined other Women across the world to celebrate 2023, World International Women's Day.

The Executive Director Finance and Administration Susan Adenrele Adesina led women of the workforce paid a courtesy visit to the Managing Director Nigerian Ports Authority Mohammed Bello Koko in his office.

Women ought to be happy and celebrate themselves at all times, as Workers and Mothers; they are pillars that will help in pushing the nation to a greater height and also one woman lifting the other woman to the next level as part of the workforce in Nigeria The MD said at the event.

The theme for this year World International Women's Day is tagged: "DigitAll" Innovation and Technology For Gender Equality

Present at the event were the General Manager Tariff & Billing Mrs. Antonia Ohagwa, General Manager C&SC Mrs. J. Moltok, amongst many others.

As The World Marked "International Women Day" The Virtue Women Of Calabar Port Complex, Calabar, Comprising Officers And Staff Came Out In Their Colorful Attires To Celebrate Themselves.

For Purpose Of Social Engagement, The Women Paid A Courtesy Visit On The Pm In His Office, Addressing Them In His Office The Pm Pledged To Advance And Promote Gender Equality Across Board.

Officers Of The C&Sc, Onne Port Complex Presenting A Souvenir To Pastor Monday Oshiemu Who Is Bowing Out From The Services Of Npa Meritoriously. Please Say A Word Of Prayers For This Servant Of The Most High God. May Almighty God Crown His Future Endeavours With A Huge Success In Jesus Mighty Name.

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## Human Capacity Development Remains our Major focus

— *Aderenle Adesina, NPA's ED, Finance & Admin.*

**C**ongratulations on the recent Award and Merit Ceremony. What is your impression?

Thank you I think it went very well. The feedback I received from the staff has been very positive. It seems that some of the experiences they have had in time past resulted in some indifferent towards it, but I think that they were all pleasantly surprised by the event. They all felt it was befitting. It was well organized and I believe that they enjoyed themselves. I am very happy it went well.

**How do you intend to build on the success recorded from the event?**

Well, I think that the main purpose for this whole event is to celebrate staff and it is a tradition; this is not the first time we are doing it. I don't know if the event itself is something that is not new to start with. I think that what it demonstrates is that NPA can hold such event this excellent. It reminds me of when Fashola came into Lagos as governor and they started

beautification of Lagos. People were like why "why are we planting flowers, how is that going to help?" But i know human beings have different needs and food of course is very important but there are other things.

It's like when you affirm something, and congratulate them, even if you are just saying it, but it is from the heart, it does something for people sense of value. So, what I will hope is that with that of event hosted, it has communicated a sense of value to the staff. The staff we are celebrating are worth celebrated and it will translate to other areas in their lives. Let there be a cultural shift that says I am proud to work for NPA. I am proud of NPA, everything is not perfect but it is worthwhile.

**In view of the recent Management efforts of appreciating the workforce, what do you expect in return?**

The award was for Long Service and Merit. So, I hope that seeing staff celebrated in that way encourages other staff. I know some people may have liked more money or

something like that but just seeing staff in that moment I hope it encourages others staff. Well, everybody likes to be celebrated I would like to see it encourage others to put in their best. I hope they are consistent in their own work that it would be noticed and it will be rewarded.

**Management recently opened a training institution in Apapa, what is its present state?**

We are building at the moment and tend on using it later. We have courses that we run but outside of that place the best thing about the Port Training Institute, PTI is that we have the capacity to train large numbers across many divisions and its environment under our control so we can create something that speaks of NPA.

I know there were some incentives that staff enjoyed for training. They were concerned it won't be enjoyed in the same way but but at the same time I think the culture and attitude to training needs to primarily be about self-development

The things given to us as skills and knowledge they are yours for life and it is important we value them. The development of Human Capital is important and I think we are already on our way to making the most of that, and the way the institute is, we should be able to use it for people outside of NPA so that we can also help to maximize the investment.

**How far have you partnered with other institutions in training the work force?**

Training was a little bit slow last year because we were just getting back after COVID but the training plan for this year is refined and developed and it will be finalized and those opportunities will be explored to ensure that the offering that we have for staff is as robust as it can be and is beneficial to the staff so expect more of that in 2023 than we saw in 2022.

**Has the feedback from the Training Institute reflected on the attitude of the workforce to their responsibilities?**

I think it takes a bit of time for things to fully change. The investment is already there. It's a kind of thing you look back 3 years from now and we can have a good sense of the impact that it had on operations, training department and on the operations of HR. I think it is too early to assess.

**The work force seems to be happy with the improved welfare package, is management happy as well?**

We are happy they are happy. I think we are very happy that it finally scaled through even though it took a while but also the process of getting the approvals was lengthy and it took a lot of effort and I believed I must commend the MD. He was very steadfast about getting it done and we are glad that it happened.

I look forward to a time where we run even more efficiently, invest in the port and we are able to see revenue rise and have more regular reviews of staff compensation. It is important. This is an enterprise, it's



not just a department it has to run commercially to succeed and if staff are working in the environment and are able to contribute to the development. So, the culture of compensation should reflect. It might not be the same as private sector, but there should be that confidence that if I work hard for my organization and it becomes better I should also be able to benefit. So, I am very happy that t going forward we can start motivating and it reflects in performance and we tend to review more frequently.

**On a final note, what message do you have to say to the staff in this New Year?**

A new year is a new page and new opportunities. Sometimes we have to leave things behind that are heavy and start afresh. I really just want to encourage the staff. The last few years have been quite difficult. I strongly believe that if I could find and count our blessings, we will find the things that are good in our lives and appreciate them and celebrate them then we are expected to move forward, nothing in life is perfect but positive attitudes deliver great dividends.

I encourage the staff no matter what you may feel you would like to be different or better at NPA. NPA is still the place that you work let us treat it with respect and as we fight for our organization, we would have a better organization the management tries to do what is best for everyone. Everyone here is a Nigerian and everyone has a right to maximize the opportunity to move forward if everyone is trying to do that and we will have a better organization so let's respect who we are and honour it.

Many people are looking for work but we have work, in this great institution with fantastic history and lot of potentials so let's honour it and make 2023 better than 2022.

## INTERVIEW



# We go the Extra Mile in Handling Assignments — Ugo Madubuike, GM, PPP

**M**rs. Ugo Esther Madubuike, is the General Manager, Public Private Partnership at the NPA. She spoke to NPT. On her recent award and Special Recognition for her dedication and Commitment to delivery of assignments. This amiable administrator who holds a Bachelor of science degree in Micro Biology (Applied) from the ABU Zaria as well as an MBA (Management) from the Rivers State University of Science and Technology, Port Harcourt has served in various capacities with the organization.

**Congratulations on your recent, award, how do you feel ma? Was it expected?**

Thank you. I feel very blessed and honored, also grateful and thankful to the Management of NPA for selecting me from a huge number of hardworking and dedicated officers of the Authority.

**Was it expected ma?**

The award was totally unexpected. I had not even planned to attend the event due to another program I had to be at. So, when (TA Protocol to MD) called to ask if I was coming to the event, I said no. He said MD said he should tell me to be there. So that was how I ended up at the Long Service and Merit Award Program.

As I was walking into the program, someone congratulated me and I asked “for what?”: she said, your name is in the brochure. That was how I discovered I had won the MD’s award for dedication and commitment to the delivery of assignments. I actually smiled when I read the title of the award because it was the same MD that had admonished me some days earlier saying I would just be telling stories on some assignments.

syndrome” with me.

**What are the things that motivate you in your daily work schedule?**

This is almost my 27<sup>th</sup> year in service. A lot of things have changed in the Authority since I started working here. Every day I step into the office, I expect to accomplish something positive. I am in a position that a lot of people look up to me as a role model. Such people motivate me to work harder, knowing that they are watching. I also love challenges, always looking for opportunities to make lemonade out of lemons. That’s why I find the PPP Division a very exciting division which makes you think outside the box, looking for possibilities in various business proposals.

The younger colleagues look up to me to teach and inspire them to be better public servants, to contribute more positively towards the achievement of set goals and objectives. The obligation to impart knowledge and be an exemplary leader while inspiring younger colleagues is what I look forward to everyday.

**What is your advice for the upcoming ones on expected work ethics?**

My consistent exhortation to the young and upcoming is to be known consistently for their dedication to duty, commitment, honesty and innovation.

If anybody will know or talk about you, let it be on the premise of good conduct, hard work, good morals and being respectful.

Develop a team spirit because the greatest tragedy that befalls modern day managers is working in silos. Today, knowledge is so wide and accessible but you need the contributions of others for you to perform at your optimal best. Nobody is an island, nobody can do it alone. No matter how good you think you are, you cannot go the whole hog alone. Be part of good teams that can grow your strength and strengthen your weaknesses.

Lastly do not be afraid to fail. When you fail, get right back up equipped with lessons learned and try again.

**How do you achieve your set targets?**

When I joined the Authority in 1996, the work processes came as a culture shock to me from where I was coming from. For me, things

were particularly slow in comparison to the private sector where I was coming from and where you take big decisions on your feet. I tried to leave the organization a couple of times but always got pulled back. So I eventually told myself that if I was going to stay here, then I would have to make an impact and do things differently to bring change and transformation to the system. So in answer to your question, it started from a commitment I made long ago. Those who work or have worked with me know that you have to go the extra mile in handling any assignment and that there is no “armchair



I remain humble, positive and focused, always saying to myself that **“I CAN DO IT”**

— Ocheme Benjamin, Assistant General Duty Officer<sup>1</sup>

**O**CHHEME BENJAMIN, Assistant General Duty Officer<sup>1</sup> emerged as the Best Worker under the MD's Directorate. He reminisces with NPT on this achievement.

I want to start by appreciating the Management of the NPA for the award of **“Best Employee of the Year”** that came along with the **Long Service Award**. I also want to appreciate my previous and present General Managers, Mrs. Carolyn Akum Ufere, Mrs. Hariratu Maina Mohammed, Dr. (Mrs.) C. I. Abama and Alhaji Musa Shehu Yaro for their letters of recommendation and words of encouragement. Many thanks also to Mrs. Sarah K. Ballah who was a Principal Manager SERVICOM before her deserved promotion to Asst. General Manager C & SC (Media, Protocol & Event) and Mr. Ayuba J. D. for their support and coaching. This special award is like the oil that keeps the lamp burning and I will have to flaunt my plaque and my price for others to see and know, that the NPA management sees, knows and rewards hard work and dedication.

My motivation come in many ways but I want to say that I am motivated at work by my salary which is paid promptly, when I am being recognized and appreciated for my little contribution to given tasks, when I am been assigned tasks that are beyond my level and provided

with the necessary guidance, direction and support. I love team work.

I see myself as a relentless problem-solver who does not shy away from new challenges. A challenge is an obstacle that must be overcome to achieve a goal. We all face challenges at our various places of work due to some reasons like Management style, personality types and sometimes, personal goals which may lead to workplace conflict or challenges.

Some challenges are associated with lack of experience so, in such situation, I remain humble, positive and focused, always saying to myself that **“I CAN DO IT”**. In my quest to achieve set objectives, I am not ashamed to seek for assistance from my skilled and experience superiors, colleagues, friends and family. This has greatly helped me to develop confidence.

I would like to advise the up-coming employees to remain humble, polite, friendly and appreciative. Ask questions when they need help, not to be boastful of they think they know or can do, have some patience and be ready to take initiatives. So, that which must be remembered must be written. Most importantly, they should be team players because great things are mostly achieved together.

## INTERVIEW



### One of the ways I surmount tasks before me is by having a proper understanding of the task — Okorafor Bright

**Okorafor Bright's** sojourn at the Nigerian Ports Authority, NPA started with his service as a Corper with the National Youth Service Corps (NYSC) at the organization's Abuja Liaison office where he was exposed to technicalities relating to the National Assembly and Ministries, Departments MDAs and other relevant bodies. He is a recipient of the Best Employees of the Year, 2022, (Abuja Liaison office) NPT. Had an interaction with this proud recipient.

#### **Congratulations on your recent award by Management. How do you feel, and did you see it coming?**

Thank you so much. I feel honoured, humbled, motivated and hopeful. Honestly, I did not see it coming because I am the type that is really interested in getting the job done without necessarily expecting much other than my normal salary. Infact, when my name came up I did not believe it, not that I did not work for or merit it but it was never captured in my imagination that the management will recognize my hardwork and honour it. My happy moments were when I got the invitation with my name on the envelope and when I got the plaque. I did not know that there was a gift inside the bag. It was later that I saw small package with yellow wrap on it, ahhhhhhh! It was Samsung Galaxy. I screamed and I was like; NPA we die here!

#### **Why do you think merit this award?**

The factors responsible for the award include but are not limited to my hard work, dedication, the need to challenge staff and officers. Motivation and management's commitment to have a happy and motivating workforce. It is a long term corporate strategy to gain staff loyalty in an organization. Awards

is an indirect way of saying we love you and we really want you to stay longer and do better.

#### **What are your strengths and weaknesses Mr Okorafor?**

This is a bit hard to answer. Well, over the years one of my strengths is the ability to relate with people and this hedges around my understanding of the concept of boundaries when relating with people, respect for human values, culture, religion and acceptance of everyone irrespective of their background. In sociology, we call it cultural intelligence. Another strength is diagnostic skill. It does not take me a long time to decipher problems and proffer solutions. Others include values and ethics, commitment, vision and purpose.

My weaknesses find expression where and when tasks are given without the resources to accomplish them.

#### **Can you briefly let us into ways you surmount tasks before you?**

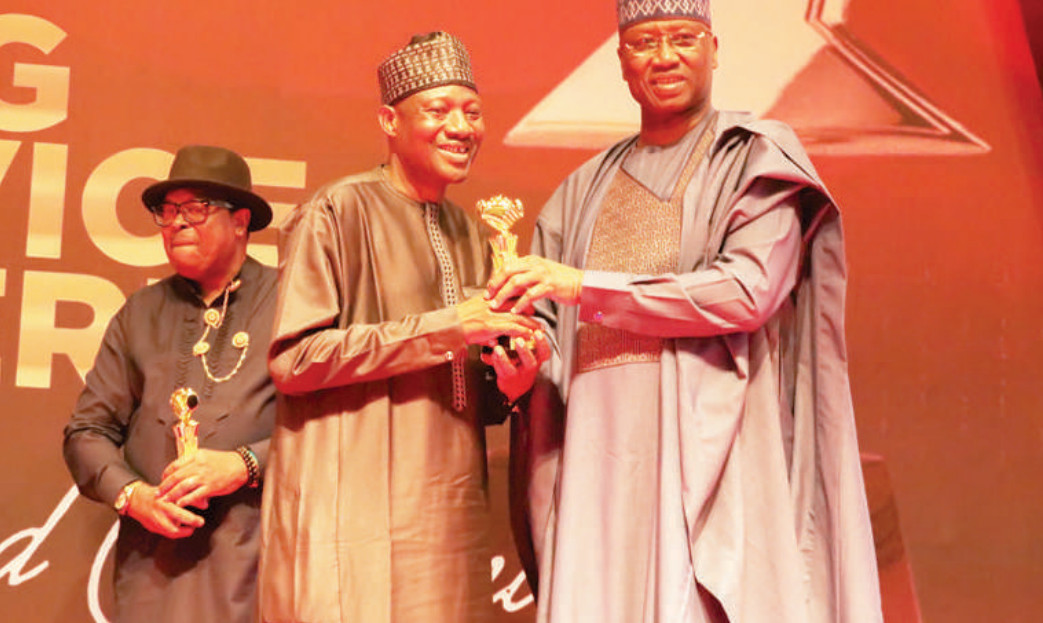
One of the ways I surmount tasks before me is by having a proper understanding of the task. If I can understand what is given to me to do, then I would have done 80% of it. The second way is by understanding the expectation of my superior concerning the task. Having an understanding of what the deliverable will be helps me in surmounting tasks. Another way is by consultation. No one has monopoly of knowledge. No matter how far a man might go in knowledge acquisition, there are still things he or she does not know. So I source for help where and when necessary. And finally, I have over the years learnt that we can only get better by doing. So, I sit down and apply myself to work.

#### **Where do you see NPA in the coming years?**

I am really going to be very objective here. Based on fourth quarter assessment report distributed by Monitoring & Regulatory Service Department, I see an organization that will triple its earnings capacity due to excellent compliance with port operations in addition to the automation of port processes which has helped to reduce financial leakages and recklessness among port users. Furthermore, the management effort in introducing SOP and barges to FastTrack movement of cargo in the waterways, and increase in export activities in the country. However, the future success in the Authority may suffer huge set back because of wide knowledge gap. It appears that the Authority does not have strong mentorship program or platform for transfer of knowledge from the seniors to the juniors.

#### **Any Message for Management.**

First of all, I want to use this medium to thank the management for the award I received, and for the recent increment in staff salary. I also commend the management for initiating trainings for its staff.



## INTERVIEW

# “Improved Revenue and Debt Recovery Remains our Focus”

— Buba Jubril PORT MANAGER TCIPC.

Buba Jubril is the Port Manager of the Tin Can Island Port, a recipient of Port Manager of the Year Award at the 2022 NPA Long Service and Merit Ceremony. In this interview, Buba speaks on his modus operandi.

**Congratulations sir on your award as the best port manager within the port environment, how do you feel?**

I am delighted because I least expected it. I was pleasantly surprised too.

**WHAT ARE YOUR SELLING POINTS?**

**Is it in the area of Revenue Generation, Eradication of Traffic gridlock or port security and safety?**

**Revenue Generation:**

Let me address the issues as enumerated in your question. We undertake weekly meetings to review and monitor revenue generation and collection, identify gaps and proposing steps for improvements. We also reinvested the Debt Recovery

Committee which has ensured diligent follow up and recovery of outstanding debts. The process also involves the active participation of the user departments.

In some cases, sanctions have been applied on defaulters to compel them to pay up.

In the areas of Traffic Control, Safety and Security, we have put in place regular stakeholders and inter-agency meetings on weekly and monthly basis to identify problems and implement progressive solutions.

Constant joint security agency operations ensure the roads are clear of traffic and criminals are routed.

The deployment of the Port's Tow trucks ensure any obstructing vehicles are towed away and revenue generated from fines which also serves as a deterrent.

**What Steps Have You Put In Place In Ensuring That The Tcip Provides Operational Efficiency And Customer Service Delivery?**

We do that by ensuring the NPA work environment is more conducive especially in power supply, ICT infrastructure deployment, work tools, staff welfare etc.

We also have continuous stakeholder engagements in Port operations and diligent implementation and follow up on action plans.

**How Do You Plan On Taking The Port To The Next Level?**

We intend to consolidate on the gains on revenue generation and collection, safety and security.

We plan to improve on our 24hrs operations to ensure a lot is achieved after 8am to 5pm work hours thus achieving more operational tally.

We will work earnestly on key performance indicators.

Set a target of 48 hours' cargo dwell time, zero ship waiting time, 72 hours' berth service time.

To achieve these, we intend to engage and sensitize Stakeholders on the benefits of Port efficiency.

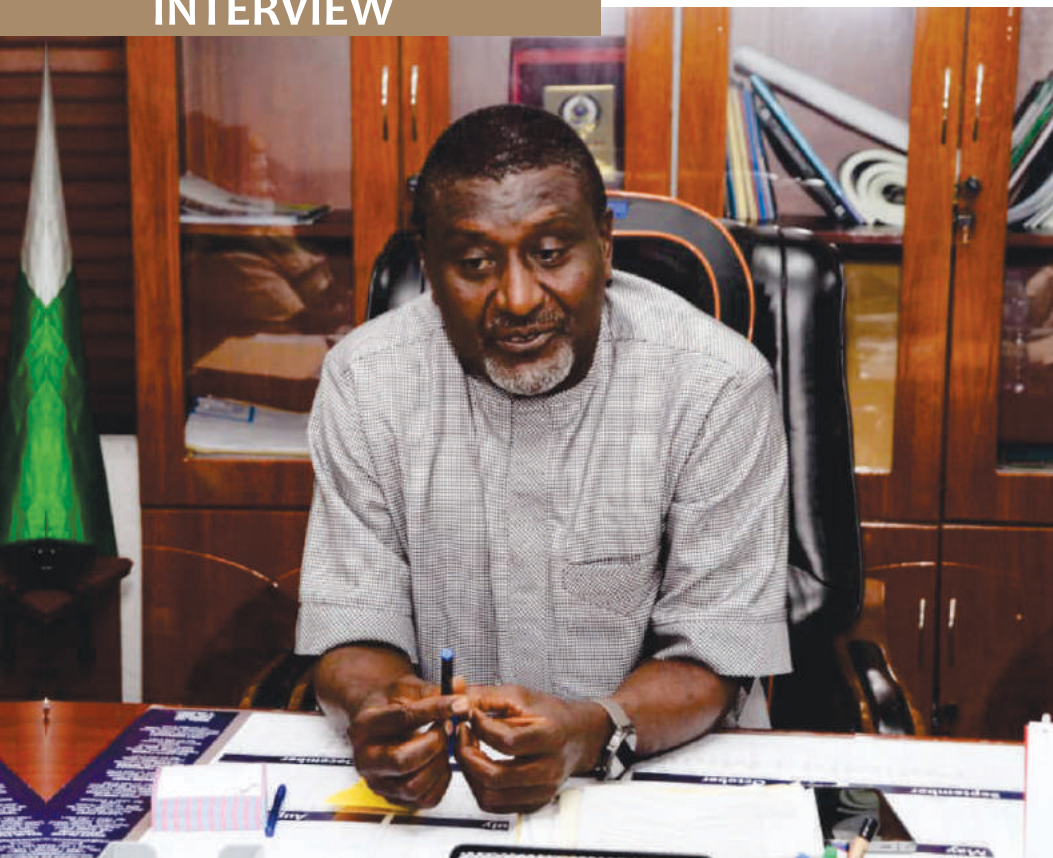
## One of the ways I surmount tasks before me is by having a proper understanding of the task

CONTINUES FROM PAGE 76

However, it is imperative that the management should make training of staff more strategic, and aimed at addressing emerging economic and market trends/knowledge gaps. Most of the training topics are either obsolete or not needed for the productiveness of the participating individuals both in their current or future positions. Corporate training must be deliberate and must be used as a

tool to address specific organizational needs and challenges. The world is becoming a global village and highly digitalized, hence management has to train its staff with the skills set that the world of digitalization would demand. Management may wish to shift its attention to and invest in emerging corporate courses like business analytics, data science, cyber security, cultural intelligence, business psychology, digital marketing among others.

Thank you.



## Emerging cleanest Port was a Joint Effort

— Stanley Yitnoe, Port Manager, Onne Port

**O**onne Port in Nigeria's Rivers State earned the cleanest port Award at the 2022 NPA Long Service and Merit Awards Ceremony. Stanley Yitnoe who oversees the port spoke with NPT on the journey so far.

**As port Manager Onne Port, how do you feel being chosen as leading the cleanest Port within the NPA corridor by Management?**

I do feel honored to be Manager of the Cleanest Port in Nigeria, but more than that, I feel proud of the entire Officers and Staff of Onne as well as the port users, operators and stakeholders, without whose cooperation, we would not have achieved such a feat.

**What critical changes did you take in achieving this goal?**

I did not have to do much as Onne Port has consistently been a clean port over the years. All I really needed to do was to entrench the existing sanitation practices by ensuring requisite funding from port budgetary allocations. Besides that, I followed up with regular supervision and inspection of port premises.

**What were the challenges you faced as PM on assumption of office and how did you surmount them?**

•The 1<sup>st</sup> major challenge I encountered was a budget deficit –

which was a result of the unprecedented high cost of goods and services prevalent in the national economy and also the remote fallout of Corona Virus pandemic. So, funding port operations activities and maintenance of facilities were some of challenges. This led to our request for bailout from Management, while we also applied ingenious initiatives to address critical issues.

•Onne port communities was hitherto, known for its restiveness. During my maiden tour of port facilities and host communities, I preached relentlessly on the need for all to embrace peace and dialogue, apply circumspection and mutual consideration in transactions and relationship. Above all, I offered the services of NPA Management as mediator in all disputes in the port area and communities. We also took the lead in showing good faith where necessary.

•All the above measures helped in no small measure to build harmony and peace, as well as ensured seamless business continuity.

•Much credit however must be given to the security and other Government agencies, port

operators and even host community leaders who all played critical roles to ensure that Onne Port environment is conducive for business.

•In summary, I must say that surmounting the challenges of the Port was made very easy because of the quality of officers and staff that I was blessed with. Their cooperation and zeal to work hastened my comprehension of the environment guided most of my good decisions.

**What plans do you have in place in sustaining the clean Port environment?**

A lot more has to be done, especially considering that the developed 35% of Onne Port's 2538 hectares of land is actually larger than the combined area of Apapa and Tin Can Island Ports.

•Increased budgetary allocation for sanitation of the port is imperative. We will canvass for more budgetary allocation from Management.

•We used to have a mutual understanding with some key operators for the maintenance of some port facilities. We intend to exploit the growing synergy to solicit more cooperation towards port sanitation.

•We also intend to sensitize port users and other stakeholders on clean habits around the ports.



# I Am The Chief Debt Collector

## — Nelson Ovbude, Port Manager, Delta Port

**N**elson Uweifo Ovbude was a recipient of the Best Port Manager Award at the 2022 Award Ceremony. Ovbude who was the immediate past port manager, Delta Port shared his experiences as Port Manager.

**Congratulations on your recognition as the best Port Manager by Management. How do you feel?**

Thank you so much for your question, whenever one work in an organisation, he always prays for the best at the end of the day, it was an honour done to me. I was able to achieve that feat with the cooperation of the stakeholders as well. It was a kind of teamwork, so we are all winners. It is not just about me but about the people I work with.

**What steps did you take to achieve this feat?**

I took several steps. When I resumed at Delta Ports, it was described as a volatile environment, and my first priority was to bring the community to work in tandem with me. I interfaced with the Olu of Warri and the Pere of Ogbe-ijoh. I also established relationship with the youths. Another problem, was long ages indebtedness to the port by various port users. We were able to chase them to recover all our debts. The very first day I took

over the leadership, the very first meeting I held with the Stakeholders, I told them I am Chief Debt Collector, and that is the role I played till the end of the tour of my duty.

**What area precisely do you think led to the award sir? Is it in the area of Revenue generation, Security or Corporate Social Responsibility?**

I think recovery of debt stand out. As we speak now, we are able to recover all the debt owed us. we don't really have significant outstanding debt; the only outstanding debts now are new debts. In area of security, we were able to work with the community and the security bodies to achieve peace and create conducive environment. In Security, we are always on top of the situation.

**Briefly mention few challenges you encountered and how you surmounted them?**

The major challenge I met here was the issue of underground cable theft which was a recurring decimal. I was able to overcome it as a result of my relationship with the two communities of Ijaw and Itsekiri.

# The Importance of Good Posture at Work



**Onah Nkemdilim F.O**  
(Physiotherapist)

If you experience neck or back pain, it may not necessarily be something serious, and there may be an easy solution if attended to in the early stage. It could be as a result of your posture at work!

## What is posture?

Posture is the attitude assumed by the body either with support during the course of muscular activity, or as a result of the coordinated action performed by a group of muscles working to maintain the stability. It can be of two types:

- Dynamic posture: posture assumed when the body is in movement eg walking, running or bending to pick or lift an object.

- Static posture: position assumed when the body is in limited motion eg sitting, standing, sleeping

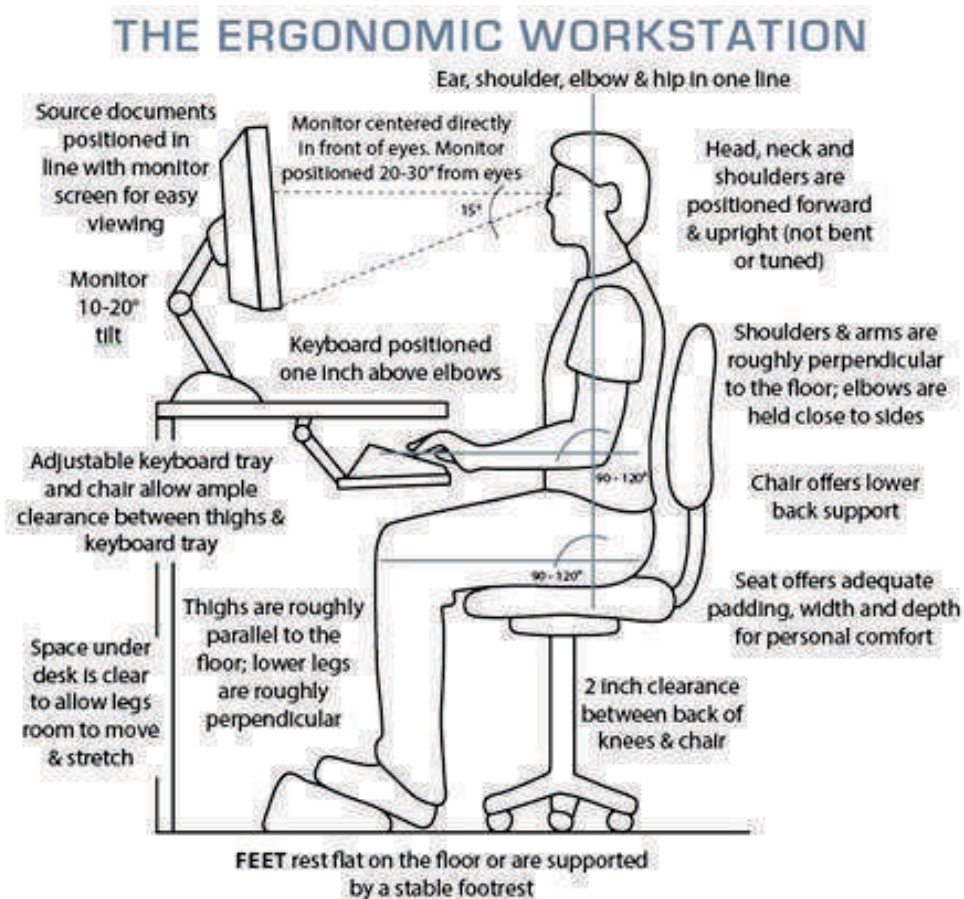
Many of us spend a large part of our week at work, so this is a good place to focus on your posture.

Posture plays a critical role in your overall health and wellbeing, so it's crucial to actively work on improving posture (both dynamic and static). Good and proper posture

is key to preventing pain, injuries and other health problems. Bad posture generally can lead to a series of problems overtime, such as, back pain, neck pain, pain in the wrist, elbows, hip and knee joints.

## POSTURE ASSESSMENT

Your posture and workspace layout may be causing your neck or back pain. Correct ergonomics for your workspace, and proper postures are extremely important in preventing back pain that can lead to a non-accidental injury (**Ergonomics is defined as the study of how people work in their environment**). To maintain a good posture, the position of the spine (backbone) is important. The spine has 3 natural curves: - the neck (Lordotic curve), mid/upper back (kyphotic curve) & lower back (Lordotic curve). Correct



posture should maintain these curves, but not increase them.

Here are some proper ergonomics tips to keep in mind:

### While sitting:

- Sit with your back straight, not hunched over.
- Feet should remain flat on the ground.
- Support your lower back with a backrest, and a swivel chair is the best.
- Elbow should be close to your body, and wrists should have a minimal bend.
- The computer monitors should be roughly an arm's length away and the top of the monitor should be at eye level, and directly in front of you, not off to the side.
- **Stand up once in a while.**

### While standing:

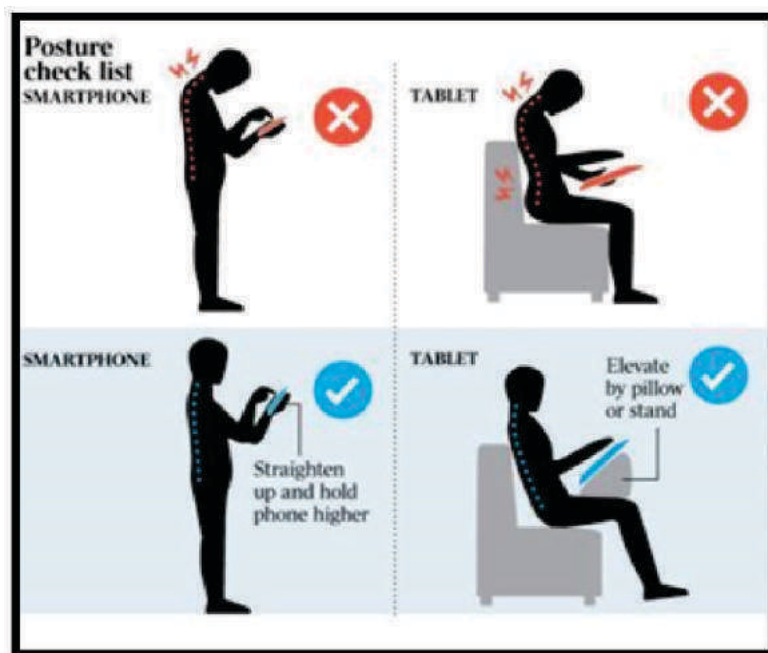
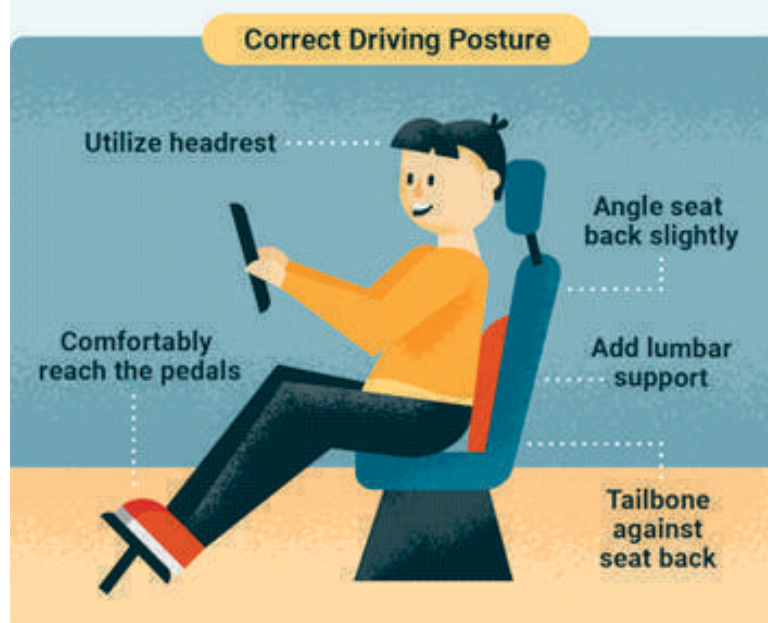
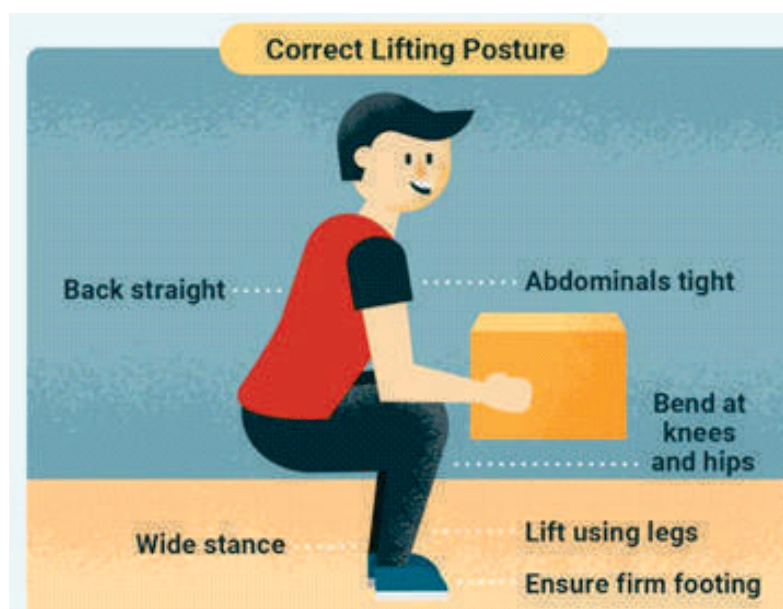
- Head should be positioned upright, in line with your shoulders.
- Top of your shoulders should be above your hips (straight, don't arch your back).
- Keep your earlobes in line with your shoulders.
- Stand with most of your weight on your feet on your feet flat on the ground.
- Let your arms lie naturally at your sides.
- Tuck in your stomach to avoid arching your back.
- Keep your feet about shoulder-width apart to make sure your weight is evenly distributed

### While lifting:

- Look straight ahead, and keep your back straight, your chest out, and your shoulders back.
- Slowly lift by straightening your hips and knees (not your back).
- Keep your back straight.
- **Don't twist or lean sideways as you lift.**
- Ensure a good hold on the load, and Don't lift or handle more than you can easily manage.

### While using a smartphone/tablet:

- Stand or sit upright, don't slouch or slump.
- Keep the phone at eye level.
- Minimize the amount that the arms are floating in front of the body.
- Find a place to rest your elbows: use opposite hand, ribs, a desk and knees as possible options.
- Use phone's voice dictation instead of texting.





### While driving:

- Support Your Back. Slide your tailbone as close to the seat back as possible.
- Lift Your Hips.
- Don't Sit Too Close.
- Get The Right Height.
- Lean Back a Little.
- Set Your Headrest.
- Use Lumbar Support.
- Adjust Your Mirrors.

If you notice your back or neck pain is worse when you are at work, or begins bothering you shortly after you sit at your desk, it is a good indication that your workspace ergonomics are the problem. Poor posture is bad for health. Slouching (standing, sitting, or walking with the head and shoulders bent forward) can:

1. Misalign your musculoskeletal system.
2. Cause neck, shoulder and back pain.
3. Affect balance and increase risk of falling.
4. In women, can lead to imbalance in the core muscle leading to incontinence.
5. Different studies have revealed that bad.

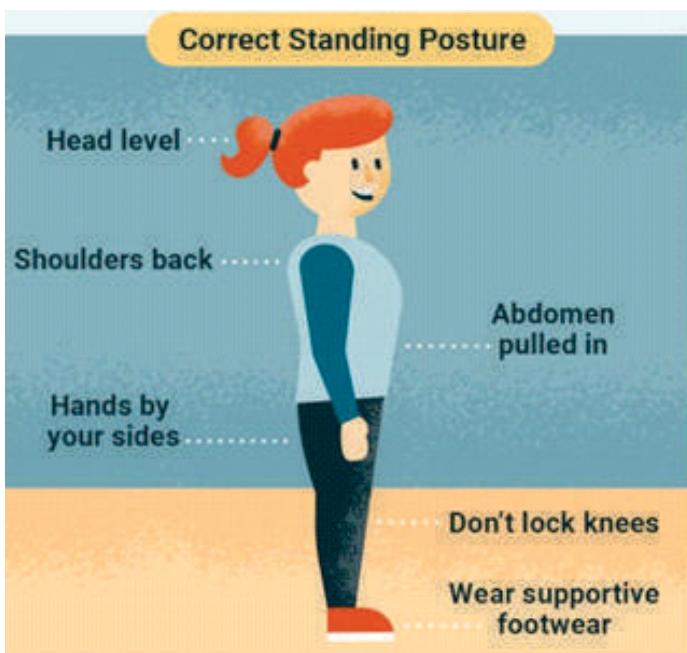
posture is a major contributing factor in low back pain; of which most show that improved posture and postural control have a positive effect on pain.

### ROLE OF PHYSIOTHERAPY/PHYSIOTHERAPISTS

#### 1. Educating clients/patients on:

- The proper posture during everyday activities like watching television, washing dishes or walking.
- Staying active: Engaging in activities/exercise that improve the posture.
- Maintaining a healthy weight as extra weight can weaken abdominal muscle, cause problems for pelvis and spine, and contribute to low back pain.
- Wearing comfortable, low- heeled shoes as they put less stress on the muscles of the lower limb.
- Avoiding static postures like prolonged sitting, standing instead move around for at least 30 minutes.

Physiotherapist can identify posture style and provide hands-on treatment, posture correction and strengthening exercises. This has of course led to many positive health outcomes. Visit the medical department in your location/port if you are experiencing pain in the back or neck.



# Port Klang

*Port Klang is the largest port in Malaysia and is one of the top 25 container ports in the world. An estimated 11,000 ships arrive in Port Klang each year, making it a major shipping and industrial hub of Southeast Asia.*

**P**ort Klang (Malay: Pelabuhan Klang) is a town and the main gateway by sea into Malaysia. Known during colonial times as Port Swettenham (Malay: Pelabuhan Swettenham) but renamed Port Klang in July 1972, it is the largest port in the country. It is located about 6 kilometres (3.7 mi) southwest of the town of Klang, and 38 kilometres (24 mi) southwest of Kuala Lumpur.

Located in the District of Klang, it was the 11th busiest container port (2012) in the world. It was also the 12th busiest port in by volume (million TEU) in 2018 and the top location of aluminium stock for LME, the top metal exchange in the world.

## History

Klang was formerly the terminus of the government railway and the port of the State. In 1880, the state capital of Selangor was moved from Klang to the more strategically advantageous Kuala Lumpur. Rapid development at the new administrative centre in the late 1800s attracted businessmen and job seekers alike from Klang. At this time the only methods of transport between Klang and Kuala Lumpur were by horse or buffalo drawn wagons, or boat ride along the Klang River to Damansara. Due to this Frank Swettenham stated to Selangor's British Resident at the time, William Bloomfield Douglas, that the journey to Kuala Lumpur was "rather long and boring". He continued to suggest a train line be built as an alternative route.

## Under British rule

Map of Port Swettenham in 1954. This area is now known as Southpoint.

Both Klang and Port Swettenham were already known as notoriously malaria prone localities with the port itself located on a mangrove swamp. Within two months of its opening, the port was closed due to an outbreak of malaria. Just a few years before, the British doctor Sir Ronald Ross proved in 1897 that malaria is

transmitted by mosquitoes. Port Swettenham was the first colonial area to benefit from the discovery. Swamps were filled in, jungle cleared, and surface water diverted to destroy mosquito breeding grounds and combat further disruption to port operations. The threat of malaria was removed completely by the end of the exercise. Trade grew rapidly and two new berths were added by 1914 along with other port facilities. The Selangor Polo Club was founded in Port Swettenham in 1902 but it moved to Kuala Lumpur in 1911.

## Post-independence

On 1 July 1963 the Malaysian government established the Port Swettenham Authority, which subsequently was changed to Port Klang Authority as a statutory corporation to take over the administration of Port Klang from the Malayan Railway Administration. In the late 1960s and 1970s new deepwater berths were constructed with wharves suitable for handling container as well as conventional cargoes. The Royal Selangor Yacht Club was first registered here as "Port Swettenham Yacht Club" in July 1969. In November 1972, Prime Minister Tun Abdul Razak declared the container terminal open and in May 1974, construction of seven more berths for bulk cargo began and was completed in 1983. In October 1982, construction of the liquid bulk terminal in North Port was completed.

On 17 March 1986 the container terminal facilities operated by Port Klang Authority was privatised to Klang Container Terminal Berhad as part of the privatisation exercise of the government. In January 1988, construction work began on a new 800 feet (240 m) berth, as an alternative to the immediate development of West Port. A government directive in 1993 has identified Port Klang to be developed into the National Load Centre. Port Klang has since grown and now establishes trade connections with over 120 countries and dealings with more than 500 ports around the world.

# VISIT TO MARY SLESSOR'S STATUE IN CALABAR

BY PAUL ERAKHIFU

Calabar is the capital of Cross River State in Nigeria. Calabar is a port city near the Cameroon border hosting the statue of Mary Slessor, one of the most famous statue in the world.

It was with nostalgia as I stood opposite this statue, I remembered how my History teacher explained how Mary Slessor, stopped the unnecessary killing of twins in Calabar. Mary Slessor who served as a missionary in Calabar, Cross River State for thirty-eight years (1948-1915), at the time the state was considered one of the deadliest and most degraded State in the country. Mary compassionately, courageously pioneered in areas of Calabar when other missionaries and even traders avoided.

Record, has it that, Mary Mitchell Slessor is a Scottish Presbyterian Missionary in Calabar, who fought against the killing of twins at infancy. It was a taboo for women to give birth to twins in ancient Calabar, but

the arrival of Mary Slessor, and advocacy the killing of twins stopped. Mary and other missionaries labored to overcome the custom of Killing Babies which is one of the horrifying, superstitious practices of the Calabar people. She rescued several children which she put under her care and served as their foster parent throughout her missionary career, this makes her become popularly known as "The white Ma who loves babies."

Mary Slessor learned the Efik language and she was able to teach the people and spread Christianity. Also, she solely promoted women rights and the girl child and protecting native children from molestation and assault.

.After twelve years of service in Calabar, she was granted the longtime desire of her heart when she was given permission to teach Sunday schools and help Sunday worship services at two neighboring villages, Ekenge and Ifako. She also helped undermine the prevailing and devastating liquor traffic in Okoyong by



introducing more beneficial forms of legitimate trade.

She was asked by the British Government to carry out a new judicial responsibility in the region four years after she began her Ministry. Mary presided over the court at various locations. Large group of tribal leaders came to consult her about adjusting their customs to the new laws.

The statue has been recognized by **UNICEF** as a world tourist centre. The beautifully erected statue shows Mary Slessor carrying two babies, which signify twins (see pictures below). It was well designed, that one can move round the statue with

ease. Also, there are seats for relaxation and leisure.

The statue is situated at the roundabout of Mary Slessor street in Calabar. Many visitors and tourists were seen beside the statue to admire the artistic and architectural design.

### **CULTURAL CENTRE COMPLEX, CALABAR**

This complex is where most cultural and artistic performances and events take place in Calabar. A beautiful edifice with lots of aesthetics and artwork on the walls of the building. The building is so attractive and appealing to visitors, tourists and those that love arts and culture.





## HOW TO PREPARE COCOYAM PORRIDGE

Yam Porridge can also be referred as yam soup. It is mainly yam cooked with ingredients and the resulting dish contains some soupy liquid.

### INGREDIENTS

- \* 1 kg (2.2lbs) yam.
- \* 1 large size dry fish.
- \* 1 cup of dried prawns (optional)
- \* 1 large onion, diced.
- \* 2 table spoon of fresh ground yellow or chilli pepper.
- \* 1 large-sized garlic chopped.
- \* Fresh green vegetable, chopped. (eg pumpkin, parsley, or scent leaves)
- \* Salt to taste.
- \* 2 big stock cubes to taste
- \* 1 serving spoon of palm oil
- \* Ground crayfish

### PREPARATION

- \* Peel and cut the yam tuber into medium sizes. Wash the yam cubes and place in a sizeable pot.
- \* Wash and cut the onions into tiny pieces. Grind or blend the chill pepper. Set these aside.
- \* Soak and pick the bones of the dry fish.



- \* Pour enough water to cover the yam cubes and start cooking at medium to high heat. Add the dry fish.
- \* When the yams have gotten a good boil, add the onions, ground crayfish, dried prawns, chopped garlic, pepper, seasoning cubes and palm oil.
- \* Cover the pot and continue cooking till the yam is done.
- \* Add salt to taste and stir very well
- \* Add the green vegetables, stir and leave to simmer for 2- 5 minutes or until porridge is soft with a creamy paste.
- ☑ Serve.

# LONDON:

## City with Historical and Magnificent Monuments

By Paul Erakhifu

It is already well known that London is the Capital of the United Kingdom, a 21<sup>st</sup> century city with history dating back to Roman times. At its centre stand the imposing Houses of Parliament, the iconic 'Big Ben' clock tower and Westminster Abbey, site of British monarch coronations. Across the Thames River, the London Eye observation wheel provides panoramic views of the South Bank cultural complex, and the entire city.

After attending a short course on Photo journalism

at the University of Arts, London, I took time out to visit some places of interest within the city centre.

According to David Bailey, *"If you're curious, London is an amazing place"*. I was indeed, curious to see why London has become one of the most beautiful and interesting place to be.

As I moved around the City of London, I was amazed at the level of orderliness. In the words of Sara Bareilles, an American songwriter, *"Aesthetically, London is just beautiful, it's a gorgeous city. The architecture, monuments, parks, the small streets - it's an incredible place to be"*.



From my observation, everything seems to be working in London - the road network is superb, the transportation system is exceptional, the rail system is second to none. In fact, one can easily navigate London by train, bus and cab services. Interestingly, there's Uber boat and ferry services.

As a photo journalist, my digital camera was handy to capture the very essence of the City. Tourists, travellers, students and researchers would definitely find this write-up useful in many ways. Happy reading.

**Buckingham Palace:** This is the home of the British Crown, the Royal Family. The Palace was built in 1703 by William Winds and John Fitch. The present King of England, King Charles III resides here. The number of visitors and tourists standing outside the gate to admire the magnificent architecture was amazing.

It took me about 15 minutes' walk to get to **Westminster Abbey**. It is an Anglican Church in the City of Westminster. It was formerly known as the Collegiate Church of Saint Peter at Westminster, it was built in 1269 and has witnessed the coronation of 39 English and British monarchs.

The **Palace of Westminster** is famously known as the House of Parliament. This is the meeting place for the House of Commons and the House of Lords. This edifice is a delight to visitors any day.

Now, we come to the popular **London Eye**. This captivating and fascinating sight is one of the world's tallest Ferris wheel. It was designed by a couple - Julia Bartfield and David Morks and

commissioned by former UK Prime Minister Tony Blair on 31st December, 1999. It was open to the public on 9th March, 2000. Julia Bartfield captured the essence so beautifully. She said: *"The best things about the London Eye is the journey, its not like the Eiffel Tower where you get in dark lift and come on onto a platform at the top. The trip round is as important as the view."*

Sadiq Khan, a contemporary British politician and Mayor of London said, *"London's greatest strength is our diversity "* and equally instructive is the view of an anonymous poet. He said: *"A bad day in London is still better than a good day somewhere else"*.

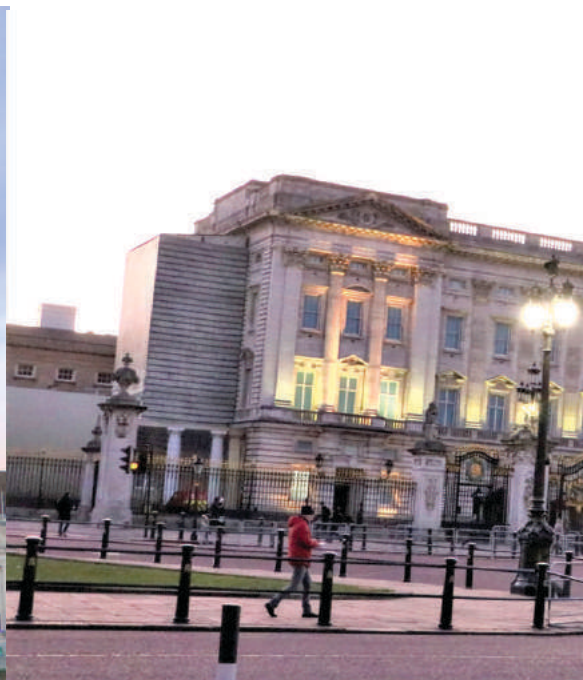
The **London and Tower Bridges** are still in use; they are two famous sites in London. The fun and excitement I experienced at the famous **London Bridge** is amazing. Lots of tourists and visitors converge on this bridge daily to take pictures and have fun. It was open to traffic in 1973. The bridge spans the River Thames between the City of London and south walk, in central London.

The **Tower Bridge** is a known landmark in London. It's a bascule and suspension bridge on River Thames. These beautiful bridges arguably receive over 200 visitors daily.

**Oxford Street** is one of the busiest streets in the City of London. It's like Lagos Broad Street or Idumota in Lagos. I was able to do some shopping for myself and also visited shops like Sportrite, Camera World and Camera City for professional equipment.

**Southbank Centre** is an artistic and cultural

LONDON EYE



complex, where over two thousand artists exhibit their stage craft annually, to the admiration of tourists and visitors.

### NIGERIA CAN BE BETTER

Change is possible in Nigeria if purposeful leadership is enthroned. As it is in London, so can it be here if we have the discipline, the attitude and the desire to make things work. We have the potentials and human capacity to transform Nigeria. Developed countries of the world like United Kingdom (UK), United States of America (USA), United Arab Emirate (UAE) amongst others were determined to effect the changes and work towards developing their Countries with the available resources at their disposal. In future Nigeria can do better. God bless Nigeria.



ON LONDON  
BRIDGE



KENSINGTON GARDEN



WESTMINISTER ABBEY



TOWER BRIDGE



BUCKINGHAM PALACE



UBER BOAT

## Ukraine Wants One-Year Grain Deal Extension To Include New Ports

Ukraine will ask Turkey and the United Nations this week to start talks to roll over the Black Sea grain deal, seeking an extension of at least one year that would include the ports of Mykolaiv, a senior Ukrainian official said on Wednesday.

The Black Sea Grain Initiative brokered by the UN and Turkey last July allowed grain to be exported from three Ukrainian ports. The agreement was extended in November and will expire on March 18 unless an extension is agreed.

"A formal proposal will come out from us this week on the need to work on an extension," Yuriy Vaskov, Ukraine's deputy minister of restoration, told Reuters in an interview.

He said the exact date of the talks, which have previously taken place in Turkey, had not yet been set.

"We will request ... to extend it not for 120 days but for at least one year because the Ukrainian and global agricultural market needs to be able to plan these volumes (of exports) in the long term," Vaskov said.

He said Ukraine would insist on an increase in the number of inspection teams "in order to eliminate the accumulation of vessels waiting for inspections".

Ukraine has repeatedly accused Russia of delaying inspections of ships carrying Ukrainian agricultural goods, leading to reduced shipments and losses for traders.

Russia has denied those accusations, saying it is meeting all its obligations under the grain export deal.

Vaskov said that since November, the situation with inspections had not changed and that there were only three inspection teams from the Russian side.

"There is no positive momentum. At the same time, the UN, Turkey and Ukraine are ready to conduct 40 inspections per day if necessary. And there is such a need – about 140 ships are waiting for inspection," he said.

A major global grain grower and exporter, Ukraine's grain exports were down 28.7% at 30.3 million tonnes in the 2022/23 season as of Feb. 20, hit by a smaller harvest and logistical difficulties caused by the Russian invasion.

## Wave of Megaships About to Hit the Water as Container Shipping Demand Falters

The timing couldn't be worse: with consumer demand lethargic and inventory stocks stubbornly high, ocean carriers are preparing to receive an armada of newbuild ultra-large container vessels (ULCVs) in the coming weeks.

Due to weak demand on the main east-west tradelanes expected to last through to the second half of the year, carriers could be obliged to postpone the maiden calls of some of these ULCVs before phasing them into liner service networks later in the year.

According to Alphaliner, there are numerous 24,000 teu ULCVs nearing completion at Asian shipyards, including the 24,000 teu ONE Innovation and 24,116 teu MSC Tessa, as well as the 24,188 teu OOCL Spain, which was delivered last week.

"From mid-March to early April, MSC alone will phase in no fewer than four 24,000 teu newbuilds to the Asia-Europe network of the 2M partnership," said Alphaliner.

According to the consultant's data, MSC is scheduled to take delivery of MSC Tessa on 14 March to be deployed on the 2M's Asia-North Europe AE6/Lion loop from Ningbo, followed by the 24,346 teu MSC Irina, which is stemmed to join the Asia-Med AE10/Jade service from Qingdao on 21 March.

On 28 March the MSC Celestino Maresca will join the AE6/Lion loop and on 9 April MSC Raya will commence its maiden voyage on the AE55/Griffin loop from Shanghai.



The 24,188 TEU capacity OOCL Spain pictured at the Nantong COSCO KHI Ship Engineering (NACKS) shipyard in Nantong, China. Photo courtesy OOCL

## Baltic Index Jumps To Over 3-Week High On Higher Vessel Rates

The Baltic Exchange's main sea freight index jumped to the highest in more than three weeks on Wednesday, as rates for all vessel segments rose, led by capesizes. The overall index, which factors in rates for capesize, panamax and supramax shipping vessels, was up 80 points, or 13.5%, at 674, on its best day in over a year.

The capesize index rose 28.7%, the highest percentage gain in five months, or 87 points, to 390.

Average daily earnings for capesizes, which typically transport 150,000-

tonne cargoes such as iron ore and coal, were up \$722 at \$3,235.

The panamax index was up 108 points, or 12.8%, at 951, posting its best day in two years.

Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, gained \$972 to \$8,557.

Elsewhere, Chicago wheat futures fell to a two-week low on Wednesday as an Egyptian tender highlighted export competition from the Black Sea region, tempering worries about war disruption to Ukrainian supplies.

## Containership Lay-Ups Continue To Spike As Demand Slump Rolls On

**O**cean carriers have laid up nearly 50 containerships during the past month alone, as carryings and rates have continued to fall across their networks.

According to the latest survey by Alphaliner, taken on 13 February, 366 vessels were idle, including those owned by lessors and non-operators, for a capacity of 1.6m teu, representing 6.2% of the global cellular fleet.

This compares with the 260, for a capacity of 1.3m teu, 4.9% of the fleet, noted by the consultant on 16 January.

The data shows a significant increase in carrier-operated idle tonnage, from 70 ships for 509,000 teu in mid-January, to 117, with a capacity of 734,000 teu, a

month later, and a big spike in lay-ups of vessels of over 12,500 teu from 14 to 25.

And the number of carrier-controlled lay-ups will get progressively worse as a tidal wave of newbuild arrivals displaces incumbent ships in service.

Alphaliner said growth in commercially idled tonnage had “accelerated significantly” at the end of last year and “remained on an upward trajectory this month”.

The consultant added: “Vessel inactivity increased across all ship sizes with the exception of the below 1,000 teu category, which remained more or less stable.”

Meanwhile, with the asset values of elderly containerships collapsing over the past few months, to reach an equilibrium with their scrap value, MSC has followed up the demolition sale of the 1986-built 1,911 teu MSC Florina with that of the 2,098 teu 1987-built MSC Giovanna for recycling.



A view shows the container ship; Evergreen, one of the world's largest container ships, after it was partially refloated, in Suez Canal, Egypt March 29, 2021.

## Philippine Coast Guard Forms Human Chain To Rescue Stranded Crew

**T**he Philippine Coast Guard is reporting that it was able to rescue 14 crewmembers from a grounded dry mini bulker that had gone aground near Lubang Island in the western Philippines south of Manila. The crew had been stuck aboard the vessel due to high seas which prevented earlier rescue attempts.

According to the report from the Coast Guard, the small ship, the Manfel V, was operating carrying cargo inter-island. The vessel is operated by the Manfel Cargo Shipping which was established in 2015 in the Philippines to provide local cargo services.

The Manfel V departed Subic City north of Manila going south to Bauan near the city of Batangas in the central Philippines. On February 25, the captain reported that the 223-foot vessel was experiencing engine troubles. They attempted to maneuver the vessel but she was drifting.

After drifting overnight the vessel became caught in the strong waves and was driven into the surf approximately 360 feet from a rural area known as Barangay Maligaya near Manila Bay. Due to the remote area and the high surf, the SAR teams sent to the rescue were unable to access the vessel on February 26.

## Shipping Lines Join with Dutch and Belgians to Fight Drug Smuggling

**F**ive leading shipping companies moving containers through the ports of Antwerp and Rotterdam signed a pledge to work together with the ports and government officials in a new effort to fight drug smuggling aboard their vessels and through the ports. The declaration on the fight against cross-border organized drug crime seeks to set a global standard in the fight against organized crime by creating better cooperation between the shipping lines and the authorities.

“The record catches in the ports of Antwerp and Rotterdam show how gigantic the problem of drug smuggling is in both countries,” said Aukje de Vries, the Dutch Secretary of State for Benefits and Customs, during the signing ceremony for the

declaration. “That is why we stand shoulder-to-shoulder in tackling this subversive drug crime,” she said joined by the ministers for Justice and Security, Infrastructure and Water Management, the Belgian Prime Minister, and other officials including the mayors of Rotterdam and Antwerp.

The officials highlighted that with a throughput of millions of containers, tens of thousands of employees moving through the ports and the cross-border nature of trade makes the maritime sector vulnerable to infiltration and abuse by the drug mafia. It was estimated in 2022, that five percent of the world’s cocaine production moved through the ports of Antwerp and Rotterdam.

## Tincan Port Extends CSR To Sec. School In Badagry

The Port Manager Tincan Island Port Mallam Buba Jubril has asserted that the Corporate Social Responsibility gifts which consisted of school bags and umbrellas extended to the Lagos State Model College, Kankon Badagry was an initiative of the Port CSR Programmes to encourage and appreciate the school whose student Josephine Krisliwedo Hunpe won the NPA's Quiz competition which was held to celebrate the 2020 International World Maritime Day last year.

Speaking at the school assembly in Kankon Badagry, the representative of the Port Manager and the Prin. Manager C&SC Mrs Hauwa Usman said the Lagos State Model College Kankon, Badagry was one of the few schools chosen for coming first amongst

3,000 schools which participated in the competition.

Mrs Usman also added that the gesture is also to encourage other students of the same school to strive to be like their colleague since the school is the best among other good schools.

Also Speaking at the event another member of the Tincan Port delegation, and a Principal Manager C&SC.

Mr Sola Adesanwo added that the children should endeavor to dream big and not allow distractions as this will help them to easily achieve their goals. Mr Adesanwo also affirmed that being the best will make them to stand out among their peers.

Earlier, In his welcome address the Principal of the school Mr Ibitoye, Ibikunle Olusegun who received bags for students and umbrellas for the teachers commended the Port Manager, Tincan

Island Mallam Buba Jubril for the amazing gesture adding that he never imagined any organisation remembering them in the remote village of Kankon in Badagry where the school is located.

Mr Ibitoye added that the gifts is a big motivation for the students as it will encourage and make them look back in the future and say it was a turning point in their life and make them imbibed the spirit of giving. The principal told the visitors that he was truly elated and this is a practical reflection of the rewards which goes hand in hand with sanctions in the educational sector. He later prayed for the organisation and the delegation which visited the school in Kankon.

The highlight of the event was the selection of indigent students of the school who got a bag each from the visitors.

## India Imposes Age Ban on Buying or Operating Cargo Ships

India's government is moving forward with imposing age restrictions on the ships that can be acquired or operated to India in an effort it says to modernize and improve the quality of the country's fleet and to help India meet the emerging emissions regulations. The rules will be applied to most classes of commercial ships either owned or chartered by Indian shipping companies or foreign flag ships operating within the Exclusive Economic Zone of India.

"Whereas the average age of the world's fleet is on the declining trend, the average age of the Indian tonnage is on the increasing trend over the years," writes the Directorate General of Shipping (DGS) based in Mumbai. "This is a need to modernize the Indian fleet, which requires extensive review of the requirements of the registration and operation of ships, to ensure quality tonnage under the Indian flag."



Computer render image of CMA CGM methanol vessel

## Panama Canal – New “Disruption Charge” Tariff Implemented by the Panama Canal Authority (ACP)

The Disruption Charge will apply to vessels that cause disruptions to the normal transit schedule of the canal, resulting in delays or other operational inefficiencies. The new tariff item will be charged in addition to the regular transit fees based on vessel size, type, and cargo.

According to the ACP, the Disruption Charge will be assessed on a case-by-case basis, considering the impact of the disruption on canal operations and the duration of the delay. The charges will be calculated based on a fixed rate per ton of cargo or vessel displacement and capped at a maximum amount.

The ACP notes that the Disruption Charge are part of a broader effort to ensure the efficient and reliable operation of the canal, which is critical to global trade. The canal, which connects the Atlantic and Pacific Oceans, is one of the world's most important shipping routes, handling over 14,000 transits annually.

The implementation of the Disruption Charge has been met with mixed reactions from industry stakeholders. Some have welcomed the new tariff item to encourage vessel operators to take greater care in their operations and mitigate the impact of unforeseen events. However, others have expressed concern that the charges may unfairly penalize vessel operators for circumstances beyond their control.



# A Deluge of Accolades for Bello Koko

By OMIDIJI OLUBIYI & FRIDAY EZE

**A**s Bello Koko turns one in the saddle at NPA, several agencies of the government and the maritime sectors have continued to pour encomiums and award for his astute performance in adding value to the entire maritime industry.

The Managing Director, NPA, Mohammed Bello Koko was recently decorated as the winner of the 2022 Public Sector Icon Award organized by the Vanguard Newspaper.

Bello- Koko said that the Award was a recognition of the improvement the Authority have achieved over the past year of assuming office as the substantive Managing Director, NPA.

He stated that over the years, NPA has consummated the Foreign Direct Investment totaling two billion dollars in Port Equipment, 1.5 billion in Lekki Port and 100 million dollars in WACT, Onne Port.

The Managing Director reiterated that the Authority is also reviewing a couple of request to construct a Deep Water Port along the Eastern Corridor in order to expand opportunities across the country. He maintained that the Nigerian Ports Authority primary responsibility is to facilitate trade. According to the Managing Director, the greater the volume of trade the more jobs and revenue it would generate for government.

“The first set of reforms we embarked on was to remove trade barriers and digitize the process amongst others as well as freeing up the notorious traffic congestion at the Apapa Port” said Bello Koko. He reemphasized that NPA has rehabilitated key port infrastructure across the Sea Port and are continuing to seek low-cost funds to completely rehabilitate Tin-Can and Apapa Ports respectively.

Similarly, the Management of Maritime Media Limited, a leading Maritime platform recently awarded Bello

Koko the Iconic Maritime Media Partner of the Year, 2022.

Mohammed Bello Koko, was given the special award for his outstanding performance in the maritime sector especially in the areas of reforms which have impacted positively in moving the sector forward to meeting international best practices, according to the organizers. The General Manager, Corporate & Strategic Communications, Mrs. Josephine Moltok who represented the the Managing Director, NPA was full of appreciation to the organizers for recognizing the immense contributions of Bello Koko in the maritime industry.

Still on the deluge of awards for Bello Koko is making to position NPA as a Brand amongst others, the NPA, was recently adjudged as a level 5 ‘Platinum level Organization with exceptional performance in service delivery and good corporate governance, according to the Bureau of Public Service Reforms (BPSR).

According to the agency, the NPA 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 was superior, exceptional and unique.

The Director General, BPSR, Dr. Dasuki Arabi posited that the MD NPA’s zeal and commitment to reforms has made the operations of the Authority remain strong, responsive, robust, private sector oriented and in line with the international best practices.

In the same vain, as a result of the Mohammed Bello Koko led management commitment toward advancing Trade Facilitation, the NPA under his watch recently won the The Best Maritime Agency of the Year, 2022.

The Award was bestowed to the Organization at the Annual Award Ceremony organized by the Daily Telegraph Newspaper.

## LEÇON TRENTE - TROIS (LESSON THIRTY - THREE)

In the last lesson, we studied some Maritime Terms in French.

### Revision questions

What are these Maritime French terms called in English.?

1. le port
2. le droit
3. la mer
4. le conteneur
5. brouillon
6. le chenal

In this lesson we will study **Time**

### Days of the Week

Lundi	Monday
Mardi	Tuesday
Mecredi	Wednesday
Jeudi	Thursday
Vendredi	Friday
Samedi	Saturday
Dimanche	Sunday

**NOTE:** The days of the week are all masculine and are not capitalized. They are not usually preceded by a definite article, unless it is to express a repeated occurrence.

### Simple sentences

Aujourd'hui, c'est lundi	Today is Monday
Je travaille le samedi	I work on Saturday
A jeudi	See you on Thursday!

### Months of the Year.

1) Janvier	January	7) juillet	July
2) février	February	8) août	August
3) mars	March	9) septembre	September
4) avril	April	10) octobre	October
5) mai	May	11) novembre	November
6) juin	June	12) décembre	December

**NOTE:** The months of the year are masculine and are not capitalized

In the next lesson we shall look at the Seasons of the year, The Date and Divisions of Time.

**On se verra la prochaine fois.**

**(All the best, See you next lesson)**

## NPA /FRSC Re-committed To Minimum Safety Standards

By OMIDIJI OLUBIYI

In its determination at ensuring the enforcement of Safety Standards are, the Management of the Nigerian Ports Authority NPA has again assured Critical Stakeholders, General Public and other Government Agencies of its determination to ensure that Minimum Safety Standard for all trucks as well as specialized training for its drivers are adhered to in line with the existing MOU entered into.

The Managing Director of the NPA, Mohammed Bello Koko said the Authority being a responsible and respected corporate entity would not fold its arms and allow the Port environment be taken over by unprofessional drivers and dilapidated trucks doing business in our Ports.

Mr Koko made these remarks when he played host to the visiting Lagos Sector Commander of Federal Road Safety Corps Commander Olusegun Ogungbemde at the Corporate Headquarters, Marina.

The NPA Chief assured the road safety boss that Management was willing to partner with the Road Safety Authority in ensuring that trucks accessing the Ports meet acceptable Minimum Safety Standard in line with International best practices.

The subsisting Memorandum Of Understanding enjoins both parties to ensure that the pre-requisite for the Eto call up system is followed with the Check list and joint inspection exercise enforced.

Both parties were of the view that with the enforcement in play, Enforcement, Surveillance of trucks and Stickers on the certified trucks would ensure that the issue of Racketeering is totally eliminated as well.

The exercise would help in preventing accidents on our highways and protect road users of hurt and untimely deaths caused by falling of containers from the trucks on our major highways.

Commander Ogungbemde expressed his Management's appreciation at partnering with NPA at efforts in protecting lives and property. He stressed that NPA being the Regulator of the ports corridor in the country has over the years performed beyond expectations in enforcing laws to make our environment Safe, Secure and Customer friendly.

Industry watchers have commended the MD NPA on his latest move at partnering with a sister government agency in moving the Port industry.



# NPA Management Inspects TCIP Access Road

By PAUL ERAKHIFU

**T**he Managing Director of the Nigerian Ports Authority (NPA), Mohammed Bello Koko led management team to inspect the ongoing rehabilitation of Tin Can Island Port Complex (TCIP) access road in Lagos.

According to the MD, the rehabilitation of roads leading into the port and drainage will be completed in two weeks after the inspection as assured by the contractor, to ensure evacuation of cargo by water, especially as the rains are approaching.

"We know there are issues of flooding within this location, we asked that the contractors look at it. We have created drainage outlets into the main creek – Port Novo Creek, just to ensure evacuation of water and we are doing this at other ports across the country; Onne, Rivers and Calabar Ports just to ensure that all the roads within the ports are in a very good state"

The NPA Boss further said that the Authority has awarded contract of concrete perimeter fencing in Tin Can Island, Onne, Calabar and Rivers Ports to enforce usage of the automated access control gate to the ports, while that of Tin Can Island has been completed

On why the need for the concrete fencing of the ports, he added "this is to look at the operations of the ports to see what we have achieved so far in terms of improving sanity and

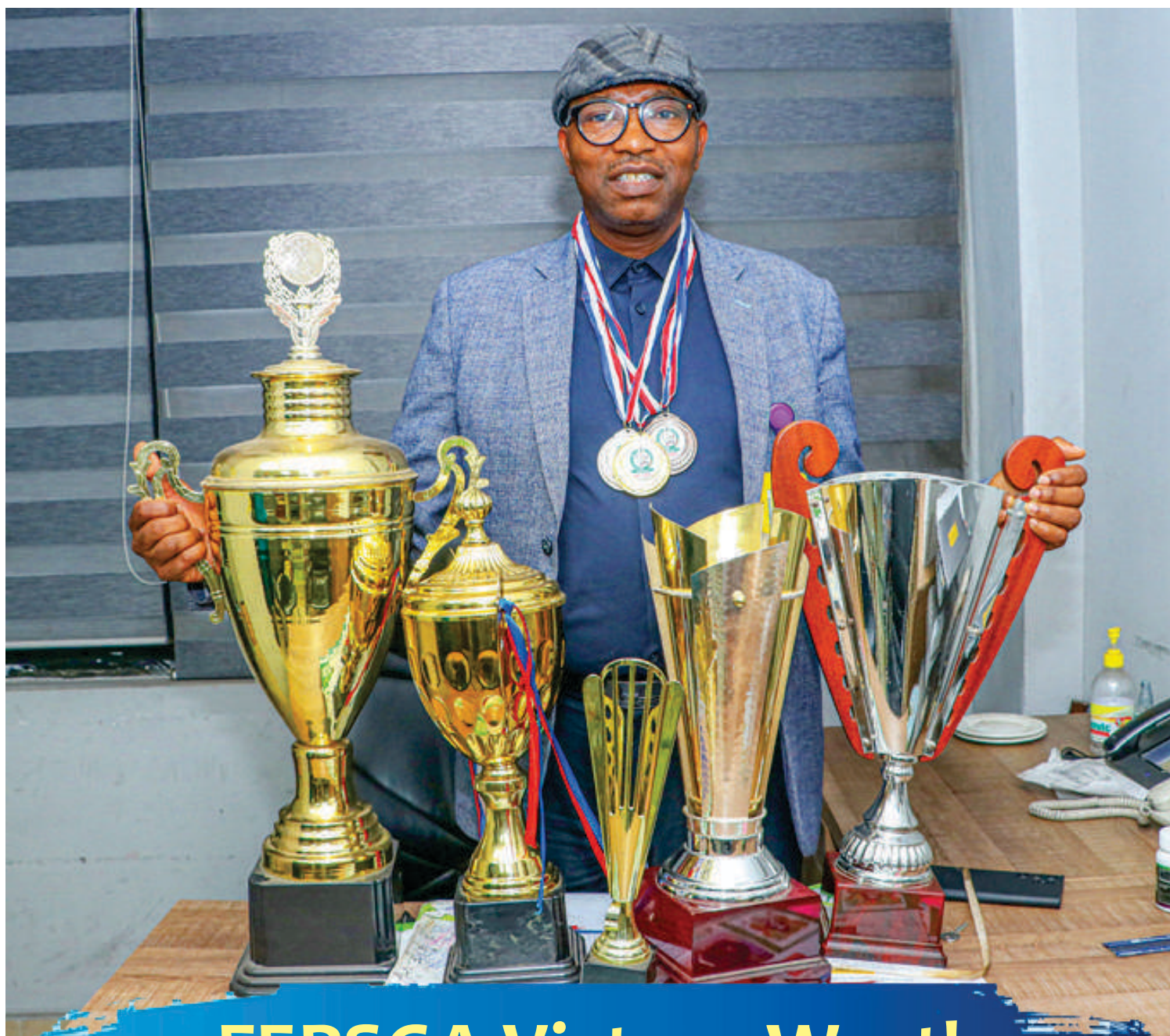
ensuring that only those that have business in the ports have access"

When asked how secure the waterways and the Ports are? The MD NPA said "our security personnel are up to the task and we keep giving them all tools they need, we have improved and acquired for them communication gadgets and we will keep improving on it. We will buy more patrol boats to ensure the water fronts are also safe and secured"

Bello Koko stressed that management has increased security patrol and surveillance, in conjunction with Nigerian Navy and the Lagos State Government, as we as ensuring fencing of the waterfronts, which the engineers are looking into due to the soft nature of the locations"

The NPA Management also inspected the ongoing rehabilitation of the TCIP administrative building, that will be completed in few months' time.

Those that accompanied the Managing Director on the inspection were Executive Director, Marine and Operation, Hon. Onari Brown, Executive Director, Finance and Administration, Adenrele S. Adesina, Engr. Allen Taylor, GM Engineering, Josephine Moltok, GM Corporate and Strategic Communications, Port Manager, TCIP, Jibril Buba, amongst others.



## FEPSGA Victory Worthy Celebration For NPA, Sport Community – Okaga

By ADESANWO, OMIDIJI & ERAHKIFU

**T**he laudable performance of the Nigerian Ports Authority (NPA) team to 2022 Federal Civil Service Games (FEPSCG) held in Jos, Plateau State, worthy celebration and unforgettable, the team manager, Mr. Charles Okaga has said.

NPA, he said, emerged the overall champion out of a total 67 ministries, departments and agencies

(MDA), while the Nigeria Security and Civil Defence Corps (NSCDC) and the Federal Ministry of Works and Housing were second and third respectively

In this interview, Okaga told the NPT that the success recorded by the team was unprecedented because the team achieved several firsts and set many records in the history of the games. The men's football team won gold medal in football for the first time and also the trophy for best overall team, the Acting Editor OMIDIJI OLABIYI who

spoke with him reports.

**When were you appointed as the Team Manager of the Nigerian Ports Authority Sports Association?**

I assumed the position in 2013 upon my transfer to the Head Office from the Eastern Ports where I then served.

**You were appointed by who?**

The position was conferred on me by the generality of the Authority's sportsmen and women due to my active participation in footballing and scrabble as well as my leadership roles in the overall coordination of participating contingent members across the various sports and the recently rejuvenated basketball.

**Was your appointment formalised?**

Yes. My appointment was formalised and conveyed to the Federation of Public Service Games, the apex body for the control and regulation of sports in MDAs nationwide.

**What is the secret of the success?**

The secret of our success goes to everybody connected to sports in NPA, the Executive Management, Central NIPOSA, Local NIPOSA, General Management, Port Managers, the entire sporting community and our relentless supporters club.

We won because the Management played its part by funding the contingent, providing for pre-tournament preparations, prompt payment of allowances and camping of the contingent in one of the best facilities at the tournament.

Also, the NIPOSA Chairman Mr. Ahmad Umar was not an armchair leader, himself being a judoka with black belt and veteran basketballer.

The chairman was always on ground to monitor preparatory activities across the sports, and this went a long way in motivating our team.

On the part of the athletes, they were all very determined and demonstrated an uncommon desire and resilience to break all records by ensuring that we did not only win but break existing records of winning. It's a manifest that in the last FEPSCA tournament, where the Authority emerged overall winner on the medal table, won the Football and Basketball trophies for the first time since 41 years of the existence of the games. We must commend the entire contingent for being united and highly disciplined.

**How did you find yourself in Managing Sports with the NPA?**

I found myself managing Sports through a track record of physical participation in sports since 1995, where I represented the Eastern Ports in that year's NIPOSA games and also as the Secretary to the operations sub-committee for the inter departmental games.

This evokes nostalgic feeling as I recall with tears of

passion streaming down my eyes, the novelty football match played by the management team at the time. It afforded us the opportunity of watching Mallam Bello Gwandu (the then ED Eastern Ports), Late Colonel Sedenu (PM, PHC), Nicholas Akani (TM, PHC), LATE TY Ajayi (TM, Jetties Eastern Ports), Mr. E. U. Esua with late Mrs. Uzoanya in goal and a host of others who brought immense candor and exhilarating aura to the sports week which was rounded off with a night of pomp and pageantry which witnessed the attraction of crowd pulling musician like Geraldopino on like display.

By year 2000, when I was deployed to the Headquarters as PA to GM OPS, I was appointed Assistant Secretary to the Headquarters NIPOSA, where I remained dutiful and committed to my assigned responsibilities.

This was in addition to my on-the-field activities through representation of the Headquarters as a striker in the football team at the Central NIPOSA games held in Calabar, CRS in 2001. A position I held till 2006, when I was posted to the Eastern Ports as PA to GM East. It was at the Eastern Zone that I was first appointed Team Manager under the Management of a sports enthusiast and sport loving Regional Coordinator and later Zonal General Manager Mr. Sotonye Etomi.

During the time, the Authority participated in a five-aside corporate soccer festival for public institutions in Rivers State. I led the Team to the finals of the competition as the Team Manager. Upon my redeployment to the Head Office in 2013, we rallied members of the sports Community and commenced modern day revival of sports in the Authority, by drawing managements attention to the past history of the Authority in sports and the need to revamp the old glory.

The rest is history today. My position as Eastern Region, TM transmuted to Authority-wide Team Manager with the ratification of the appointment by formal composition of the NIPOSA Committee.

**How have you been able to Manage your office schedule as TA-M&O to MD and Koko Marine?**

Technical Assistant (M&O) and Team Manager are both very demanding schedules, I must confess. However, I have been able to function effectively on both by tapping into the uncommon commitment and solidarity of team members which make delegations easy. I must specially commend the Zonal Coordinators who are always very handy.

**How has Management supported Sports under your watch?**

Since assuming the role of Team Manager, management has been of immense support to sports in diverse ways, such as: Rehabilitation and face lift of the Bode Thomas Sports Complex and resuscitation of some games that had been extinct such as basketball and dart. Hosting of NIPOSA Games 2018 and 2019 having not

held the games for over 17 years. Sponsorship of the Authority's teams to the Annual Federation of Public Service and Maritime Cup Competitions, in the past 10 years without missing any of the editions.

- \* Recognition of past sports men and women through the creation of an NPA Sports Hall of Fame.

- \* Payment of bountiful winning bonuses to deserving contingent members as well as participation bonuses to non-medal winning contingent members.

- \* Wonderful cooperation from past and present NIPOSA chairmen: kabiru Edwards, Alh. Yahaya Bukar, Mrs. Abow under whose tutelage I developed as NIPOSA Official, Hariratu Mohammed, Mrs. Josephine Ande and Mr. Ahmad Umar.

It would be extremely unfair and immodest to ascribe the achievement to my person without acknowledging the entire NIPOSA Executives, past and present with whom we worked as a team to achieve the modern time revival of past glory of the Authority in the field of sports.

The achievements are products of teamwork and management's relentless backing. What should we expect from Koko Marine and the Sporting team generally in the coming years in view of the stiff competitors such as Customs, Navy etc. I can confidently assure everyone to expect peak performance from Koko Marines.



#### What should we be expecting from your team?

We have no plans to rest on our laurels. With the necessary backing and support from management, we are poised to stay ahead of the pack despite the presence of formidable teams like the Navy and Customs. We will further rely on the magnanimity of management at granting support towards preparation by way of funding and early release of the team for preparation.

## Christian Atsu; Sun Set in Turkey Rubbles



**C**hristian Atsu Twasan, A Ghanaian professional footballer who often played as a winger, some times he played as an attacking midfielder or left back. He started playing club football with Porto in Portugal 2011. He also played for the black stars of Ghana and died in the earthquake that struck Turkey and Syria, recently.

#### \*Quick facts about Atsu

**Born:** 10 January 1992

**Died:** 18 February 2023 Antakya, Turkey

**Nationality:** Ghanaian

**Spouse:** Marie-Claire Rupio (married 2012)

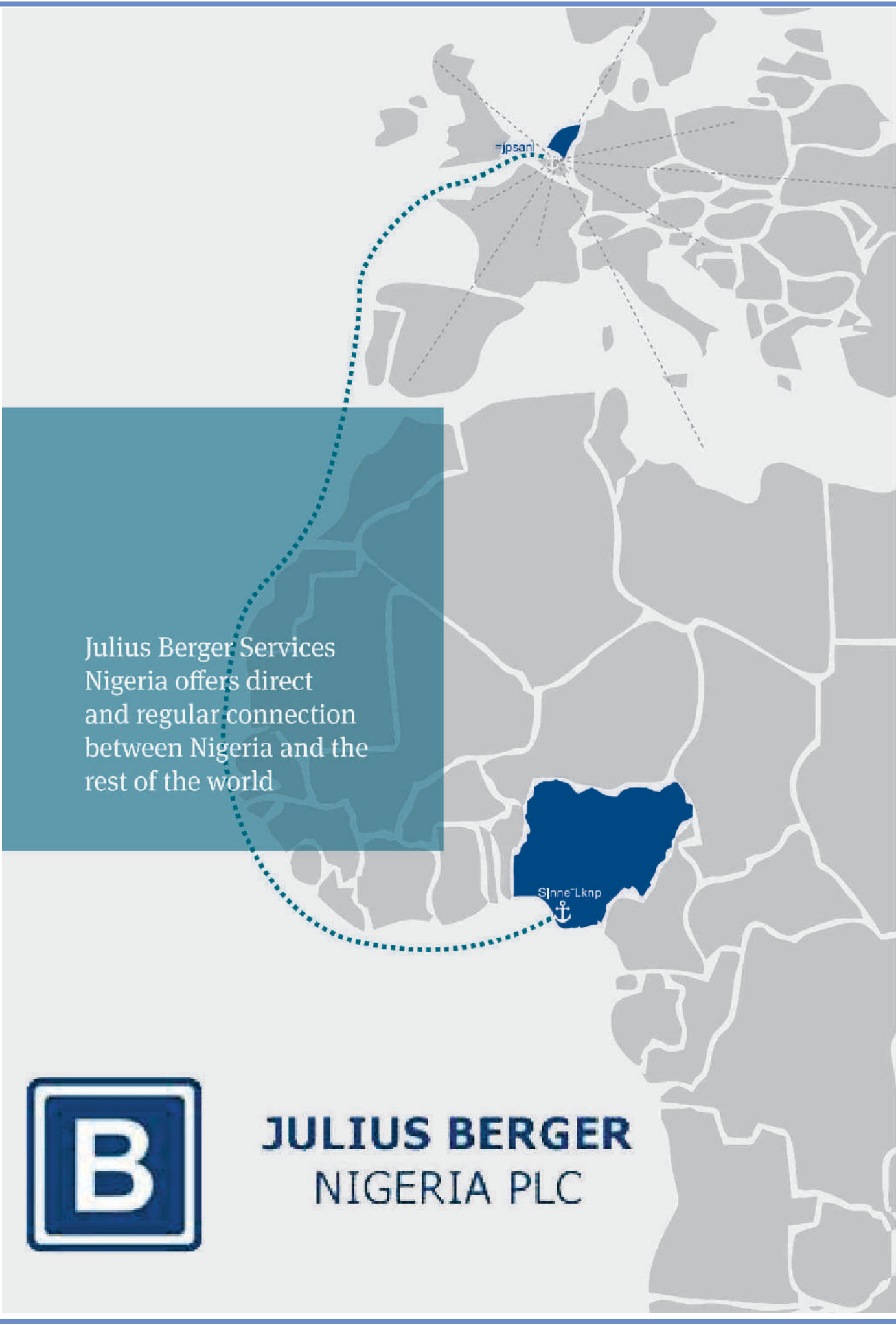
**Clubs played:** Everton, Bournemouth, Newcastle, Chelsea, Vitesse, Malaga, Porto and Hatayspor

**Also played for:** Ghana Black Stars

**World cup:** 2014, Brazil

During his playing time, he was variously described as an Excellent Prospect and as quick and technically impressive by both the BBC and ESPN.

He was said to have scored a wonderful 90mins freekick for his club Hatayspor FC less than 24 hours before his demise, May his gentle soul rest in peace.



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