



West & Central African Ports Meet in Nigeria to Optimize AfCFTA

Les ports d'Afrique de l'Ouest et du Centre se réunissent au Nigeria pour optimiser la ZLECA

Portos da África Ocidental e Central se reúnem na Nigéria para otimizar o AfCFTA



43rd ANNUAL COUNCIL PMAWCA

2023

6-9TH NOVEMBER | LAGOS | NIGERIA

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Our Port Locations:

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Email Address:
lpinfo@nigerianports.gov.ng

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

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

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

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

Onne Port Complex, Onne
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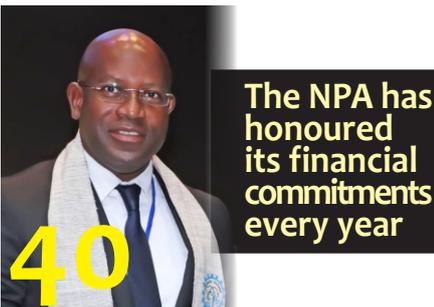
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As Nigeria hosts the 43rd Annual Assembly and 18th Managing Directors' Conference of the Port Management Association of West and Central Africa (PMAWCA), we present to you a **special edition** of the Nigerian Ports Today magazine.

This edition brings to the fore the pivotal role of the Ports within the African Continental Free Trade Area (AfCFTA) and takes a comprehensive look at developments within the Nigerian Ports and the Maritime industry. To this end we added interviews with key industry players.

We have delved into how African ports are gearing up to harness their potentials, emphasizing collaboration, connectivity, and innovation to facilitate cross-continental trade and economic growth since AfCFTA is a game changer for African economies.

For our conference attendees and visitors, we offer "The Sights and Sounds of Lagos", a special feature that introduces the city's rich cultural experiences, from its bustling nightlife to its delectable cuisine and unique fashion.

I wish to assure that the Nigerian Ports Authority's publication, NPT remains committed to keeping our readers well-informed and promoting knowledge exchange within the West and Central African maritime community. This issue underscores our dedication to fostering collaboration, embracing innovation, and pursuing continuous improvement.

Let me close by saying that this special NPT edition is a congratulatory message to the collaborative spirit of the operators of the West and Central African maritime industry.

I invite readers to embark on a journey toward a brighter future for regional ports and trade, marked by prosperity, sustainability, and a strengthened sense of unity as we navigate evolving challenges and seize new opportunities. This is Lagos "The Center of Excellence", where the present meets the future.



Josephine Moltok
EDITOR-IN-CHIEF

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A lors que le Nigeria accueille la 43^{ème} Assemblée annuelle et la 18^{ème} Conférence des Directeurs Généraux de l'Association de la Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC), nous vous présentons une édition spéciale du magazine Nigerian Ports Today.

Cette édition met en avant le rôle central des ports, de la Zone de Libre-échange Continentale Africaine (ZLECAf) et jette un regard complet sur les développements au sein des ports nigériens et de l'industrie maritime. À cela, nous avons ajouté des entretiens avec des acteurs clés de l'industrie.

Nous avons examiné comment les ports africains se préparent à exploiter leur potentiel, en mettant l'accent sur la collaboration, la connectivité et l'innovation pour faciliter le commerce transcontinental et la croissance économique, car la ZLECAf change la donne pour les économies africaines.

Pour les participants à la conférence et les visiteurs, nous proposons « Les images et les sons de Lagos », un dossier spécial qui présente les riches expériences culturelles de la ville, de sa vie nocturne animée à sa cuisine délicieuse et sa mode unique.

En tant que publication de l'Autorité portuaire nigérienne, le NPT reste déterminé à tenir nos lecteurs bien informés et à promouvoir l'échange de connaissances au sein de la communauté maritime d'Afrique de l'Ouest et d'Afrique centrale. Ce numéro souligne notre engagement à favoriser la collaboration, à adopter l'innovation et à poursuivre l'amélioration continue.

Permettez-moi de terminer en disant que cette édition spéciale du TNP est un message de félicitations à l'esprit de collaboration des opérateurs de l'industrie maritime d'Afrique de l'Ouest et du Centre. J'invite les lecteurs à se lancer dans un voyage vers un avenir meilleur pour les ports et le commerce régionaux, marqué par la prospérité, la durabilité et un sentiment d'unité renforcé alors que nous relevons des défis en constante évolution et saisissons de nouvelles opportunités. Bienvenue à Lagos « Le Centre d'excellence », où le présent rencontre le futur.

Joséphine Moltok
Éditeur en chef

Enquanto a Nigéria acolhe a 43^a Assembleia Anual e a 18^a Conferência de Directores-Gerais da Associação de Gestão Portuária da África do Oeste e Centro (AGPAOC), apresentamos-lhe uma edição especial da revista "Os Portos da Nigéria Hoje".

Esta edição destaca o papel fulcral dos portos, a Zona de Comércio Livre Continental Africana (ZCLCA) e faz uma análise abrangente dos desenvolvimentos nos portos nigerianos e na indústria marítima. A isto juntámos entrevistas com os principais intervenientes do sector.

Investigámos a forma como os portos africanos se estão a preparar para aproveitar o seu potencial, dando ênfase à colaboração, conectividade e inovação para facilitar o comércio transcontinental e o crescimento económico, uma vez que a ZCLCA é um fator de mudança para as economias africanas.

Para os participantes e visitantes da nossa conferência, oferecemos "As vistas e os sons de Lagos", um recurso especial que apresenta as ricas experiências culturais da cidade, desde a sua agitada vida nocturna até à sua deliciosa gastronomia e moda única.

Enquanto publicação da Autoridade Portuária da Nigéria, a PNH continua empenhada em manter os nossos leitores bem informados e em promover o intercâmbio de conhecimentos no seio da comunidade marítima da África Ocidental e Central. Esta edição sublinha a nossa dedicação ao fomento da colaboração, à adoção da inovação e à procura da melhoria contínua.

Permitam-me que termine dizendo que esta edição especial da NPT é uma mensagem de felicitações ao espírito de colaboração dos operadores do sector marítimo da África do Oeste e Centro. Convido os leitores a embarcarem numa viagem em direcção a um futuro melhor para os portos e o comércio regionais, marcado pela prosperidade, sustentabilidade e um sentido de unidade reforçado, à medida que enfrentamos desafios em evolução e aproveitamos novas oportunidades. Bem-vindos a Lagos, "O Centro de Excelência", onde o presente encontra o futuro.

Josephine Moltok
Editor-Chefe

FROM THE DESK OF THE CEO

Fellow Compatriots

I count it a pleasure and a great privilege to welcome our esteemed stakeholders and partners in the trade facilitation movement especially delegates from the West and Central African Ports who are attending the 43rd annual council of Ports Management Association of West and Central Africa (PMAWCA) and the 18th Round Table of Managing Directors holding in Lagos, Nigeria.

I am convinced that this meeting of minds will culminate in improved inputs, outputs and ultimately outcomes for the economic prosperity of our respective nations and the advancement of global trade.

I wish to on behalf of the Management and Staff of the Nigerian Ports Authority express profound gratitude to His Excellency President Bola Ahmed Tinubu and the Hon. Minister of Marine and Blue Economy His Excellency Adegboyega Oyetola for the support we have received towards the hosting of the PMAWCA event.

Our commitment to the dictates of the world port sustainability remains unwavering as evidenced by our aggressive pursuit of the Port Community System (PCS) under the technical guidance of the International Maritime Organization (IMO).

The operationalization of the Lekki Deep Seaport, which apart from being Nigeria's first Deep Seaport is also our first fully automated port at take-off with capacity for facilitating transshipment, is a testament to our implementation of a new paradigm of full automation across all our operations.

While wishing us all fruitful deliberations during the plenary and technical committee meetings, let me once again warmly welcome you and assure you of a worthwhile experience.

Thank you and God bless.



Mohammed Bello Koko
MD, NPA

MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Chers compatriotes

C'est pour moi un plaisir et un grand privilège d'accueillir nos estimés parties prenantes et partenaires du mouvement de facilitation du commerce, en particulier les délégués des ports d'Afrique de l'Ouest et du Centre qui participent au 43ème conseil annuel de l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) et la 18e Table ronde des directeurs généraux qui se tient à Lagos, au Nigéria.

Je suis convaincu que cette convergence d'esprit aboutira à une amélioration des apports, des productions et, en fin de compte, à des résultats pour la prospérité économique de nos nations respectives et le progrès du commerce mondial.

Je souhaite, au nom de la direction et du personnel de l'Autorité Portuaire Nigérienne, exprimer notre profonde gratitude à son Excellence le Président Bola Ahmed Tinubu et à M. le Ministre de la Marine et de l'Économie Bleue Son Excellence Adegboyega Oyetola pour le soutien que nous avons reçu pour l'organisation de l'événement AGPAOC.

Notre engagement envers les exigences de la durabilité portuaire mondiale reste inébranlable, comme en témoigne notre poursuite agressive du Système Communautaire Portuaire (PCS) sous la direction technique de l'Organisation Maritime Internationale (OMI).

L'opérationnalisation du port en eau profonde de Lekki, qui en plus d'être le premier port en eau profonde du Nigeria est également notre premier port entièrement automatisé qui commence avec une capacité de faciliter le transbordement, témoigne de notre mise en œuvre d'un nouveau paradigme d'automatisation complète dans toutes nos opérations.

Tout en nous souhaitant à tous de fructueuses délibérations au cours des séances plénières et des commissions techniques, permettez-moi une fois de plus de vous accueillir chaleureusement et de vous assurer d'une expérience enrichissante.

Merci et que Dieu vous bénisse.

DO CEO

Colegas compatriotas

Considero um prazer e um grande privilégio dar as boas-vindas às nossas estimadas partes interessadas e parceiros no movimento de facilitação do comércio, especialmente aos delegados dos portos da África do Oeste e Centro que estão a participar no 43º conselho anual da Associação de Gestão dos Portos da África do Oeste e Centro (AGPAOC) e na 18ª Mesa Redonda de Directores-Gerais que se realiza em Lagos, na Nigéria.

Estou convicto de que este encontro de vontades culminará em melhores contributos, resultados e, em última análise, resultados para a prosperidade económica das nossas respectivas nações e para o avanço do comércio mundial.

Desejo, em nome da Direção e do pessoal da Autoridade Portuária da Nigéria, expressar a minha profunda gratidão a Sua Excelência o Presidente Bola Ahmed Tinubu e ao Ministro da Marinha e da Economia Azul, Sua Excelência Adegboyega Oyetola, pelo apoio que recebemos para a realização do evento AGPAOC.

O nosso compromisso com os ditames da sustentabilidade portuária mundial mantém-se inabalável, como o comprova a nossa agressiva prossecução do Sistema Comunitário Portuário (SCP) sob a orientação técnica da Organização Marítima Internacional (OMI).

A operacionalização do porto de águas profundas de Lekki, que para além de ser o primeiro porto de águas profundas da Nigéria é também o nosso primeiro porto totalmente automatizado à partida com capacidade para facilitar o transbordo, é um testemunho da nossa implementação de um novo paradigma de automatização total em todas as nossas operações.

Ao mesmo tempo que desejo a todos nós deliberações frutuosas durante as sessões plenárias e do comité técnico, permitam-me que, mais uma vez, vos dê as boas-vindas calorosas e vos garanta uma experiência proveitosa.

Obrigado e Deus vos abençoe.

MULTILINGUAL

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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



PMAWCA Headquarters in Lagos, Nigeria

West & Central African Ports Meet in Nigeria to Optimize AfCFTA

The 43rd Annual Council of Ports Management Association of West and Central Africa (PMAWCA) and the 18th Roundtable of Directors-General are holding in Lagos, Nigeria.

The theme of the prestigious event is: "Ports and the African Continental Free Trade Area (AfCFTA)."

The event, like others, will witness robust discussions among regional port authorities, government institutions, and stakeholders in the maritime and financial institutions.

Delegates and stakeholders from 24 regular member-ports, observer-members in Europe and eight associate members, including landlocked countries and maritime organisations, along the West coast of the African Continent from Mauritania to Angola covering a coastline of about 12,000km on the Atlantic Ocean, will galvanise agenda for the maritime industry in the implementation of the African Continental Free Trade Agreement (AfCFTA). OLUBIYI OMIDIJI and ALBERT OREM writes on the salient issues connecting AfCFTA and PMAWCA

The Ports Management Association of West and Central Africa (PMAWCA) was established in October 1972 under the auspices of the United Nation's Economic Commission for Africa (ECA). The purpose is for

effective management and development of seaports along the West Coast of Africa, including Mauritania and Angola.

For the second time in more than a decade, the Nigerian Ports Authority (NPA) proudly hosts this all-important gathering. In this Special Edition of **NPT**

AFRICAN CONTINENTAL FREE TRADE AREA CREATING ONE AFRICAN MARKET



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Main Objective Of PMAWCA

Some of the objectives of PMAWCA are to cooperate and share knowledge on best practices in port management and operations to deliver efficient and effective port services to clients (ships and cargo owners), while maintaining the best culture of safe, secure and environmentally clean port

operations.

The globalisation of the world's economy and by extension the demand for maritime transport services has made it imperative for ports, (which constitute a critical component of the maritime transport supply logistics chain), to promote increased cooperation. This has also encouraged PMAWCA members to open their doors to other ports and organisations in the transport sector.

PMAWCA Mission



President Bola Ahmed Tinubu (GCFR)



Adegboyega Oyetola (CON)
Hon. Minister of Marine & Blue Economy



Mohammed Bello Koko
Managing Director, NPA



PMAWCA member countries

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PMAWCA Mission

The mission of PMAWCA is to contribute to the improvement in the quality of services of port activities and services of her members to promote sustainable

socio-economic development of associated countries and the sub-region.

To achieve the mission, PMAWCA objectives, among others, include the following:

- To contribute to the improvement, coordination and harmonisation of equipment and services offered by member ports;
- To establish and consolidate our partnership relations with associations, institutions or organisations working in the transport and maritime trade sector;
- To provide a privileged platform for meetings and sharing of experiences, among members and contribute to the development synergy of member-states and the entire sub-region.

Membership

The PMAWCA is made up of 24 regular member-ports and eight

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**Jean Marie Koffi,
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The PMAWCA is made up of 24 regular member-ports and eight associate members, including landlocked countries and maritime organisations, located along the West Coast of Africa, stretching from Mauritania to Angola, covering a coastline of about 12,000km on the

Atlantic Ocean. The organisation also has observer-members in Europe. These memberships comprise Anglophone, Francophone and Lusophone-speaking countries.

Why NPA Is Hosting PMAWCA

The Management of the Nigerian Ports Authority (NPA) is hosting this event because of the enormous potential of the maritime sector to the continent and the significant role that Nigeria plays in the actualisation of this potential.

The NPA is committed to supporting PMAWCA, as well as in the introduction of innovations that would redirect the maritime industry in the continent to attain international best practices.

PMAWCA In the Eyes of the Managing Director of NPA; Bello-Koko

In an interview with *NPT Magazine*, the Managing Director, Nigerian Ports Authority (NPA); Mohammed Bello-Koko, commended the Port Management Association of West and Central Africa, for serving as a multilateral organ for regional cooperation among ports in West and Central Africa and, also, as a vehicle for the actualisation of the dreams of the African Union (AU) as well as the objectives of the African Continental Free Trade Area (AfCFTA).

He said PMAWCA is a channel for the attainment of regional integration through consensus building on issues of maritime development and a platform for the exchange of information and expertise for synergy in port operations, administration, legal framework, security and the safety of navigation within the Gulf of Guinea.

Bello Koko assured PMAWCA of the NPA's support in its programmes aimed at actualising its mandate in the



African Continental Free Trade Area From agreement to impact Great Insights

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AfCFTA was established to increase socio-economic development, reduce poverty, and make Africa more competitive in the global economy



Mr. Segun Awolowo, Executive Secretary, National Working Committee, African Continental Free Trade Area, Nigeria

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The NPA is committed to supporting PMAWCA, as well as in the introduction of innovations that would redirect the maritime industry in the continent to attain international best practices.

the maritime sector is central in the quest of the Federal Government of Nigeria to raise the necessary funds for its national budget

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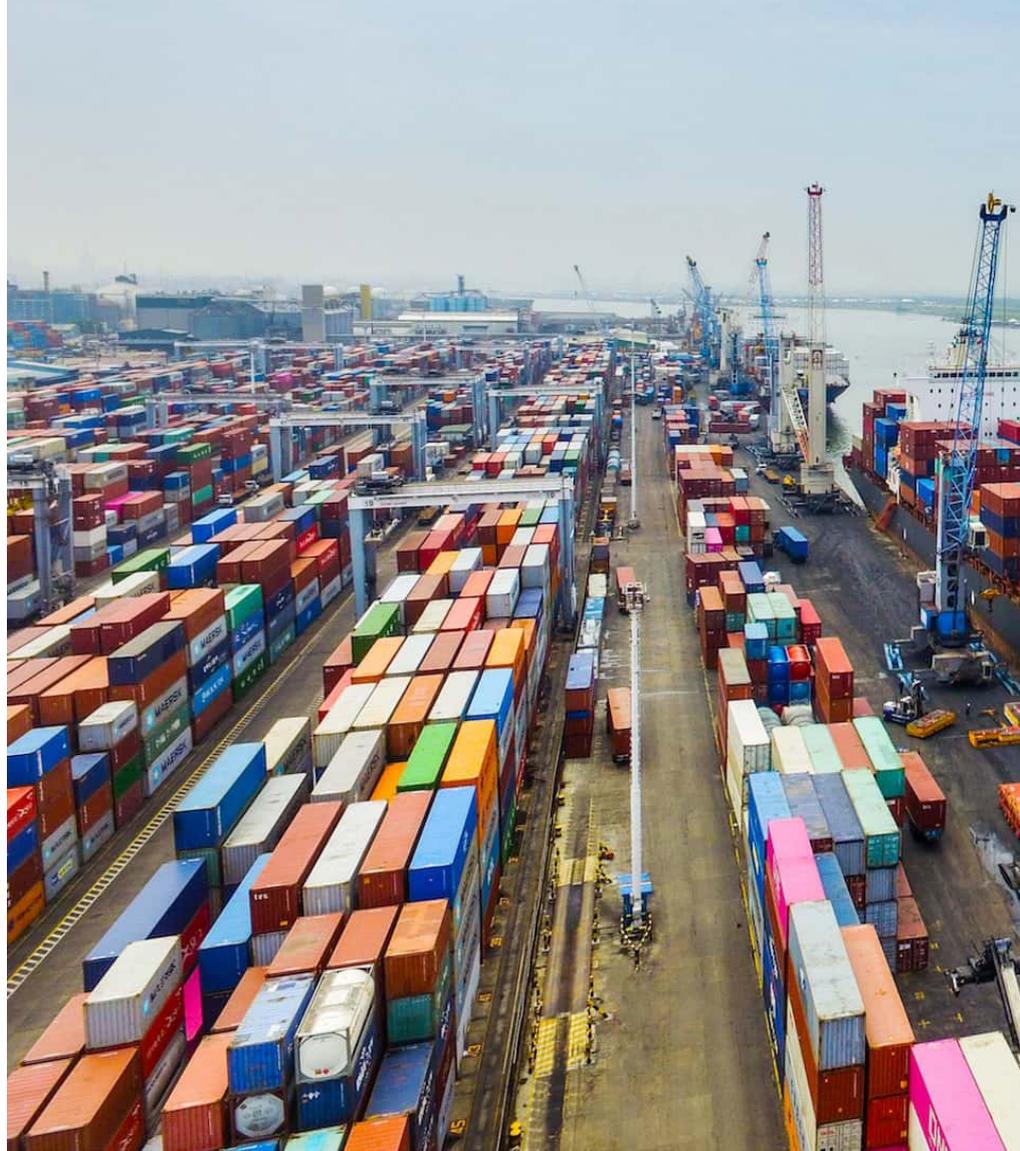
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countries and the sub-region.

To achieve the mission, PMAWCA objectives, among others, include the following:

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Nigeria’s commitment to AFCFTA is crucial in boosting the nation’s economic growth

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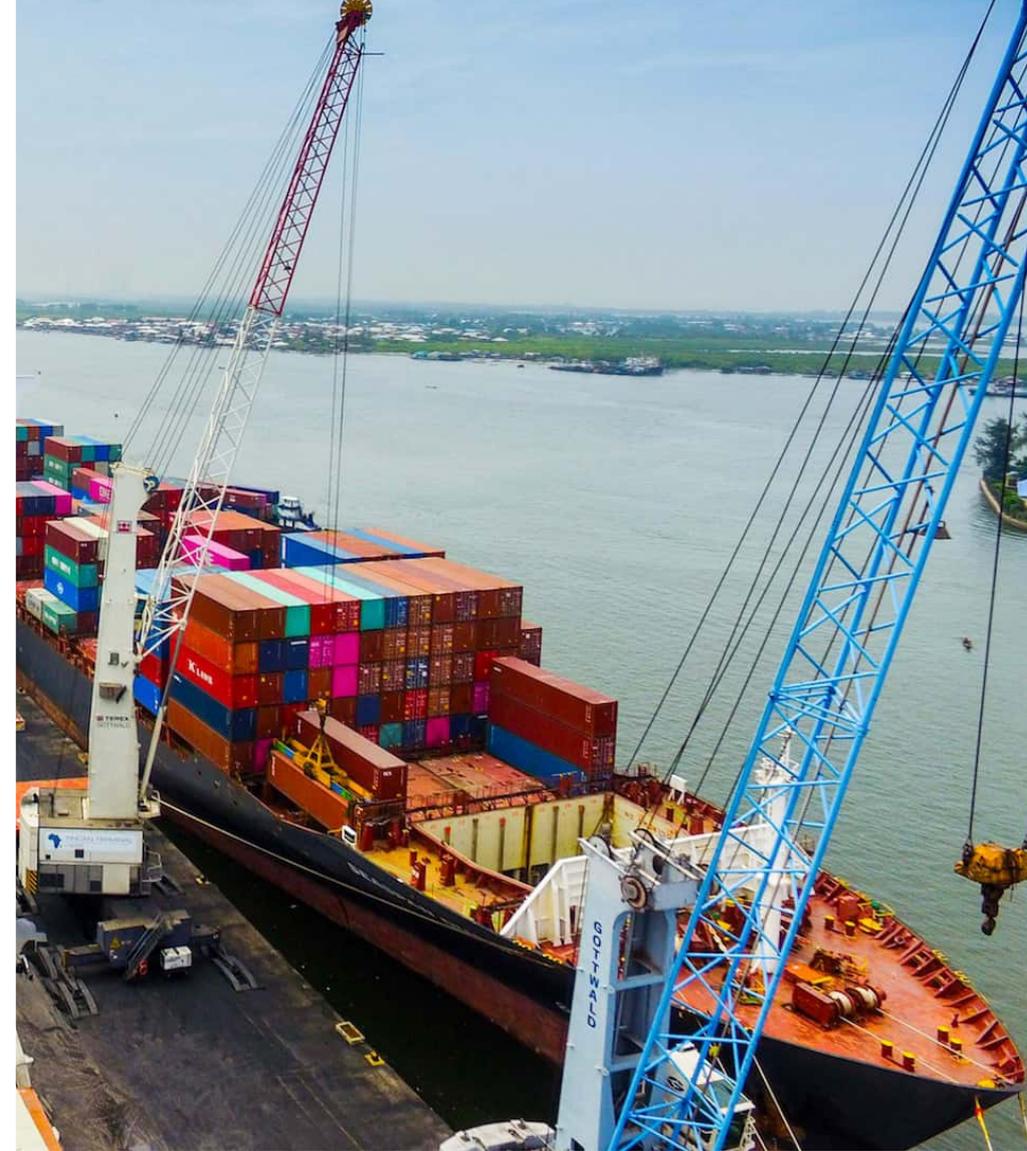
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PMAWCA In the Eyes of the Managing Director of NPA; Bello-Koko

In an interview with *NPT*



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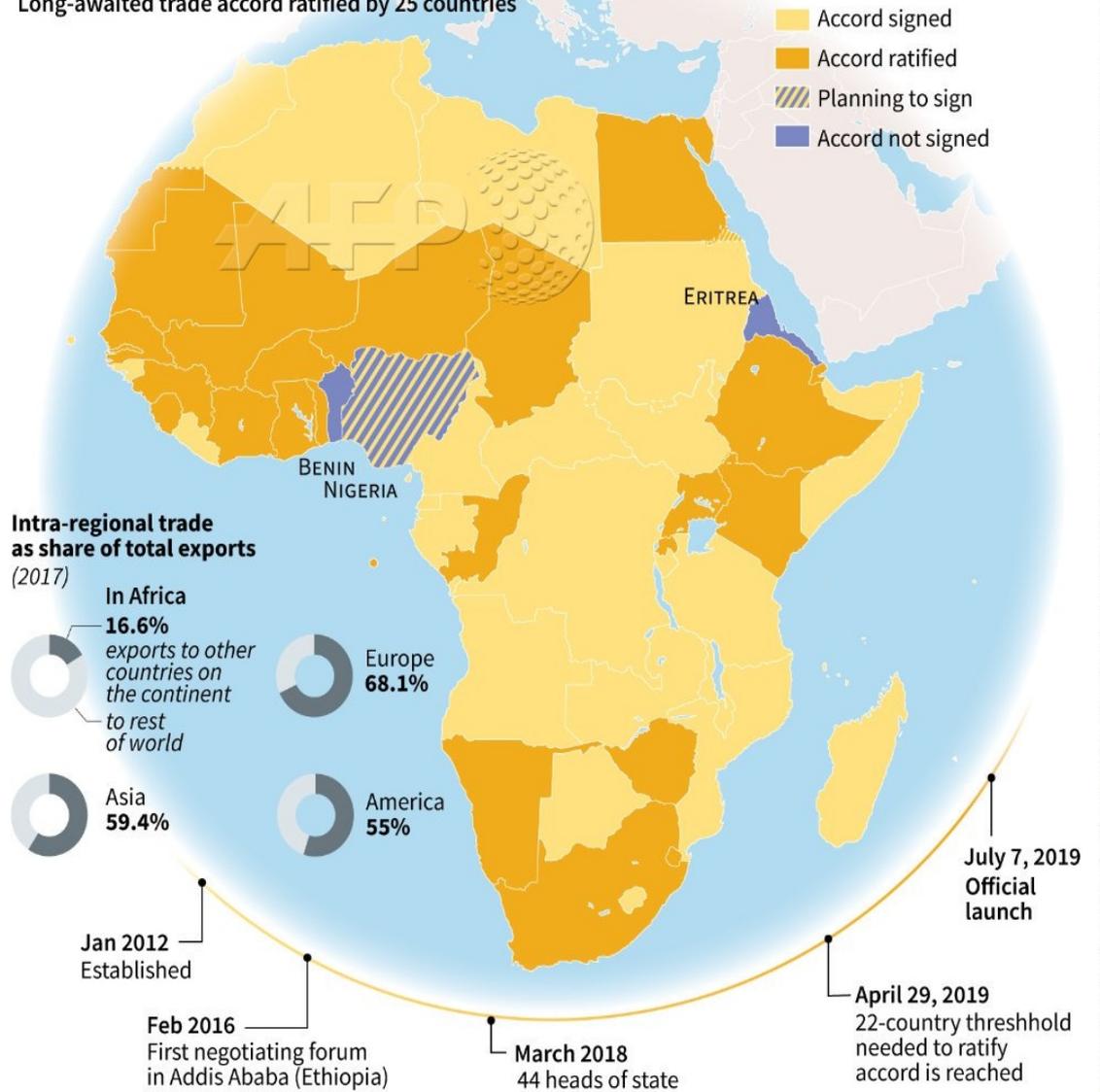
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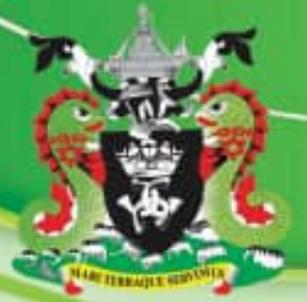
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LES AUTORITÉS PORTUAIRES DE L'AFRIQUE DE L'OUEST ET DU CENTRE SE RÉUNISSENT AU NIGERIA EN VUE D'OPTIMISER LA ZLECAF

Le 43^e Conseil annuel de l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) et la 18^e Table ronde des Directeurs généraux se tiennent à Lagos, au Nigeria. Le thème de cet événement prestigieux est : 'Les ports et la zone de libre-échange continentale africaine (ZLECAF).'

Tout comme les autres événements similaires, celui-ci sera propice à des discussions approfondies entre les autorités portuaires régionales, les institutions gouvernementales et les acteurs des institutions maritimes et financières.

Les délégués et les parties prenantes des 24 ports membres réguliers, les membres observateurs de l'Europe, les huit membres associés, y compris les pays enclavés et les organisations maritimes, le long de la côte ouest du continent africain, de la Mauritanie à l'Angola, couvrant une côte d'environ 12 000 km sur l'océan Atlantique, seront au cœur des discussions pour l'industrie maritime lors de la mise en œuvre de l'accord de libre-échange continental africain (ZLECA). **Olubiyi Omidiji** et **Albert Orem** abordent les points essentiels liant la ZLECA et l'AGPAOC.

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President Bola Ahmed Tinubu (GCFR)



Adegboyega Oyetola (CON)
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PMAWCA member countries

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Il a souligné que l'AGPAOC constitue un outil essentiel pour la promotion de l'intégration régionale grâce à la création d'un consensus sur les enjeux du développement maritime. De plus, l'AGPAOC offre une plate-forme pour l'échange d'informations et d'expertise, favorisant ainsi la synergie dans les opérations portuaires, l'administration, le cadre juridique, la sécurité et la sûreté de la navigation dans le golfe de Guinée.

Bello-Koko a également réaffirmé l'engagement de la NPA à soutenir l'AGPAOC dans ses efforts pour réaliser son mandat dans la sous-région.

Selon ses mots : “Il est important de souligner la valeur ajoutée que l'AGPAOC apporte aux 24 ports membres en élaborant des politiques et en favorisant de nouveaux développements pour les ports de la région. Sous la direction de ses comités techniques, notamment ceux sur les finances et l'économie, les affaires administratives et juridiques, la sécurité maritime, la protection de l'environnement, la promotion professionnelle des femmes, l'infrastructure et le développement, l'AGPAOC a eu un impact positif sur la facilitation du commerce mondial.”



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- Fournir une plateforme privilégiée pour les rencontres et le partage d'expériences entre les membres, tout en contribuant à la synergie de développement des États-membres et de l'ensemble de la sous-région.

Adhésion

L'AGPAOC se compose de 24 ports membres réguliers et de huit membres associés, parmi lesquels des pays enclavés et des organisations maritimes. Ils sont situés le long de la côte ouest de l'Afrique, en partant de la Mauritanie à l'Angola, couvrant ainsi un littoral d'environ 12 000 km le long de l'océan Atlantique. L'organisation compte également des membres observateurs en Europe en provenance de pays anglophones, francophones et



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Tout comme les autres événements similaires, celui-ci sera propice à des discussions approfondies entre les autorités portuaires régionales, les institutions gouvernementales et les acteurs des institutions maritimes et financières.

Les délégués et les parties prenantes des 24 ports membres réguliers, les membres observateurs de l'Europe, les huit membres associés, y compris les pays enclavés et les organisations maritimes, le long de la côte ouest du continent africain, de la Mauritanie à l'Angola, couvrant une côte d'environ 12 000 km sur l'océan Atlantique, seront au cœur des discussions pour l'industrie maritime lors de la mise en œuvre de l'accord de libre-échange continental africain (ZLECA). **Olubiyi Omidiji** et **Albert Orem** abordent les points essentiels liant la ZLECA et l'AGPAOC.

L'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) a été créée en octobre 1972 sous l'égide de la Commission Economique pour l'Afrique (CEA) des Nations unies. Elle a pour objectif d'assurer une gestion efficace et le développement des ports maritimes le long de la côte ouest de l'Afrique, y compris la Mauritanie et l'Angola.

Pour la deuxième fois depuis plus de dix ans, les autorités portuaires du Nigéria (NPA) sont fières d'accueillir cette réunion de grande importance. Dans cette édition spéciale du **NPT magazine**, l'accent est mis sur le rôle crucial que les ports maritimes peuvent jouer pour accélérer les échanges commerciaux en Afrique occidentale et centrale.

L'objectif principal de l'AGPAOC

L'AGPAOC a pour objectif de promouvoir la coopération et le partage des connaissances sur les meilleures pratiques en matière de gestion des opérations portuaires en fournissant des services efficaces et performants à ses clients, notamment les navires et les propriétaires de cargaisons, tout en maintenant les normes de sécurité, de sûreté les plus élevées et un environnement sain dans les opérations portuaires.

La mondialisation de l'économie, ainsi que la demande croissante de services de transport maritime, ont rendu essentielle la coopération entre les ports, qui constituent un maillon essentiel de la chaîne du logistique d'approvisionnement du transport maritime. Cette évolution a également encouragé les membres de l'AGPAOC à collaborer avec d'autres ports et organisations du secteur des transports.

Mission de l'AGPAOC

La mission de l'AGPAOC consiste à contribuer à l'amélioration de la qualité des services liés aux activités portuaires et aux services de ses membres, dans le but de promouvoir le développement socio-économique durable des pays partenaires et de la sous-région.

Pour réaliser cette mission, les objectifs de l'AGPAOC comprennent notamment les points suivants :

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Pourquoi la NPA accueille-t-elle la l'AGPAOC?

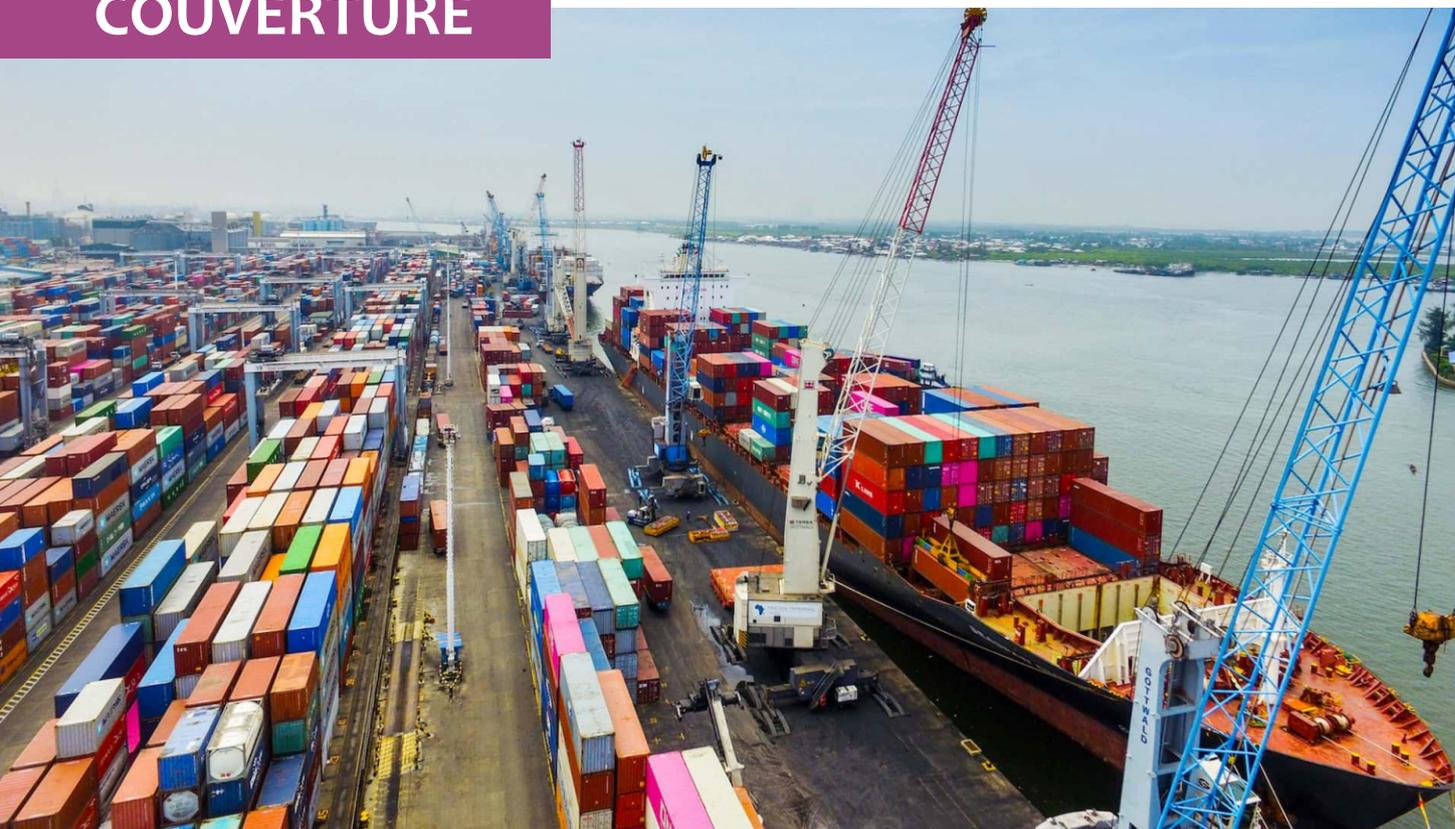
La direction de la Nigerian Ports Authority (NPA) organise cet événement en raison de l'immense potentiel du secteur maritime pour le continent et du rôle majeur que joue le Nigeria dans sa réalisation.

La NPA s'engage pleinement à soutenir l'AGPAOC et à introduire des innovations visant à orienter l'industrie maritime du continent vers l'adoption des meilleures pratiques internationales.

Que représente l'AGPAOC pour le Directeur Général de la NPA, Bello-Koko ?

Dans une interview accordée à **NPT Magazine**, Mohammed Bello-Koko, le directeur général de la Nigerian Ports Authority (NPA), a félicité l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) pour son rôle en tant qu'organe multilatéral de coopération régionale entre les ports d'Afrique de l'Ouest et du Centre, ainsi que son rôle clé dans la réalisation des objectifs de l'Union africaine (UA) et de la Zone de libre-échange continentale africaine (ZLECA).

Il a souligné que l'AGPAOC constitue un outil essentiel pour la promotion de l'intégration régionale grâce à la création d'un consensus sur les enjeux du développement maritime. De plus, l'AGPAOC offre une plate-forme pour l'échange d'informations et d'expertise, favorisant ainsi la synergie



Les activités opérationnelles

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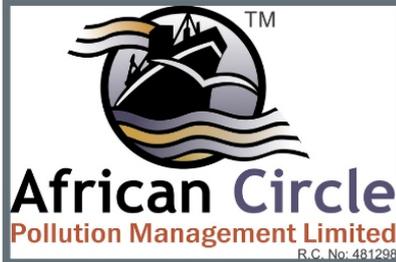
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African Circle Pollution Management Limited

is a private Nigerian company, contracted to operate Port Reception Facilities for the collection, storage and processing of ship generated waste on behalf of the Nigerian Ports Authority



Our Services

As the central waste reception facility operators in each NPA navigational district, our services include the collection and disposal of all ship generated waste covered by MARPOL 73/78 from vessels.

Other Services Includes

Solid waste evacuation and management | Solid Hazardous/ Non-hazardous Waste Management | Terminal Waste Management and degreasing | Tank cleaning | Oil pollution containment, control and clean up | Slops/Sludge/ bilge water evacuation and management | Evacuation of Expired Waste Oil (Transmission Oil etc.) | Supply of Oil Pollution Control Equipment and Materials. | Provision of self-propelled barges | Environmental Audit (EA), Impact Assessment (EIA) and Management Plan (EMP) | Workplace Safety and Hazard Management Programmes | First tier oil spill response (Surveillance, Clean-Up and Recovery) | Collection and recycling of off spec petroleum products | Provision of waste Skips (4cbm size)

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PORTOS DA ÁFRICA OCIDENTAL E CENTRAL REÚNEM-SE NA NIGÉRIA PARA OTIMIZAR A ZCLCA

O 43º Conselho Anual da Associação de Gestão dos Portos da África do Oeste e Centro (AGPAOC) e a 18ª Mesa Redonda de Directores-Gerais estão a decorrer em Lagos, na Nigéria. O tema do prestigiado evento é: “Os portos e a Zona de Comércio Livre Continental Africana (ZCLCA)”.

O evento, à semelhança de outros, testemunhará debates sólidos entre as autoridades portuárias regionais, as instituições governamentais e as partes interessadas das instituições marítimas e financeiras.

Delegados e partes interessadas de 24 portos-membros regulares, membros observadores na Europa e oito membros associados, incluindo países sem litoral e organizações marítimas, ao longo da costa ocidental do continente africano, da Mauritânia a Angola, cobrindo uma linha costeira de cerca de 12.000 km no Oceano Atlântico, irão galvanizar a agenda para a indústria marítima na implementação do Acordo de Comércio Livre Continental Africano (ZCLCA). **Olubiyi Omidiji** e **Albert Orem** escrevem sobre as questões salientes que ligam a ZCLCA e a AGPAOC

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Pela segunda vez em mais de uma década, a Autoridade Portuária Nigeriana (NPA) acolhe orgulhosamente este importante encontro. Nesta edição especial da Revista **NPT**, o foco está em como os portos marítimos podem desempenhar um papel crucial para acelerar o comércio na África Ocidental e Central.

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Alguns dos objetivos da AGPAOC são cooperar e partilhar conhecimentos sobre as melhores práticas em matéria de gestão e operações portuárias, a fim de prestar serviços portuários eficientes e eficazes aos clientes (navios e proprietários de carga), mantendo simultaneamente a melhor cultura de operações portuárias seguras, protegidas e ambientalmente limpas.

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African Continental Free Trade Area

AFRICAN CONTINENTAL FREE TRADE AREA CREATING ONE AFRICAN MARKET



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President Bola Ahmed Tinubu (GCFR)



Adegboyega Oyetola (CON)
Hon. Minister of Marine & Blue Economy



Mohammed Bello Koko
Managing Director, NPA



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A missão da AGPAOC é contribuir para a melhoria da qualidade dos serviços das actividades portuárias e dos serviços dos seus membros para promover o desenvolvimento socioeconómico sustentável dos

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Para cumprir a missão, os objectivos da AGPAOC incluem, entre outros, os seguintes

- Contribuir para a melhoria, coordenação e harmonização dos equipamentos e serviços oferecidos pelos portos membros;

- Estabelecer e consolidar as nossas relações de parceria com associações, instituições ou organizações que trabalham no sector dos transportes e do comércio marítimo;

- Proporcionar uma plataforma privilegiada para encontros e partilha de experiências entre os membros e contribuir para a sinergia de desenvolvimento dos Estados membros e de toda a sub-região.

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Porque é que a NPA está a acolher a AGPAOC

A Direção da Autoridade Portuária Nigeriana (NPA) acolhe este evento devido ao enorme potencial do sector marítimo para o continente e ao papel significativo que a Nigéria

desempenha na realização deste potencial.

A NPA está empenhada em apoiar a AGPAOC, bem como na introdução de inovações que redirecionem a indústria marítima no continente para atingir as melhores práticas internacionais.

AGPAOC - Aos olhos do Diretor-Geral da NPA; Bello Koko

Numa entrevista à **Revista NPT**, o Diretor Geral da Autoridade Portuária Nigeriana (NPA), Mohammed Bello-Koko, elogiou a Associação de Gestão Portuária da África do Oeste e Centro, por servir como um órgão multilateral para a cooperação regional entre os portos da África Ocidental e Central e, também, como um veículo para a realização dos sonhos da União Africana (UA), bem como os objectivos da Zona de Comércio Livre Continental Africana (ZCLCA).

Ele disse que a AGPAOC é um canal para a realização da integração regional através da construção de consenso sobre questões de desenvolvimento marítimo e uma plataforma para a troca de informações e conhecimentos para sinergia nas operações portuárias, administração, quadro jurídico, segurança e segurança da navegação no Golfo da Guiné.

Bello Koko assegurou à AGPAOC o apoio da NPA nos seus programas destinados a realizar o seu mandato na sub-região.

As suas palavras: “É pertinente mencionar o valor que a AGPAOC tem vindo a acrescentar aos 24 portos que constituem os seus membros através da definição de políticas e de novos desenvolvimentos para os portos do bloco regional, sob a orientação dos seus comités técnicos de Finanças e Economia, Assuntos Administrativos e Jurídicos, Segurança Marítima, Proteção do Ambiente e Exploração, Mulheres Profissionais e Infra-estruturas e Desenvolvimento, entre outros, a



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Alguns dos objectivos da AGPAOC são cooperar e partilhar conhecimentos sobre as melhores práticas em matéria de gestão e operações portuárias, a fim de prestar serviços portuários eficientes e eficazes aos clientes (navios e proprietários de carga), mantendo simultaneamente a melhor cultura de operações portuárias seguras, protegidas e ambientalmente limpas.

A globalização da economia mundial e, por extensão, a procura de serviços de transporte marítimo, tornou imperativo que os portos (que constituem uma componente crítica

da cadeia logística de abastecimento do transporte marítimo) promovam uma maior cooperação. Isto também incentivou os membros da AGPAOC a abrirem as suas portas a outros portos e organizações do sector dos transportes.

Missão da AGPAOC

A missão da AGPAOC é contribuir para a melhoria da qualidade dos serviços das actividades portuárias e dos serviços dos seus membros para promover o desenvolvimento socioeconómico sustentável dos países associados e da sub-região.

Para cumprir a missão, os objectivos da AGPAOC incluem, entre outros, os seguintes

- Contribuir para a melhoria, coordenação e harmonização dos equipamentos e serviços oferecidos pelos portos membros;
- Estabelecer e consolidar as nossas relações de parceria com associações, instituições ou organizações que trabalham no sector dos transportes e do comércio marítimo;
- Proporcionar uma plataforma privilegiada para encontros e partilha de experiências entre os membros e contribuir para a sinergia de desenvolvimento dos Estados membros e de toda a sub-região.

Filiação

A AGPAOC é constituída por 24 portos membros regulares e oito membros associados, incluindo países

sem litoral e organizações marítimas, localizados ao longo da costa ocidental de África, que se estende da Mauritânia a Angola, cobrindo uma linha costeira de cerca de 12 000 km no Oceano Atlântico. A organização também tem membros observadores na Europa. Estes membros incluem países anglófonos, francófonos e lusófonos.

Porque é que a NPA está a acolher a AGPAOC

A Direção da Autoridade Portuária Nigeriana (NPA) acolhe este evento devido ao enorme potencial do sector marítimo para o continente e ao papel significativo que a Nigéria desempenha na realização deste potencial.

A NPA está empenhada em apoiar a AGPAOC, bem como na introdução de inovações que redireccionem a indústria marítima no continente para atingir as melhores práticas internacionais.

AGPAOC - Aos olhos do Diretor-Geral da NPA; Bello Koko

Numa entrevista à **Revista NPT**, o Diretor Geral da Autoridade Portuária Nigeriana (NPA), Mohammed Bello-Koko, elogiou a Associação de Gestão Portuária da África do Oeste e Centro, por servir como um órgão multilateral para a cooperação regional entre os portos da África Ocidental e Central e, também, como um veículo para a realização dos sonhos da União Africana (UA), bem como os objectivos da Zona de Comércio Livre Continental Africana (ZCLCA).

Ele disse que a AGPAOC é um canal para a realização da integração regional através da construção de consenso sobre questões de desenvolvimento marítimo e uma plataforma para a troca de informações e conhecimentos para sinergia nas operações portuárias, administração, quadro jurídico, segurança e segurança da navegação no Golfo da Guiné.



Atividades operacionais

A Associação de Gestão dos Portos da África do Oeste e Centro (AGPAOC) foi criada em outubro de 1972 sob os auspícios da Comissão Económica das Nações Unidas para África (ECA). O seu objetivo é a gestão e o desenvolvimento eficazes dos portos marítimos ao longo da costa ocidental de África, incluindo a Mauritânia e Angola.

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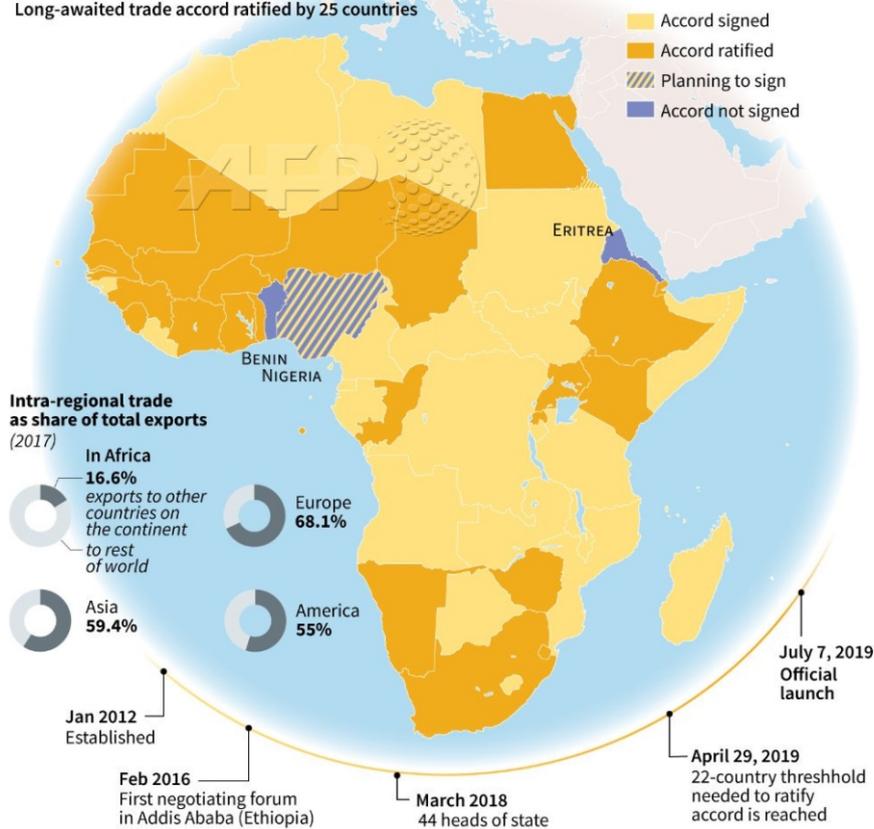
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Bello Koko assegurou à AGPAOC o apoio da NPA nos seus programas destinados a realizar o seu mandato na sub-região.

African Continental Free Trade Area (AfCFTA)

Long-awaited trade accord ratified by 25 countries



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AGPAOC - Aos olhos do Diretor-Geral da NPA; Bello Koko



PMAWCA Has Lived Up to The Expectations of Its Founders — *Bello Koko*

How is the relationship between the NPA and PMAWCA over the years?

The relationship between the Nigerian Ports Authority and the Ports Management Association of West & Central Africa (PMAWCA) is symbiotic and to the extent that the relationship has waxed stronger over the decades, since 1972 when PMAWCA was established. So, I can say without any iota of doubt that I am impressed. It will also be pertinent to mention that the value PMAWCA has been adding to the 25 countries that constitute its membership through policy shaping and new developments for ports in the regional bloc under the guidance of its technical committees on Finance & Economy, Administrative & Legal Affairs, Maritime Security, Environmental Protection, Women Professional Advancement and Infrastructure and Development among others has had positive impact on Global Trade facilitation.

Part of the Mission and Vision of the Association is to ensure the growth and development of the Ports in Africa through robust administration. Are you satisfied with the present state of affairs?

As can be gleaned from my response above, PMAWCA has lived up to the expectation of its founders and has proven that its vision and mission statement are not mere rhetoric.

Since the inception of the Association, the NPA has continued to contribute human and financial resources to its success stories. Can you let us into a few areas sir?

As you know, the Nigerian Ports Authority places a high premium on talent development and capacity building; which has informed the sustained support for the activities for PMAWCA especially in the area of training, we have remained steadfast in our commitment to sponsoring our employees to attend PMAWCA professional development fora.

The NPA has always craved the need for improved trade facilitation among member countries of PMAWCA. How will you describe the present situation and the way forward in addressing areas like Security and infrastructure?

Trade is global in scope, advancing its frontiers on a sustainable frequency is only achievable with re-enforced alliances that go beyond national boundaries. The way forward lies in

increased synergy among members in tackling the impediments to the seamlessness of trade, such as insecurity and a targeted group focused investment in port infrastructure.

In recent times, there has been marked improvement across board especially if you take cognizance of partnerships under the West and Central Africa Ports Security (WeCAPs) project which is geared towards strengthening safety and security, and minimizing vulnerabilities of West & Central African ports. But because excellence is a moving target, we cannot afford to rest on our laurels. We must remain committed to a paradigm of continuous improvement which I believe the 43rd Council meeting and Managing Director's round table of PMAWCA holding in Lagos will emphasize.

Nigeria and indeed, the NPA will be hosting the 43rd council meeting and Managing Directors Round Table in the coming weeks. What informed this decision sir?

Hosting rights is a rotational policy of the PMAWCA secretariat and I believe that the decision that Nigeria hosts this year's council meeting was informed by our commitment. It will be recalled that the NPA had earlier hosted this meeting in 2011.

For the purpose of clarity and intent, what is the Round Table all about?

The round table is a platform for cross-fertilization of ideas for mutual development.

How prepared is the NPA hosting the Association?

The Authority is well prepared to host the event. We have set up a competent committee with members who are working assiduously with the PMAWCA secretariat and all relevant stakeholders to successfully host the event.

What positive changes do you expect to see at the end of the council meeting among member nations, especially in the area of revenue generation, security and ease of doing business in our ports?

I expect participants to arise from this council meeting with a renewed commitment towards deepening the competitiveness of our ports, through excellent service delivery and improved efficiency.

What is your message for the delegates visiting the country from different parts of West and Central Africa and the world as a whole?

My message to all delegates remains that with the demonstrated global leadership of ports in the contributions to the sustainable development goals, the sustainability of the world rest heavily on the sustainability of the ports, and we all owe humanity a duty to make far reaching contributions in this regard.



We must remain committed to a paradigm of continuous improvement which I believe the 43rd Council meeting and Managing Director's round table of PMAWCA holding in Lagos will emphasize.



L'ACAPM a tenu ses promesses à l'Attente de Ses fondateurs

— Directeur NPA, Bello Koko

Comment est la relation entre la NPA et l'AGPAOC au fil des années ?

La relation entre l'Autorité portuaire nigériane et l'Association de gestion des ports d'Afrique de l'Ouest et du Centre (AGPAOC) est symbiotique et dans la mesure où la relation s'est renforcée au fil des décennies, depuis 1972, date de création de l'AGPAOC. Je peux dire sans doute que je suis impressionné.

Il sera pertinent de mentionner que la valeur ajoutée par l'AGPAOC aux 25 pays qui constituent ses membres à travers l'élaboration de politiques et de nouveaux développements pour les ports du bloc régional sous la direction de ses comités techniques sur les finances et l'économie, les affaires administratives et juridiques, la sécurité maritime, la protection de l'environnement, la promotion professionnelle des femmes et les infrastructures et développement, entre autres, ont eu des effets positifs sur la facilitation du commerce mondial.

Le fait d'assurer la croissance et le développement des ports en Afrique grâce à une administration solide fait partie de la déclaration de mission et de vision de l'Association. Etes-vous satisfait de la situation actuelle ?

Comme le montre ma réponse ci-dessus, l'AGPAOC a répondu aux attentes de ses fondateurs et a prouvé que sa vision et son énoncé de mission ne sont pas de simples rhétoriques.

Depuis la création de l'Association, la NPA a continué à contribuer des ressources humaines et financières à ses réussites. Pouvez-vous nous entraîner dans quelques domaines, monsieur ?

Comme vous le savez, l'Autorité portuaire nigériane accorde une grande importance au développement des talents et au renforcement des capacités, ce qui a éclairé le soutien soutenu aux activités de l'AGPAOC, en particulier dans le domaine de la formation. Nous sommes restés fermes dans notre engagement à parrainer nos employés pour qu'ils participent aux forums de développement professionnel de l'AGPAOC.

Vous avez toujours insisté sur la nécessité d'améliorer la facilitation des échanges entre les pays membres. Comment décririez-vous la situation actuelle et la voie à suivre dans des domaines tels que la sécurité et les infrastructures ?

Le commerce a une portée mondiale et il n'est possible de faire progresser ses frontières à une fréquence durable qu'avec des alliances renforcées qui dépassent les frontières nationales. La voie à suivre réside dans une synergie accrue entre les membres pour s'attaquer aux obstacles à la fluidité du commerce, tels que l'insécurité et un investissement ciblé sur un groupe ciblé dans les infrastructures

portuaires.

Ces derniers temps, il y a eu une nette amélioration dans tous les domaines, surtout si l'on prend en compte les partenariats dans le cadre du projet de sécurité des ports d'Afrique de l'Ouest et du Centre (WeCAPs), qui vise à renforcer la sûreté et la sécurité et à minimiser les vulnérabilités des ports d'Afrique de l'Ouest et du Centre. Mais comme l'excellence est un objectif mouvant, nous ne pouvons pas nous permettre de nous reposer sur nos lauriers. Nous devons rester attachés à un paradigme d'amélioration continue sur lequel, je crois, la 43e réunion du Conseil et la table ronde du directeur général de l'AGPAOC qui se tiendra à Lagos mettront l'accent.

Le Nigeria et en effet la NPA accueilleront la 43e réunion du conseil et la table ronde des directeurs généraux dans les semaines à venir. Qu'est-ce qui a motivé cette décision, monsieur ?

Les droits d'accueil sont une politique de rotation du secrétariat de l'AGPAOC et je crois que la décision selon laquelle le Nigeria accueille la réunion du conseil de cette année a été éclairée par notre engagement. On rappellera que le NPA avait déjà accueilli cette réunion en 2011.

Par souci de clarté et d'intention, en quoi consiste la Table ronde ?

La table ronde est une plateforme de fertilisation croisée d'idées pour un développement mutuel.

Dans quelle mesure la NPA est-elle préparée à accueillir l'Association ?

L'Autorité est bien préparée pour accueillir l'événement. Nous avons mis en place un comité compétent qui travaille assidûment avec le secrétariat de l'AGPAOC et toutes les parties prenantes concernées pour organiser avec succès l'événement.

Quels changements positifs attendez-vous à la fin de la réunion du conseil entre les pays membres, notamment dans le domaine de la génération de revenus, de la sécurité et de la facilité de faire des affaires dans nos ports ?

Je m'attends à ce que les participants ressortent de cette réunion du conseil avec un engagement renouvelé en faveur du renforcement de la compétitivité de nos ports, grâce à une excellente prestation de services et à une efficacité améliorée.

Quel est votre message pour les délégués en visite dans le pays venant de différentes régions de l'Afrique de l'Ouest et centrale et du monde dans son ensemble ?

Mon message à tous les délégués demeure qu'avec le leadership mondial démontré des ports dans la contribution aux objectifs de développement durable, la durabilité du monde dépend largement de la durabilité des ports, et nous devons tous à l'humanité d'apporter des contributions de grande envergure dans ce domaine.



A PMAWCA fez jus à Expectativa de Os seus fundadores

— *Diretor-Geral da NPA, Bello Koko*

Como tem sido a relação entre a NPA e a AGPAOC ao longo dos anos?

A relação entre a Autoridade Portuária da Nigéria e a Associação de Gestão dos Portos da África do Oeste e Centro (AGPAOC) é simbiótica e, na medida em que a relação se tornou mais forte ao longo das décadas, desde 1972, quando a AGPAOC foi criada. Posso dizer, sem qualquer sombra de dúvida, que estou impressionado.

Será pertinente mencionar que o valor que a AGPAOC tem vindo a acrescentar aos 25 países que constituem os seus membros, através da definição de políticas e de novos desenvolvimentos para os portos no bloco regional, sob a orientação dos seus comités técnicos de Finanças e Economia, Assuntos Administrativos e Jurídicos, Segurança Marítima, Proteção do Ambiente e Exploração, Mulheres Profissionais e Infra-estruturas e Desenvolvimento, entre outros, tem tido efeitos positivos na facilitação do Comércio Global.

Parte da missão e da visão da Associação é assegurar o crescimento e o desenvolvimento dos portos em África através de uma administração sólida. Está satisfeito com a situação atual?

Como se pode depreender da minha resposta acima, a AGPAOC correspondeu às expectativas dos seus fundadores e provou que a sua visão e declaração de missão não são meras retóricas.

Desde a criação da Associação, a NPA tem continuado a contribuir com recursos humanos e financeiros para as suas histórias de sucesso. Pode dar-nos a conhecer alguns domínios?

Como sabem, a Autoridade Portuária da Nigéria atribui grande importância ao desenvolvimento de talentos e à criação de capacidades, o que tem informado o apoio sustentado às actividades da AGPAOC, especialmente na área da formação.

Sempre defendeu a necessidade de melhorar a facilitação do comércio entre os países membros. Como descreveria a situação atual e o caminho a seguir em áreas como a segurança e as infra-estruturas?

O comércio tem um âmbito global e o avanço das suas fronteiras com uma frequência sustentável só é possível com alianças reforçadas que ultrapassem as fronteiras nacionais. O caminho a seguir passa por uma maior sinergia entre os membros na resolução dos obstáculos à fluidez do comércio, como a insegurança, e por um investimento direcionado para grupos específicos em infra-estruturas portuárias.

Nos últimos tempos, tem havido uma melhoria acentuada em todos os sectores, especialmente se tomarmos conhecimento das parcerias no âmbito

do projeto de Segurança dos Portos da África Ocidental e Central (WeCAPs), que visa reforçar a segurança e a proteção e minimizar as vulnerabilidades dos portos da África Ocidental e Central. Mas porque a excelência é um alvo em movimento, não nos podemos dar ao luxo de descansar sobre os louros. Temos de continuar empenhados num paradigma de melhoria contínua, que acredito que a reunião do 43º Conselho bem como a mesa redonda dos Directores-Gerais da AGPAOC, que se realizam em Lagos, irão enfatizar.

A Nigéria e, de facto, a NPA vão acolher a reunião do 43º Conselho e a Mesa Redonda dos Directores-Gerais nas próximas semanas. O que é que motivou esta decisão?

O direito de acolhimento é uma política rotativa do secretariado da AGPAOC e creio que a decisão de a Nigéria acolher a reunião do conselho deste ano foi informada pelo nosso compromisso. Recorde-se que a NPA já tinha acolhido esta reunião em 2011.

Para efeitos de clareza e intenção, em que consiste a Mesa Redonda?

A mesa redonda é uma plataforma para a fertilização cruzada de ideias para o desenvolvimento mútuo.

Em que medida a ANP está preparada para acolher a Associação?

A Autoridade está bem preparada para acolher o evento. Criámos um comité competente que está a trabalhar assiduamente com o secretariado da AGPAOC e todas as partes interessadas relevantes para acolher com êxito o evento.

Que mudanças positivas esperam ver no final da reunião do Conselho entre os países membros, especialmente na área da geração de receitas, segurança e facilidade de fazer negócios nos nossos portos?

Espero que os participantes saiam desta reunião do Conselho com um compromisso renovado no sentido de aprofundar a competitividade dos nossos portos, através de uma excelente prestação de serviços e de uma maior eficiência.

Qual é a sua mensagem para os delegados que visitam o país vindos de diferentes partes da África Ocidental e Central e de todo o mundo?

A minha mensagem a todos os delegados continua a ser a de que, com a liderança global demonstrada dos portos nos contributos para os objectivos de desenvolvimento sustentável, a sustentabilidade do mundo assenta fortemente na sustentabilidade dos portos, e todos nós temos o dever de dar contributos de grande alcance a este respeito.

The NPA has honoured its financial commitments every year

— **Koffi**



The most talked about issue in the maritime sector today is how the leaders of Port Management Association of West and Central Africa (PMAWCA), can use the Association to promote the sustainable socio-economic development of member countries and the sub-region, which stakeholders insist is needed to bring Africa out of the woods. In this interview with OLUBIYI OMIDIJI AND VICTORIA TARFA, the Secretary-General of the PMAWCA, Jean Marie Koffi says the African Continental Free Trade Area (AfCFTA) offers unprecedented opportunities for ports in West and Central Africa. He advised the General Assemblies and Managing Directors of the Association to seize the opportunities offered by the AfCFTA to meet the challenges that lie ahead.

Can you give us an overview of your Association's vision and mission?

Before I give you PMAWCA's mission, please allow me to define it and describe its scope.

What is PMAWCA?

The Port Management Association of West and Central Africa (PMAWCA), or l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) in French, was created in October 1972 under the auspices of the Economic Commission for Africa in Freetown, Sierra Leone.

It covers seaports along the west and central coast of Africa, from Mauritania to Angola. The navigation zone covers a

coastline of some 12,000 km. These ports handle over 300 million tonnes of maritime import/export for the sub-region, excluding crude oil.

Organisation of the Association

The Port Management Association of West and Central Africa (PMAWCA) is made up of twenty-four (24) full member ports, including the Nigerian Ports Authority (Nigeria), and eight (8) associate members, including landlocked countries and maritime organisations, all located along the West and Central African coast extending into the Gulf of Guinea.

It also includes observer members from both Europe

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It covers seaports along the west and central coast of Africa, from Mauritania to Angola. The navigation zone covers a coastline of some 12,000 km. These ports handle over 300 million tonnes of maritime import/export for the sub-region, excluding crude oil.

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The Port Management Association of West and Central Africa (PMAWCA) is made up of twenty-four (24) full member ports, including the Nigerian Ports Authority (Nigeria), and eight (8) associate members, including landlocked countries and maritime organisations, all located along the West and Central African coast extending into the Gulf of Guinea.

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The Council is the supreme body of PMAWCA, and is made up of all the Managing Directors of member ports and organisations.

Members include English, French, Portuguese and Spanish-speaking countries. The official languages of PMAWCA are English, French and Portuguese.

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The main objective of PMAWCA is to cooperate and share knowledge on best practices in port management and operations in order to provide effective and efficient port services to its

customers (ship and cargo owners), while maintaining the best culture of safe, secure and environmentally friendly port operations.

Indeed, the globalisation of the economy, and by extension the demand for shipping services, has led ports, which are an essential part of the shipping supply chain, to promote greater cooperation between themselves.

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To achieve its objectives, the Port Management Association of West and Central Africa (PMAWCA) organises annual meetings known as "General Assemblies", as well as PMAWCA Managing Directors' Conferences.

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However, this resolution has not been implemented, due to the relative contribution of the Ports. Many of our Ports are still indebted to the Association for various reasons. In such a context, an increase in the rate of dues would weigh heavily on good payers and could constitute a blocking factor.

This situation has forced the General Secretariat to scale down its ambitions, particularly in terms of supporting member ports and funding initiatives and projects, and even to reduce its expenses, basing its budget solely on entries from

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— **Koffi**



Le sujet le plus débattu au sein du secteur maritime aujourd'hui est comment les leaders des Associations de la Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) peuvent-ils utiliser leurs associations pour promouvoir un développement socio-économique durable des pays membres et la sous-région, ce que les parties prenantes insistent est nécessaire pour sortir l'Afrique des bois. Dans cet entretien avec OLUBIYI OMISIJ et VICTORIA TARFA, le Secrétaire Général de l'AGPAOC, Jean Marie Koffi dit que la Zone de Libre Échange Continentale Africaine (ZLECAf) offre des opportunités sans précédentes pour les ports de l'Afrique de l'Ouest et du Centre. Il a conseillé les Assemblées Générales et les Directeurs des Associations de profiter de ces opportunités qu'offre la ZLECAf pour relever les défis qui les attendent.

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Objectifs de l'AGPAOC

Le principal objectif de l'AGPAOC est

de faire coopérer et partager les connaissances sur les meilleures pratiques en matière de gestion et d'exploitation portuaires afin de fournir des services portuaires efficaces et efficaces à ses clients (propriétaires de navires et de marchandises), tout en maintenant la meilleure culture d'exploitation portuaire sûre, sécurisée et respectueuse de l'environnement.

En effet, la mondialisation de l'économie et par extension la demande de services de transport maritime a amené les ports, qui constituent un élément essentiel de la chaîne logistique d'approvisionnement du transport maritime, à promouvoir une coopération accrue entre eux.

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D'autre part, ces rencontres permettent de mener des réflexions sur les nouvelles pratiques du domaine portuaire et de définir des stratégies pour mieux faire face aux défis nouveaux et de mettre fin aux différents problèmes qui menacent la durabilité de l'économie portuaire et

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La mission de l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) est de contribuer à l'amélioration de la qualité des services à la clientèle, des activités portuaires et des services de nos membres afin de favoriser le développement socio-économique durable des pays membres et de la sous-région.

Objectifs de l'AGPAOC

Le principal objectif de l'AGPAOC

est de faire coopérer et partager les connaissances sur les meilleures pratiques en matière de gestion et d'exploitation portuaires afin de fournir des services portuaires efficaces et efficients à ses clients (propriétaires de navires et de marchandises), tout en maintenant la meilleure culture d'exploitation portuaire sûre, sécurisée et respectueuse de l'environnement.

En effet, la mondialisation de l'économie et par extension la demande de services de transport maritime a amené les ports, qui constituent un élément essentiel de la chaîne logistique d'approvisionnement du transport maritime, à promouvoir une coopération accrue entre eux.

Pour réaliser cette-mission, nos objectifs sont entre autres de :

- Contribuer à l'amélioration, la coordination et l'harmonisation des équipements et services offerts par les ports membres ;
- Établir et consolider nos relations de partenariat avec des associations, institutions ou les organisations œuvrant dans le secteur des transports et du commerce maritime ;
- Offrir une plateforme privilégiée de rencontres et de partage d'expériences entre les membres afin de contribuer à la synergie de développement de nos membres et de la sous-région.

Pour atteindre ses objectifs, l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) organise chaque année, des rencontres dénommées "Assemblée Générale" ainsi que des Conférences des Directeurs Généraux de l'AGPAOC.

Le but des Assemblées Générales et des Conférences des Directeurs Généraux est d'une part, de permettre aux ports membres, aux différents acteurs et partenaires de faire un point sur l'état des mécanismes et projets en cours pour le développement du secteur portuaire dans la sous-région Ouest et Centre Africaine.

D'autre part, ces rencontres permettent de mener des réflexions sur les nouvelles pratiques du domaine portuaire et de définir des stratégies pour mieux faire face aux défis nouveaux et de mettre fin aux différents problèmes qui menacent la durabilité de l'économie portuaire et maritime.

Il s'agit d'une occasion unique pour apprécier les innovations dans les ports membres, récompenser les ports les plus innovants, partager les bonnes pratiques et échanger entre professionnels.

Les Assemblées Générales de l'AGPAOC offrent également des opportunités aux chercheurs du domaine portuaire de présenter leurs recherches et produits. Ainsi, tout le domaine portuaire et ses dérivés sont représentés lors de cet événement annuel.

Outre les Assemblées Générales et les Conférences des Directeurs Généraux, l'Association de gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) organise des formations, des réunions et des séminaires afin d'outiller ses membres pour relever les défis du domaine portuaire en perpétuelle évolution.

C'est ainsi que nous aurons cette année ici au Nigéria, la 43^{ème} Assemblée annuelle du Conseil et la 18^{ème} Conférence des Directeurs Généraux de la AGPAOC.

Cette 43^{ème} Assemblée Générale de l'AGPAOC et la 18^{ème} Conférence des Directeurs Généraux de l'AGPAOC se tiendront du 6 au 9 novembre 2023 à l'InterContinental Hôtel à Lagos, au Nigéria.

Ce Conseil devra évaluer les activités 2022-2023 de l'Association et également approuver le calendrier des activités 2024, approuver les demandes d'adhésion de nouveaux membres et organiser une table ronde pour discuter des questions d'actualité concernant les ports.

En tant que secrétaire général d'un organisme de premier plan, comment s'est déroulé le fonctionnement de l'organisme, notamment dans le domaine du financement de l'organisme par les membres ?

Le fonctionnement de l'AGPAOC repose sur le financement par ses membres à des taux variés en fonction du tonnage réalisé par chaque port ou chaque Autorité portuaire. Ce financement est stratifié par échelle :

De 0 à 2000 tonnes, de 2001 à 5000 tonnes, de 5001 à 10000 tonnes, de 10001 à 15 000 ainsi de suite jusqu'à 50 000 tonnes.

Il faut noter que depuis le 26^{ème}

O NPA tem honrado os seus compromissos financeiros todos os anos

— **Koffi**



Le sujet le plus débattu au sein du secteur maritime aujourd'hui est comment les leaders des Associations de la Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) peuvent-ils utiliser leurs associations pour promouvoir un développement socio-économique durable des pays membres et la sous-région, ce que les parties prenantes insistent est nécessaire pour sortir l'Afrique des bois. Dans cet entretien avec OLUBIYI OMISIJI et VICTORIA TARFA, le Secrétaire Général de l'AGPAOC, Jean Marie Koffi dit que la Zone de Libre Échange Continentale Africaine (ZLECAF) offre des opportunités sans précédentes pour les ports de l'Afrique de l'Ouest et du Centre. Il a conseillé les Assemblées Générales et les Directeurs des Associations de profiter de ces opportunités qu'offre la ZLECAF pour relever les défis qui les attendent.

A questão mais discutida atualmente no sector marítimo é a forma como os líderes da Associação de Gestão Portuária da África do Oeste e Centro (AGPAOC) podem utilizar a Associação para promover o desenvolvimento socioeconómico sustentável dos países membros e da sub-região, que as partes interessadas insistem que é necessário para tirar África da miséria. Nesta entrevista com OLUBIYI OMIDIJI E VICTORIA TARFA, o Secretário-Geral da AGPAOC, Jean Marie Koffi, afirma que a Zona de Comércio Livre Continental Africana (ZCLCA) oferece oportunidades sem precedentes para os portos da África Ocidental e Central. Aconselhou as Assembleias Gerais e os Directores-Gerais da Associação a aproveitarem as oportunidades oferecidas pela ZCLCA para enfrentarem os desafios que se avizinham.

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Com efeito, a globalização da economia e, por extensão, da procura de serviços de transporte marítimo, levou os portos, que são uma parte essencial da cadeia de

abastecimento do transporte marítimo, a promover uma maior cooperação entre si.

Para alcançar esta missão, os nossos objectivos incluem:

- Contribuir para a melhoria, coordenação e harmonização das instalações e serviços oferecidos pelos portos membros;
- Estabelecer e consolidar parcerias com associações, instituições e organizações que trabalham no sector do transporte marítimo e do comércio;
- Oferecer uma plataforma privilegiada para encontros e partilha de experiências entre os membros, a fim de contribuir para a sinergia de desenvolvimento dos nossos membros e da sub-região.

Para atingir os seus objectivos, a Associação de Gestão Portuária da África Ocidental e Central (AGPAOC) organiza reuniões anuais conhecidas como "Assembleias Gerais", bem como Conferências de Directores-Gerais da AGPAOC.

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Além disso, estas reuniões constituem uma oportunidade para refletir sobre as novas práticas no sector portuário e definir estratégias para melhor enfrentar os novos desafios e pôr termo aos vários problemas que ameaçam a sustentabilidade da economia portuária e marítima.

Trata-se de uma oportunidade única para apreciar as inovações nos portos membros, premiar os mais inovadores, partilhar as melhores práticas e trocar ideias entre profissionais.

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Para além das Assembleias Gerais e das Conferências de Directores-Gerais, a Associação de Gestão Portuária da África Ocidental e Central (AGPAOC) organiza cursos de formação, reuniões e seminários para equipar os seus membros para enfrentar os desafios do sector portuário em constante evolução.

Este ano, aqui na Nigéria, iremos realizar a 43ª Assembleia Anual do Conselho e a 18ª Conferência de Directores-Gerais da AGPAOC. A 43ª Assembleia Geral da AGPAOC e a 18ª Conferência dos Directores-Gerais da AGPAOC realizar-se-ão de 6 a 9 de novembro de 2023 no Hotel InterContinental em Lagos, Nigéria.

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Como Secretário-Geral de uma organização líder, como é que a AGPAOC tem funcionado, particularmente na área do financiamento?

As operações da AGPAOC baseiam-se no financiamento dos seus membros a taxas variáveis, de acordo com a tonelagem movimentada por cada porto ou autoridade portuária. Este financiamento é estratificado por escala:

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De referir que, desde a 26ª reunião do Conselho, realizada em Angola em 2003, a Associação adoptou uma nova tabela de quotas anuais, tendo cada porto aumentado a sua contribuição anual em função dos projectos a financiar no âmbito do apoio institucional aos Portos, mas também, e sobretudo, para ter em conta o crescimento da tonelagem atingida pelos Portos em termos de tráfego de mercadorias.

No entanto, esta resolução não foi posta em prática, devido à contribuição relativa dos portos. Muitos dos nossos portos ainda estão em dívida para com a associação por diversas razões. Neste contexto, um aumento da taxa das quotas pesaria fortemente sobre os bons pagadores e poderia constituir um fator de bloqueio.

Esta situação obrigou o Secretariado-Geral a reduzir as suas ambições, nomeadamente em termos de apoio aos portos membros e de financiamento de iniciativas e projectos, e mesmo a reduzir as suas despesas, baseando o seu orçamento apenas nas entradas dos portos que têm as suas quotas em dia.

O que estão a fazer para angariar fundos adicionais?

Como parte dos seus esforços para angariar fundos adicionais, a AGPAOC desenvolveu actividades relacionadas, tais como exposições em reuniões do conselho, para apoiar o seu orçamento e realizar projectos inclusivos. A este respeito, gostaria de pedir que a Autoridade Portuária da Nigéria se envolva na próxima edição em Lagos, a fim de prestar o apoio necessário à AGPAOC, para que o maior número possível de empresas dos portos e do ambiente marítimo da Nigéria possa participar nestas exposições, pois o compromisso do Secretariado-Geral da AGPAOC é também o compromisso dos seus membros.

Enquanto Secretário-Geral da AGPAOC, como é que a Associação promoveu as operações portuárias em

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A AGPAOC é fundamental para as economias nacionais e sub-regionais

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institucional aos Portos, mas também, e sobretudo, para ter em conta o crescimento da tonelagem atingida pelos Portos em termos de tráfego de mercadorias.

No entanto, esta resolução não foi posta em prática, devido à contribuição relativa dos portos. Muitos dos nossos portos ainda estão em dívida para com a associação por diversas razões. Neste contexto, um aumento da taxa das quotas pesaria fortemente sobre os bons pagadores e poderia constituir um fator de bloqueio.

Esta situação obrigou o Secretariado-Geral a reduzir as suas ambições,



Para além da partilha de experiências, a AGPAOC moderniza-se aumentando o seu valor

PMAWCA's overall objective is to provide a platform for member ports and organisations to work together

— *Mr. Luguje Michael, DG Ghana Ports And Harbours Authority (GPHA), Immediate past Secretary General Of PMAWCA*



Can you briefly tell us the impacts of the Association on Port operations amongst member nations while in office?

PMAWCA's overall objective is to provide a platform for member ports and organizations to work together, share knowledge and best practices to continuously improve the quality of port infrastructure and services to the maritime trade and the economies of individual countries and the sub-region.

In pursuit of this overall objective, PMAWCA works under various technical organs led by the Council of Managing Directors and the technical committees. The Committees deal with various pertinent subject matters such as port infrastructure development, port and maritime security and safety, port and maritime environment protection, administrative and legal affairs, as well as financial management.

Since its inception in 1972, the Association has worked hard to keep member ports together and stronger and continued to improve its service offering through various reforms. During my tenure as Secretary General

of PMAWCA from August 2012 to June 2018, PMAWCA witnessed the peak of its reform agenda. Many key port operations and service-related milestones were achieved during the period, a few of which are listed as follows:

- a. An assessment of the impact of port concessions on the Socio-Economic development of our Countries. Following this assessment, a draft guideline was produced on the subject to assist member ports improve on existing concessions and better negotiate and manage new agreements.
- b. Harmonization of the collection, analysis and publication of port statistics. The key requirement for benchmarking is statistical data and information, which the Association lacked. This effort therefore helped member ports share more information on their cargo and vessel statistics which are now accessible on the Association's website.
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c. Capacity building for Port Community systems and maritime single windows – with the advent of information and communication technology which continues to evolve and revolutionize trade. Port automation and paperless processing of documents for goods and ships' clearance through ports became an obligation and not an option. PMAWCA took that challenge, and rallied our ports to examine the subject, assess the efforts already made by individual member ports and countries, learn and leverage on those that had already started to assist others who were yet to start. Lessons learned from these engagements at the Association level have helped member ports to improve on port automation, set up their port community systems and have contributed positively to national single window efforts at various country levels.

d. Capacity building supported by the technical cooperation programme of the International Maritime Organization (IMO) which supported training in maritime security and marine environment protection, safe handling of international maritime dangerous cargo, and the IMO's ballast water management convention.

In diverse ways, these and the many other technical capacity building programmes have helped member ports to improve port operations and service delivery.

Can you recall some challenges you faced as well as landmark achievements you recorded while in

office.?

At the tick of the Association's reforms, the challenges were many, out of which I will cite only the following:

i. General impression by many members that the Association was not delivering the expected value, which led to low patronage of the Association's meetings, and a general reluctance by many members to pay their annual dues.

ii. Lack of a website for the Association

iii. Budget constraints faced by the Secretariat

iv. Challenge in finding member ports to host meetings because of high cost, which led to the imposition of hosting of meetings on only very few members

v. Nonconductive office and residential accommodation for the Secretariat of the Association

vi. Lack of port statistics database to help with benchmarking.

Thankfully during my tenure, with the support of all member ports, and particularly the host Nigerian Ports Authority, we were able to turn the situation around, and positively revamped the image of PMAWCA through the following actions and results:

a. Revised the work programmes of the technical committees, and round table conferences and improved them with rich topical subject matters of interest to ports, and hired external experts to contribute to debates, therefore making PMAWCA's meetings attractive to not only members but non-members as well. We also guided the committees to produce actionable recommendations and encouraged member port to implement and provide feedback at subsequent meetings. This led to large participation in the Associations meetings, with many organisations joining as associate and observer members.

b. Reduced the number of days for technical committee and Council meetings to three and four respectively, thereby reducing the



Am proud to note that the special fund has since been invested and has now grown to above one million US Dollars.



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M. LUGUJE MICHAEL,
DG DE L'AUTORITÉ
PORTUAIRE DU GHANA
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Pouvez-vous nous parler brièvement des impacts de l'Association sur les opérations portuaires entre les pays pendant votre mandat ?

L'objectif global de l'AGPAOC est de fournir une plateforme permettant aux ports et organisations membres de travailler ensemble, de partager leurs connaissances et leurs meilleures pratiques afin d'améliorer continuellement la qualité des infrastructures et des services portuaires pour le commerce maritime et les économies des pays individuels et de la sous-région dans son ensemble.

Dans la poursuite de cet objectif global, l'AGPAOC travaille sous différents organes techniques dirigés par le Conseil des Directeurs Généraux et les comités techniques. Les Comités traitent de divers sujets pertinents tels que le développement des infrastructures portuaires, la sécurité et la sûreté portuaires et maritimes, la protection de l'environnement portuaire et maritime, les affaires administratives et juridiques, ainsi que la gestion financière.

Depuis sa création en 1972, l'Association a travaillé de façon acharnée pour garder les ports membres unis et plus forts et a continué à améliorer sa prestation de services grâce à diverses réformes. Au cours de mon mandat de Secrétaire Général de l'AGPAOC, d'août 2012

à juin 2018, l'AGPAOC a connu l'apogée de son programme de réformes. De nombreuses opérations portuaires clés et jalons liés aux services ont été atteints au cours de la période, dont quelques-uns sont répertoriés comme suit :

a. Une évaluation de l'impact des concessions portuaires sur le développement socio-économique de nos pays. Suite à cette évaluation, un projet de lignes directrices a été produit sur le sujet pour assister les ports membres à améliorer les concessions existantes et également à mieux négocier et gérer de nouveaux accords.

b. Harmonisation de la collecte, de l'analyse et de la publication des statistiques portuaires. La principale exigence pour l'analyse comparative réside dans les données et informations statistiques, qui a fait défaut au niveau de l'Association. Cet effort a donc assisté les ports membres à partager davantage d'informations sur leurs statistiques de cargaisons et de navires qui sont désormais accessibles sur le site Web de l'Association.

c. Renforcement des capacités des systèmes communautaires portuaires et des guichets uniques maritimes – avec l'avènement des technologies de l'information et de la communication qui continuent d'évoluer et de révolutionner le commerce. L'automatisation des ports et le traitement sans papier



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d. Renforcement des capacités soutenu par le programme de coopération technique de l'Organisation maritime internationale (OMI) qui a soutenu la formation en matière de sécurité maritime et de protection de l'environnement marin, la manipulation sûre des marchandises maritimes dangereuses internationales et la convention de gestion des eaux de ballast de l'OMI.

De diverses manières, ces programmes et de nombreux autres programmes de renforcement des capacités techniques ont aidé les ports membres à améliorer leurs opérations portuaires et la prestation de services.

Pouvez-vous vous souvenir de certains défis auxquels vous avez été confrontés ainsi que des réalisations

marquantes que vous avez enregistrées pendant votre mandat ?

Au rythme des réformes de l'Association, les défis ont été nombreux, parmi lesquels je ne citerai que les suivants :

i. Impression générale de nombreux membres selon laquelle l'Association ne fournissait pas la valeur attendue, ce qui a conduit à un faible taux de participation aux réunions de l'Association et à une réticence générale de la part de nombreux membres à payer leur cotisation annuelle.

ii. Absence de site internet pour l'association

iii. Contraintes budgétaires auxquelles est confronté le Secrétariat

iv. Il est difficile de trouver des ports membres pour abriter des réunions en raison du coût élevé, qui a conduit à imposer l'organisation de réunions à seulement très peu de membres.

v. Bureaux et logements résidentiels non appropriés pour le Secrétariat de l'Association

vi. Manque de base de données de statistiques portuaires pour faciliter l'analyse comparative.

Heureusement, au cours de mon mandat, avec le soutien de tous les ports membres, et en particulier de l'autorité portuaire nigériane hôte, nous avons pu renverser la situation et améliorer positivement l'image de l'AGPAOC grâce aux actions et aux résultats suivants :

a. Réviser les programmes de travail des comités techniques et des tables rondes et les a améliorés avec des sujets d'actualité riches d'intérêt pour les ports, et embauché des experts externes pour contribuer aux débats, rendant ainsi les réunions l'AGPAOC attrayantes non seulement pour les membres mais aussi pour les non-membres. Nous avons également assisté les comités à formuler des recommandations concrètes et encouragé les ports membres à les mettre en œuvre et à fournir des commentaires lors des réunions ultérieures. Cela a conduit à une large participation aux réunions de

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— SR. LUGUJE MICHAEL,
DG GHANA PORTS AND
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GERAL DA AGPAOC



Pode falar-nos brevemente do impacto da Associação nas operações portuárias dos países membros durante o seu mandato?

O objetivo geral da AGPAOC é fornecer uma plataforma para os portos e organizações membros trabalharem em conjunto, partilharem conhecimentos e melhores práticas para melhorar continuamente a qualidade das infraestruturas e serviços portuários para o comércio marítimo e as economias de cada país e da sub-região como um todo.

Na prossecução deste objetivo global, a AGPAOC funciona sob a égide de vários órgãos técnicos liderados pelo Comité Diretor e pelos comités técnicos. Os comités tratam de vários assuntos pertinentes, como o desenvolvimento das infraestruturas portuárias, a segurança portuária e marítima, a proteção do ambiente portuário e marítimo, os assuntos administrativos e jurídicos, bem como a gestão financeira.

Desde a sua criação em 1972, a Associação tem trabalhado arduamente para manter os portos membros unidos e mais fortes e continuou a melhorar a sua oferta de serviços através de várias reformas. Durante o meu mandato como Secretário-Geral da

AGPAOC, de agosto de 2012 a junho de 2018, a AGPAOC testemunhou o auge da sua agenda de reformas. Durante esse período, foram alcançados muitos marcos importantes relacionados com as operações portuárias e os serviços, alguns dos quais são enumerados a seguir:

- a. Uma avaliação do impacto das concessões portuárias no desenvolvimento socioeconómico dos nossos países. Na sequência desta avaliação, foi elaborado um projeto de diretrizes sobre o assunto para ajudar os portos membros a melhorar as concessões existentes e também a negociar e gerir melhor os novos acordos.
- b. Harmonização da recolha, análise e publicação das estatísticas portuárias. O requisito fundamental para a avaliação comparativa é a existência de dados e informações estatísticas, de que a Associação carecia. Por conseguinte, este esforço ajudou os portos membros a partilharem mais informações sobre as suas estatísticas de carga e de navios, que estão agora acessíveis no site web da Associação
- c. Reforço das capacidades dos sistemas comunitários portuários e das janelas únicas marítimas

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únicas marítimas - com o advento das tecnologias da informação e da comunicação, que continuam a evoluir e a revolucionar o comércio. A automatização dos portos e o processamento sem papel de documentos para o desalfandegamento de mercadorias e navios através dos portos tornaram-se uma obrigação e não uma opção. A AGPAOC aceitou esse desafio e reuniu os nossos portos para examinar o assunto, avaliar os esforços já efectuados pelos portos e países membros individuais, aprender e aproveitar os que já tinham começado para ajudar outros que ainda estavam a começar. As lições aprendidas com estes compromissos ao nível da Associação ajudaram os portos membros a melhorar a automatização portuária, a criar os seus sistemas de comunidade portuária e contribuíram positivamente para os esforços nacionais de janela única a vários níveis nacionais.

d. Reforço das capacidades apoiado pelo programa de cooperação técnica da Organização Marítima Internacional (OMI), que apoiou a formação em matéria de segurança marítima e de proteção do ambiente marinho, de movimentação segura de cargas marítimas perigosas internacionais e da convenção da OMI sobre a gestão das águas de lastro.

De diversas formas, estes e muitos outros programas de reforço das capacidades técnicas ajudaram os portos membros a melhorar as operações portuárias e a prestação de serviços.

Pode recordar alguns dos desafios que enfrentou, bem como as realizações mais marcantes que registou durante o seu mandato?

No início das reformas da Associação, os desafios eram muitos, dos quais citarei apenas os seguintes:

i. A impressão geral de muitos membros de que a Associação não estava a dar o valor esperado, o que

levou a um baixo patrocínio das reuniões da Associação e a uma relutância geral de muitos membros em pagar as suas quotas anuais.

ii. Falta de um site Web para a Associação

iii. Restrições orçamentais enfrentadas pelo Secretariado

iv. Desafio em encontrar portos membros para acolher reuniões devido ao elevado custo, o que levou à imposição do acolhimento de reuniões apenas a um número muito reduzido de membros

v. Instalações residenciais e escritórios não apropriados para o Secretariado da Associação

vi. Inexistência de uma base de dados estatísticos portuários que permita efetuar uma avaliação comparativa.

Felizmente, durante o meu mandato, com o apoio de todos os portos membros e, em particular, da Autoridade Portuária Nigeriana, anfitriã, conseguimos dar a volta à situação e renovar positivamente a imagem da AGPAOC através das seguintes ações e resultados:

a. Reviu os programas de trabalho dos comités técnicos e das conferências de mesa redonda e melhorou-os com temas ricos em tópicos de interesse para os portos, e contratou peritos externos para contribuírem para os debates, tornando assim as reuniões da AGPAOC atractivas não só para os membros, mas também para os não membros. Também orientámos os comités no sentido de produzirem recomendações accionáveis e encorajámos os portos membros a implementá-las e a dar feedback nas reuniões subsequentes. Isto levou a uma grande participação nas reuniões da Associação, com muitas organizações a aderirem como membros associados e observadores.

b. Reduziu o número de dias das reuniões do comité técnico e do Conselho para três e quatro, respetivamente, reduzindo assim o custo logístico da realização de



Pode falar-nos brevemente do impacto da Associação nas operações portuárias dos países membros durante o seu mandato?

O objetivo geral da AGPAOC é fornecer uma plataforma para os portos e organizações membros trabalharem em conjunto, partilharem conhecimentos e melhores práticas para melhorar continuamente a qualidade das infraestruturas e serviços portuários para o comércio marítimo e as economias de cada país e da sub-região como um todo.

Na prossecução deste objetivo global, a AGPAOC funciona sob a égide de vários órgãos técnicos liderados pelo Comité Diretor e pelos comités técnicos. Os comités tratam de vários assuntos pertinentes, como o desenvolvimento das infraestruturas portuárias, a segurança portuária e marítima, a proteção do ambiente portuário e marítimo, os assuntos administrativos e jurídicos, bem como a gestão financeira.

Desde a sua criação em 1972, a Associação tem trabalhado arduamente para manter os portos membros unidos e mais fortes e continuou a melhorar a sua oferta de serviços através de várias reformas.

Durante o meu mandato como Secretário-Geral da AGPAOC, de agosto de 2012 a junho de 2018, a AGPAOC testemunhou o auge da sua agenda de reformas. Durante esse período, foram alcançados muitos marcos importantes relacionados com as operações portuárias e os serviços, alguns dos quais são enumerados a seguir:

a. Uma avaliação do impacto das concessões portuárias no desenvolvimento socioeconómico dos nossos países. Na sequência desta avaliação, foi elaborado um projeto de diretrizes sobre o assunto para ajudar os portos membros a melhorar as concessões existentes e também a negociar e gerir melhor os novos acordos.

b. Harmonização da recolha, análise e publicação das estatísticas portuárias. O requisito fundamental para a avaliação comparativa é a existência de dados e informações estatísticas, de que a Associação carecia. Por conseguinte, este esforço ajudou os portos membros a partilharem mais informações sobre as suas estatísticas de carga e de navios, que estão agora acessíveis no site web da Associação

c. Reforço das capacidades dos sistemas comunitários portuários e das janelas únicas marítimas - com o

advento das tecnologias da informação e da comunicação, que continuam a evoluir e a revolucionar o comércio. A automatização dos portos e o processamento sem papel de documentos para o desalfandegamento de mercadorias e navios através dos portos tornaram-se uma obrigação e não uma opção. A AGPAOC aceitou esse desafio e reuniu os nossos portos para examinar o assunto, avaliar os esforços já efectuados pelos portos e países membros individuais, aprender e aproveitar os que já tinham começado para ajudar outros que ainda estavam a começar. As lições aprendidas com estes compromissos ao nível da Associação ajudaram os portos membros a melhorar a automatização portuária, a criar os seus sistemas de comunidade portuária e contribuíram positivamente para os esforços nacionais de janela única a vários níveis nacionais.

d. Reforço das capacidades apoiado pelo programa de cooperação técnica da Organização Marítima Internacional (OMI), que apoiou a formação em matéria de segurança marítima e de proteção do ambiente marinho, de



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Oyetola Takes Over as New Minister of Marine and Blue Economy

BY OMIDIJI OLUBIYI & ALBERT OREM

In his quest at further repositioning the Maritime sector towards optimal efficiency, President Bola Ahmed Tinubu recently appointed Adegboyega Oyetola as the new Minister of Marine and Blue Economy.

Oyetola a former Governor of Osun State would be heading the new Ministry, which would include the Nigerian Ports Authority (NPA), Nigerian Maritime and Safety Agency (NIMASA), Nigeria Shippers Council (NSC), National Inland Waterways Authority (NIWA), Maritime Academy of Nigeria (MAN), and Council for the Regulation of Freight Forwarding in Nigeria (CRFFN).

Speaking in Lagos recently during his maiden tour of the Lagos Port Complex (LPC) Apapa and Tin-Can Island Ports led by Mohammed Bello-Koko, Managing Director of the Nigerian Ports Authority (NPA), Oyetola said the visit has opened his eyes to the challenges facing port operations especially the need to actually do a lot of things about the nation's ports.

According to him, he is considering the option of getting the terminal managers to contribute to the rehabilitation of the port, adding that it's important and will enable them to make more money for themselves.

"It is going to be a collaboration between the government and the terminal operators. In the meantime, the dredging has to continue," Oyetola said.

On the quay wall at Tin-Can Island Port, the Minister said he had asked the management of the Nigerian Ports Authority to make a report of what has been carried out so far because he needs to know the numbers to be able to get the approval from the President.

Oyetola added that, he will be engaging with the Minister of Works to arrive at a more sustainable way to repair the Port access roads to ensure efficient and

effective cargo evacuation.

He said he had discussed with the Ministry of Transportation to see what could be done with the rail, adding that having good roads and a functional rail system would aid cargo evacuation from the ports.

The former governor of Osun State also applauded the Mohammed Bello Koko-led management of the NPA for the work done so far, adding that there is a need to support them.

"The Blue Economy is a sector that would generate revenue for the government, but the country needs the infrastructure to balance things. If we have the right infrastructure in place, it will be a way of domestication of the economy. We rely so much on oil and there are a lot of other opportunities that have been untapped for so many years. I think we must commend the President for taking this initiative, I believe we can do it," Oyetola added.

On the issue of the Eastern port, the Minister said his government will also address it and the totality of the port.

While welcoming the Minister for his maiden visit to the agency, the Managing Director NPA, Mohammed Bello Koko expressed optimism that his appointment will herald and provide the needed support for the agency to amongst other things, secure the needed funds and approval for the construction and rehabilitation of Ports infrastructure in the country, restore 24 hour's navigation at the Ports as well as work out modalities for increased patronage and bottlenecks affecting the Eastern Ports.

He assured the Minister of his management support in making his tenure successful in line with the Federal Government's economic agenda.

Highlights of the key areas visited include the Control Tower of the Harbours Department, the Gym and the Port Training Institute, some bad spots of the Port access road amongst others.

The Management of NPA and entire crew of the NPT heartily welcome the Honourable Minister to office.



Post-Traumatic Stress Disorder (PTSD) is a psychiatric disorder that may occur in people who have experienced or witnessed a traumatic event in their lives. These include events such as a natural disaster, a serious accident and injury, terrorist act, war/combat, sexual violence, armed robbery attacks, or even a death threat.

People with PTSD have intense, disturbing thoughts and feelings related to their experience that last long after the traumatic event has ended.

Post-traumatic stress disorder can also occur due to events like childhood or domestic abuse, exposure to traumatic events at work, including remote exposure, serious health problems, childbirth experiences such as losing a baby, being physically or mentally tortured. These experiences have a vast range of effect on those who experience them.

With PTSD, in addition to the psychological impact of experiencing a traumatic event, it frequently leads to changes in the structure and functional pattern of the brain. These changes may affect the way the brain processes emotions while responses to fear seems to be overly exaggerated in patients with PTSD.

RISK FACTORS

There are certain factors that may predispose one to being diagnosed with this disorder. They are known as risk factors and some include:

- Previous traumatic experiences, especially in early life
- Family history of PTSD or depression
- History of physical or sexual abuse
- History of substance abuse
- History of depression, anxiety, or another mental illness
- High level of stress in everyday life
- Lack of support after the trauma
- Lack of coping skills

SIGNS AND SYMPTOMS OF PTSD

The signs and symptoms associated with PTSD may be broadly categorized into two groups:

1. Re-experiencing a traumatic event. There may be the presence of intrusive, upsetting memories of the event, flashbacks, nightmares, feeling of intense distress when reminded of the trauma, or an intense physical reaction to reminders of the event (e.g. pounding heart, rapid breathing, nausea, muscle tension, sweating, etc.)
2. Avoidance and “Numbing” of the trauma.

These include avoiding activities, places, thoughts, or feelings that remind the person about the trauma,

PTSD

What I Should Know



inability to remember important aspects of the trauma, loss of interest in activities and life in general, feeling detached from others and being emotionally numb.

WHEN TO SEE A DOCTOR

Getting timely help and support may prevent normal stress reactions from getting worse and developing into PTSD. This may mean turning to family and friends who will listen and offer comfort. It may mean seeking out a mental health professional for a brief course of therapy. Some people may also find it helpful to turn to their faith community.

If you have disturbing thoughts and feelings about a traumatic event for more than a month, if they're severe, or if you feel you're having trouble getting your life back under control, talk to your doctor. Getting treatment as soon as possible can help prevent PTSD symptoms from getting worse.

When unattended to, Posttraumatic Stress Disorder can degenerate to suicidal thoughts and even suicide. Seek help early!!!

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Courtesy: Work Place Wellness Committee, Medical Division, NPA



National Museum, Lagos

Sights And Sounds Of Lagos

BY OLUSOLA AKOSILE

Lagos is a major African financial centre, an economic hub of within Western States and Nigeria at large. The city has been described as the cultural, financial, and entertainment capital of Africa. This city also has a significant influence on commerce, entertainment, technology, education, politics, tourism, art, and fashion. It is also among the top ten of the world's fastest-growing cities and urban areas.

The megacity has the fourth-highest GDP in Africa and houses one of the largest and busiest seaport on the continent. The metropolitan area is a major educational and cultural centre in Sub Saharan Africa. This is due to the large urban population and Port traffic volumes, as such it is classified as a Medium-Port Megacity.

There are many intriguing and picturesque locations in the big metropolis that you should check out while you're there.

Rich Historical and Cultural Sites

In Lagos, there are many interesting locations to see,

including art galleries, stunning beaches, museums, resting areas, and shopping centres. There are countless venues to have fun and chill too. Here are a few of the lovely and exciting locations.

- **Freedom Park, Lagos:** The former Old Broad Street Prison in Lagos, which served as a colonial tool of oppression and control, has been transformed into the new FREEDOM PARK Lagos. It is serene space for reflection and interaction between individuals and groups. It symbolizes a path taken in the direction of a broader objective; the victory of mankind over all forms of oppression, (both political and social) and place of ultimate release of the human spirit from all that strives to enslave it.

- **Iga Idungaran:** Ancient Yoruba relics and contemporary architectural highlight, both coexist in the recently refurbished palace. To preserve the building in good shape, it has undergone gradual expansion and renovation.

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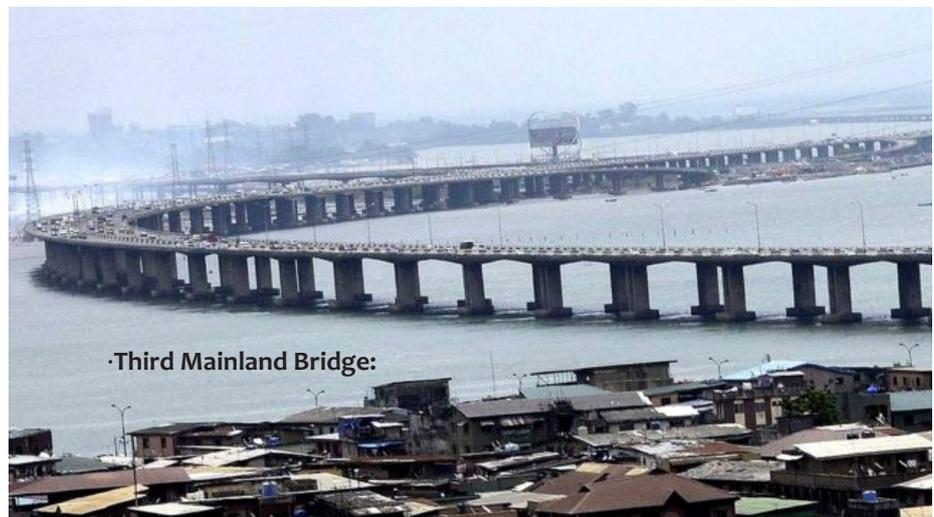
Badagry Black Heritage Museum

constructed a significant portion of the building in 1705.

- **Badagry:** Badagry has a modest museum dedicated to slavery. They rely heavily on fishing and agriculture for their livelihood. It is Nigeria's first-story structure with a view of utilizing the Marina waterfront. The missionaries erected it in 1842.

The Badagry Black Heritage Museum, located in the former district officer's office was constructed in 1863. It is a home to hundreds of historical items that documented the passage of slaves through Lagos for more than 300 years. Badagry was one of numerous trade and transit hubs in West Africa from the early 1500s it was for the movement of slaves to America; it is believed that some 550,000 African slaves travelled through this region.

- **Third Mainland Bridge:** The bridge, which has a



·Third Mainland Bridge:



·Nike Art Gallery

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·La Campagne Tropicana:

·Third Mainland

TOURISM

BY OLUSOLA AKOSILE

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Honeyland Beach



Elegushi Beach



Fela Shrine:

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The Badagry Black Heritage Museum, located in the



NPA Joins The World to Celebrate Customer Service Week 2023

LUCY AKINSANYA &
ADEGBITE ADEWALE (NYSC member)

In order to reposition the organization for global competitiveness, the MD Mohammed Bello-Koko has urged the workforce of the NPA to embrace best practices and excellent service delivery at all times.

Bello-Koko said this at the 2023 Customers Service Week opening ceremony, which was held at the Corporate Headquarters recently, saying that there is the need for Customer Service leaders to focus on data collections from customers and use feedback for the enhancement of service delivery.

He added that this year's Theme "**Team Service**" signifies the need for employee's teamwork as it aids positive enhancement towards employees and the organization goals. Bello said the Authority (NPA) has come up with a Five Years Strategic Master Plan (FYSMP) under its leadership in order to reposition the organization for customer's satisfaction.

In his words, "To our customers, we appreciate your confidence in us and the chance to serve you. We appreciate having the opportunity to help you and also value your trust in our team to provide high quality service. This is a unique time to say



"**THANK YOU**" for the great customer experience to all our esteemed stakeholders' world over, including our valuable employees".

He applauded Management and all employees of the Authority for attending the event.

Earlier at the event, the Chief Host, Assistant General Manager, SERVICOM, who represented the General Manager, SERVICOM, Z.U Kwande (Mrs.) at the flag off ceremony of the service week said Customer Service Week is an international celebration that

showcases the importance of Customer Service also with people who serve as support customer on daily basis.

She added that all employees of the Authority are part of Customer Service image- building process and as such, require that Customers be properly taken care of; she seized the opportunity to acknowledge the Managing Director, NPA and his entire team together with employees of the organisation.

Present at the event were the top echelon of the Organisation.



The Role Of Ports In The African Continental Free Trade Area (AfCFTA)

By **CHIJOKE UKADIKE, PhD**

One African Continental Free Trade Area (AfCFTA) represents a monumental shift in the economic landscape of Africa, with the potential to transform the fortunes of the continent. As the largest free-trade area in terms of the number of participating countries, population, and geographic size, AfCFTA aims to stimulate intra-African trade, drive industrialization, and generate new opportunities for businesses and entrepreneurs.

HISTORICAL PERSPECTIVE ON AFRICAN PORTS

African ports have a rich history deeply intertwined with trade, exploration, and colonialism. Ancient ports like Berenike and Axum served as vital nodes in the global exchange of goods long before the concept of nation-states emerged. However, it was during the colonial era that African ports underwent a transformative shift. The colonial powers established ports to facilitate the extraction of Africa's resources, leading to significant changes in the region's trade dynamics.

THE COLONIAL LEGACY AND ITS IMPACT ON MODERN-DAY PORT INFRASTRUCTURE IN AFRICA

The developmental impact of seaports has been a subject of debate, often assessed through Port Impact Studies (PIS). However, challenges arise in measuring a port's influence on regional and wider development, with criticisms of PIS for being static and limited to the year of data collection. Nevertheless, defenders argue that PIS provide essential insights into port structures, economic effects, and planning options. Seaports can serve as growth poles, generating jobs, taxes, and economic activity at the local level, lowering trading costs nationally, and influencing neighboring nations through transit trade. "Developer ports" illustrate how ports

can stimulate local or regional economic growth, with examples like Port Harcourt in Nigeria and Tema port in Ghana aligning with specific industries. In summary, seaports play a critical role in the development of regions and nations, contingent on various factors, and must be considered in the context of port-logistics synergy, extending beyond gateways to broader hinterland development, and integrating foreland dynamics, including global shipping trends, with hinterland logistics and political economy to fully understand their influence on development.

The colonial legacy has left a lasting impact on modern-day port infrastructure in Africa. Colonial powers, including the British, French, Portuguese, and Belgians, controlled vast parts of Africa in the late 19th and early 20th centuries. During this period, African ports were reconfigured to serve the export of raw materials to colonial homelands, neglecting the holistic development of African infrastructure. Nigeria, with its extensive coastline, saw its ports transformed into export centers for cash crops, leading to geographical skewing of port development. Coastal ports thrived, while inland ports were neglected, affecting their accessibility and efficiency, particularly in landlocked regions. These colonial legacies continue to hinder the full potential of African ports in facilitating regional and international trade.

KEY MILESTONES AND DEVELOPMENTS IN AFRICAN PORT INFRASTRUCTURE

Key milestones and developments in African port infrastructure have evolved since the mid-20th century when African nations gained independence. Nigeria, with a history dating back to the 19th century, saw the construction of facilities for ocean-going vessels and the establishment of the Nigerian Ports Authority in 1954. In 2003, the Nigerian government adopted the landlord model for ports, leading to the concession of terminals to private operators. Across the continent, nations have undertaken

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2003, the Nigerian government adopted the landlord model for ports, leading to the concession of terminals to private operators. Across the continent, nations have undertaken extensive port expansion projects, embracing modern technology and practices. Ports like Durban in South Africa, Mombasa in Kenya, and Djibouti have witnessed substantial investments in infrastructure and equipment. However, inefficiencies, bureaucratic red tape, and inadequate intermodal connectivity continue to pose challenges, hindering their full potential in facilitating regional and international trade.

NPA is Poised to Take Full Advantage of AfCFTA — Koko

The Nigerian Ports Authority (NPA) has affirmed its commitment to leveraging the African Continental Free Trade Agreement (AfCFTA) to solidify its position as a leading maritime logistics hub for sustainable port services in Africa. NPA's Managing Director, Mohammed Bello-Koko, emphasized the importance of synergizing efforts to capitalize on the abundant opportunities offered by AfCFTA. The implementation of the Port Community System (PCS) and automation are seen as significant steps in responding effectively to the demands of global trade facilitation. NPA's proactive stance underscores its readiness to harness AfCFTA potential and contribute significantly to the growth and efficiency of trade in the African region.

PORTS AS GATEWAYS TO AfCFTA

Ports play a critical role in the success of AfCFTA, serving as gateways to regional and global trade. They bridge geographic and economic divides by facilitating the movement of goods, particularly in landlocked regions. AfCFTA goals of boosting intra-African trade and creating regional value chains rely on efficient port operations. Prominent African ports like Lagos Port

Complex in Nigeria, Port of Durban in South Africa, and Port of Djibouti exemplify how ports contribute to AfCFTA objectives by connecting economies to global markets and supporting regional trade. African ports are instrumental in fostering economic integration and prosperity on the continent, serving as vital conduits for trade and regional cooperation in the era of AfCFTA.

THE IMPLICATION OF AfCFTA ON AFRICAN PORTS

AfCFTA presents both opportunities and challenges for African ports. The removal of trade barriers and tariffs under AfCFTA creates a vast unified market of over 1.3 billion people and a combined GDP exceeding \$3.4 trillion. This offers the potential for increased trade volumes and economic growth. African ports can become critical hubs in facilitating the movement of goods within and beyond Africa borders. They play a pivotal role in connecting landlocked nations to global markets, facilitating the flow of commerce, and bridging the gap between producers and consumers.

- Promoting Intra-African Trade

One of AfCFTA primary objectives is to promote intra-African trade. Ports serve as the essential connectors for



FEATURES

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The colonial legacy has left a lasting impact on modern-day port infrastructure in Africa. Colonial powers, including the British, French, Portuguese, and Belgians, controlled vast parts of Africa in the late 19th and early 20th centuries. During this period, African ports were reconfigured to serve the export of raw materials to colonial homelands, neglecting the holistic development of African infrastructure. Nigeria, with its extensive coastline, saw its ports transformed into export centers for cash crops, leading to geographical skewing of port development. Coastal ports thrived, while inland ports were neglected, affecting their accessibility and efficiency, particularly in landlocked regions. These colonial legacies



Vessel berth at port

continue to hinder the full potential of African ports in facilitating regional and international trade.

KEY MILESTONES AND DEVELOPMENTS IN AFRICAN PORT INFRASTRUCTURE

Key milestones and developments in African port infrastructure have evolved since the mid-20th century when African nations gained independence. Nigeria, with a history dating back to the 19th century, saw the construction of facilities for ocean-going vessels and the establishment of the Nigerian Ports Authority in 1954. In 2003, the Nigerian government adopted the landlord model for ports, leading to the concession of terminals to private operators. Across the continent, nations have undertaken extensive port expansion projects, embracing modern technology and practices. Ports like Durban in South Africa, Mombasa in Kenya, and Djibouti have witnessed substantial investments in infrastructure and equipment. However, inefficiencies, bureaucratic red tape, and inadequate intermodal connectivity continue to pose challenges, hindering their full potential in facilitating regional and international trade.

NPA is Poised to Take Full Advantage of AfCFTA — Koko

The Nigerian Ports Authority (NPA) has affirmed its commitment to leveraging the African Continental Free Trade Agreement (AfCFTA) to solidify its position as a leading maritime logistics hub for sustainable port services in Africa. NPA's Managing Director, Mohammed Bello-Koko, emphasized the importance of synergizing efforts to capitalize on the abundant opportunities offered by AfCFTA. The implementation of the Port Community System (PCS) and automation are seen as significant steps in responding



Ohe African Continental Free Trade Area (AfCFTA) represents a monumental shift in the economic landscape of Africa, with the potential to transform the fortunes of the continent. As the largest free-trade area in terms of the number of participating countries, population, and geographic size, AfCFTA aims to stimulate intra-African trade, drive industrialization, and generate new opportunities for businesses and entrepreneurs.

HISTORICAL PERSPECTIVE ON AFRICAN PORTS

African ports have a rich history deeply intertwined with trade, exploration, and colonialism. Ancient ports like Berenike and Axum served as vital nodes in the global exchange of goods long before the concept of nation-states emerged. However, it was during the colonial era that African ports underwent a transformative shift. The colonial powers established ports to facilitate the extraction of Africa's resources, leading to significant changes in the region's trade

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PORTS AS GATEWAYS TO AfCFTA

Ports play a critical role in the success of AfCFTA, serving as gateways to regional and global trade. They bridge geographic and economic divides by facilitating the movement of goods, particularly in landlocked regions. AfCFTA goals of boosting intra-African trade and creating regional value chains rely on efficient port operations. Prominent African ports like Lagos Port Complex in Nigeria, Port of Durban in South Africa, and Port of Djibouti exemplify how ports contribute to AfCFTA objectives by connecting economies to global markets and supporting regional trade. African

ports are instrumental in fostering economic integration and prosperity on the continent, serving as vital conduits for

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Mohammed Bello Koko
Managing Director, NPA

How to prepare Amala



Amàlà is a swallow native food to the Yoruba ethnic group of Southwestern Nigeria. It is made from yam, cassava flour, or unripe plantain flour. Yams are peeled, sliced, cleaned, dried and then ground into flour, it is also called *èlùbíní*, Yams turn brown when dried which gives àmàlà its colour. It can be served with Abula also known as Omi obe (Ewedu and Gbegiri with Assorted Meat).

INGREDIENTS

- 4 cups (1000ml) Water
- 3 cups Yam flour- Sifted
- 1/2 cup (250ml) hot water

PREPARATION

- Measure 4 cups of water into a pot.
- Cover the water and let it boil till it starts making bubbles.
- Lower the heat to a bare minimum.
- Remove 1 cup of boiled water aside.
- Add the yam flour into the water all at once then stir with a wooden spoon or spatula (omorogun) until it comes together but it won't be smooth at this stage. This process takes about 10 minutes.
- Add the reserved 1 cup of hot water to the Amala using the wooden spoon to create holes in the middle and sides and leave the water to steam the amala for 2-3 minutes.
- Now turn the amala for 2-3 minutes till smooth.
- Take it off the heat and stir.
- Serve with Abula Omi obe, Ewedu and Gbegiri with Assorted Meat.

NOTES

- The cooking process takes about 15 minutes

Roasted Plantain/ Potatoes

Roasted Plantain/ Potatoes, Cow Skin, Fish With Palm Oil Pepper Sauce, Sprinkle With Uziza Leaves.

This delicacy pertains to roasting unripe or nearly ripe plantain in an oven or a grill alongside grilled or roasted potatoes, served with Uziza sauce as a complementary side dish, creating a tasty and satisfying meal. This is mainly eaten by people from the southern and eastern part of Nigeria. A special delicacy you will enjoy.

INGREDIENTS

- Plantain (Nearly Ripe or Unripe)
- Potatoes
- Smoked fish or fresh fish
- Cow skin (ponmo)
- Palm oil
- Fresh tomatoes
- Fresh pepper
- Onions
- Crayfish
- Seasoning of your choice
- Salt to taste
- Sliced Uziza leaves

PREPARATION

- I. Wash and peel the plantain, and put it on the grill sections in an oven or on a Traditional grill which occasionally turns the plantain to lay on its different sides until it turns brown on both sides.
- II. Wash potatoes, steam for 2-3 minutes, then grill or roast for

25-30 minutes.

- III. Properly clean, your smoked fish or fresh fish.
- IV. Seasoned with pepper onions, seasoning and a pinch of salt to taste.
- V. Grill for 8-10 minutes
- VI. Seasoned cow skin (ponmo) as above, Steam until soft.
- VII. In a clean dry pot, add in small amount of palm oil, chopped onions, not fully blended tomatoes and pepper; stir and properly mix adding seasoning and salt to taste.
- VIII. Add crayfish, the little stock from your steamed cow skin and any other preferred seasoning to suit your taste.
- IX. Mix and allow to cook for 5-7 minutes.
- X. Sprinkle Uziza leaves and serve.



GARDEN EGG, KOLA NUTS, BITTER KOLA AND GROUNDNUTS

These combinations are well known to the Western, Eastern and Northern parts of Nigeria. It is served at different occasions

(Introduction, Traditional marriage, Naming ceremony, office organization (Meetings....)) as starters

before the main dishes are served.

Kola nut signifies peace, unity, integrity, kindness, goodwill and fraternity, it is a shared experience, it is given to show respect and as sacred offerings, it is crucial in some part of Nigerian culture.



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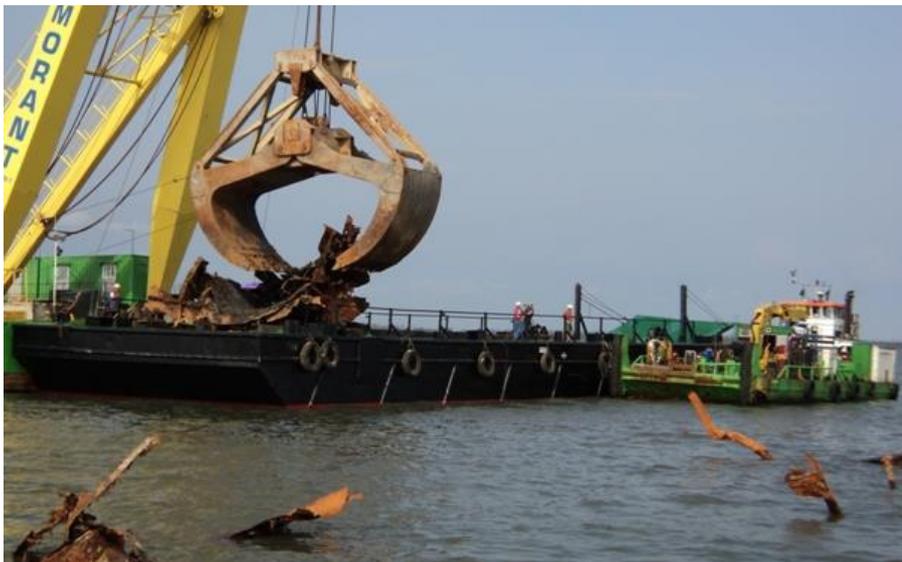
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Mission Statement – “to engender an environment of safe & efficient navigation of vessels in & out of Ports & Harbours of Bonny, Onne, Okrika & PH



ESTABLISHED TO ENSURE SAFE NAVIGATION OF CHANNEL AND BONNY RIVER TO EASTERN PORTS BONNY, ONNE AND PORT HARCOURT:

- PLAN, MANAGE, EXECUTE THE MAINTENANCE CAPITAL DREDGING WORKS
- WRECK REMOVALS
- MAINTENANCE OF AIDS TO NAVIGATION
- QUARTERLY BATHYMETRIC SURVEY
- MANAGEMENT TRAINING OF NPA OFFICIAL





**NIGERIAN
PORTS
AUTHORITY**

The LTT Coastal & Marine Service Ltd, an internationally revered giant in the business of Marine Transportation, Towage and Mooring proudly felicitate with the Port Management Association of West and Central Africa (PMAWCA) on the occasion of its 43 Annual Council Meeting.

We are highly recognised as the best training platform to grow the local Content in Nigeria.

We Sincerely appreciate your Individual and Collective Roles in the development of Africa, particularly West and Central African Sub Region.

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LTT COASTAL & MARINE SERVICE LTD
... Commitment to towing excellence across Nigeria!

other sectors of the blue economy crucial for value & jobs



Some sectors of the blue economy

Unlocking Nigeria's Blue Wealth: A Maritime Revolution

By Lawrence Kuroshi, PhD

INTRODUCTION

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Led by the pioneer Minister of the Ministry of Marine and Blue Economy, His Excellency, Mr. Adegboyega Oyetola, the ministry will oversee pivotal sectors like shipping, port operations, and oil spill monitoring, reaffirming Nigeria's commitment to harnessing the vast opportunities within its blue economy. The blue economy encompasses all ocean and coastal-related activities and aligns seamlessly with global sustainable development goals. It offers a platform to govern



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NIGERIA'S WEALTH OF OPPORTUNITY

The blue economy represents a revolutionary approach to harnessing marine resources, extending well beyond conventional sectors, acknowledging the oceans' pivotal role in our global ecosystem. Spanning 72% of our planet's surface, oceans harbor 95% of the biosphere, providing employment for over 350 million people and supplying vital protein to three billion individuals worldwide. The global blue economy currently valued at \$1.5 trillion is projected to surpass \$2.5 trillion post-2020. Nigeria's extensive Atlantic coastline, estimated at a remarkable \$296 billion potential by the Africa Blue Economy Alliance (ABEA), forms the cornerstone of its blue economy prospects.

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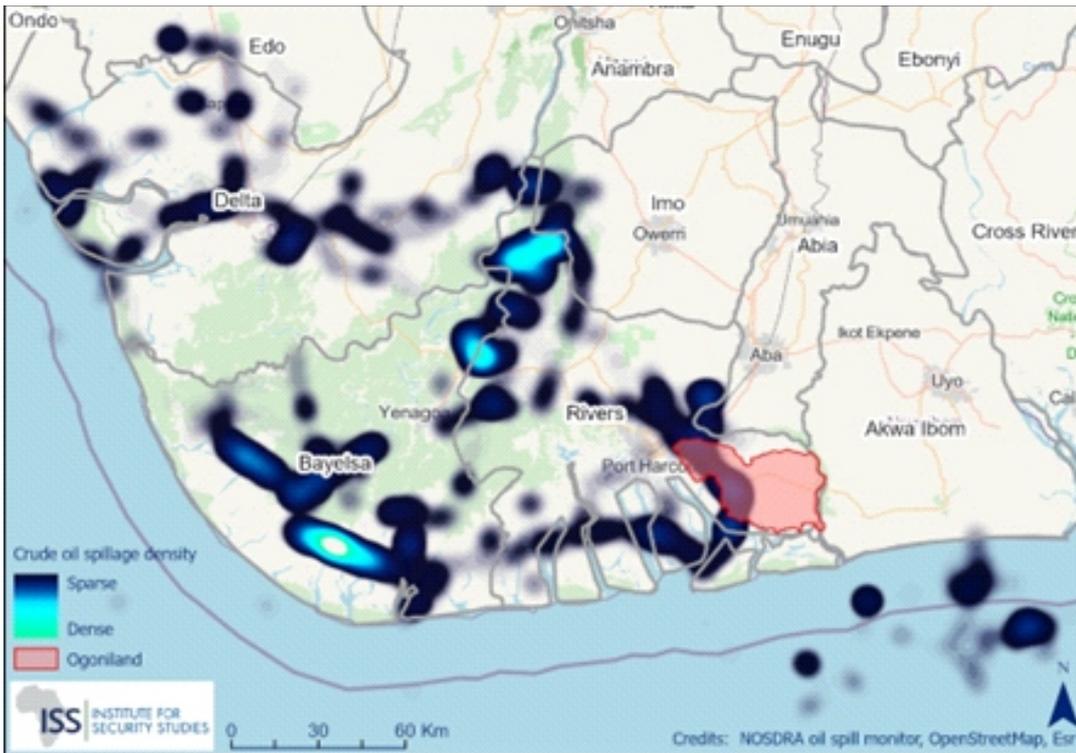
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Shipping: Backbone of the global economy



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Oil spill from an offshore oil rig



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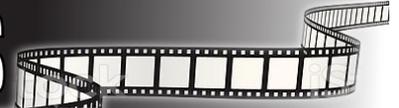
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Renewable energy



PHOTO SCENETHESIS



By Paul Erakhifu, and
Abidemi Agboola

US CONSULATE VISITS NPA MANAGEMENT IN LAGOS





NPA Management Plays Host To Lagos State Commissioner Of Police

Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko (left) presented the authority's plaque to the Commissioner of Police, Lagos State Command, CP Idowu Owohunwa, during his working visit to the management of NPA at the Corporate Headquarters in Lagos.



Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko (7th left), Commissioner of Police, Lagos State Command, CP Idowu Owohunwa, other top officials of NPA and the Lagos State Police Command during a working visit to the management of NPA at the Corporate Headquarters in Lagos.

DELEGATES FROM MIAMI-DADE COUNTY VISITS NPA MANAGEMENT





NPA Management Synergises With Nigerian Navy



Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko (6th left), FOC Western Naval Command, Rear Admiral, Mohammed Miftah Abdullahi, PhD, (7th left), ED Marine and Operations, Hon. Onari Brown (5th left), ED Engineering & Technical Services, Engr. Ibrahim Abba Umar (5th right), sother officials of the Nigerian Navy during a working visit to the management of NPA at the corporate headquarters in Lagos.



Managing Director of Nigerian Ports Authority (NPA), Mohammed Bello Koko (left) presented the authority's plague to the Flag Officer Commanding Western Naval Command, Rear Admiral, Mohammed Miftah Abdullahi, PhD, during his working visit to the management of NPA at the corporate headquarters in Lagos.



Merit Award Winner for Honesty and Integrity

The recipient, Sodipe, Felicia Funmilayo, was recognized with the above Award by Management for her high level of integrity and honesty during the Long Service/ Award ceremony in Lagos.

Senate Committee on Marine Transport during an oversight function in Lagos



NPA Management visits Mission to Seafarers facility in Lagos





The Onne Multipurpose Terminal is designed to handle containers and general cargo including project, heavy lift lift, and roll on/roll off cargo. OMT offers a key logistics solution to Nigeria's growing influx of containerized and non-containerized cargo while catering to the rest of the greater West African Region.

- Fastest growing terminal in Nigeria
- Strategically located in one of the world's largest Oil and Gas Free Zone
- Provides efficient access to the oilfields in the West and Sub-Saharan Africa
- Online Service Request
- Shore-base Logistics Support

- 3 berths with 750 meters length and 11.5 meters draft
- 46 hectares of total terminal area
- Container yard area of about 11,000Teu's
- Container handling rate of 15 moves/Hr
- 2 Mobile Harbor Cranes, 14 Trucks, 7 Reach Stackers, 125 Reefer Plugs

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The Lagos Channel Management LCM, Nigeria's foremost Dredging, Wrecks Removal, Survey and Training Company Proudly felicitates with the Port Management Association of West and Central Africa (PMAWCA) on the occasion of its 43rd Annual Council Meeting.

We are responsible for the Navigational Channel of Lagos Harbour; and are highly recognised as the best training platform to grow the Local Content in Nigeria.

We Sincerely appreciate PMAWCA's Unique Roles in the development of Africa, particularly the West and Central African sub region!

Congratulations



LAGOS CHANNEL MANAGEMENT
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**NIGERIAN
PORTS
AUTHORITY**

Depasa, a professional and international Dredging company with enviable years of experience and proven track record in Nigeria, genuinely felicitates with the Port Management Association of West and Central Africa (PMAWCA) on the occasion of its 43rd Annual Council Meeting.

Depasa Marine International LTD combines the advantage of a strong experienced local base, with international strategic partnerships and support.

We are highly recognised as the best training platform to grow the Local Content in Nigeria.

Depasa Sincerely appreciates PMAWCA's Statutory Roles in the development of Africa, particularly the West and Central African sub region!

Congratulations!

DEPASA MARINE INTERNATIONAL LTD

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Fabrics in Nigerian Fashion:

A Vibrant Tapestry of Tradition and Innovation

By FIBERESIMA MIEBAKA

Nigerian fashion is a vibrant and dynamic tapestry that weaves together tradition, culture, and innovation. At the heart of this rich sartorial tradition lie the fabrics that play a pivotal role in shaping the country's unique fashion landscape. Nigerian fashion isn't just about clothes; it's a reflection of the nation's diverse ethnic groups, history, and contemporary influences. In this article, we will explore the significance of fabrics in Nigerian fashion and how they contribute to the country's thriving fashion industry.

The Resurgence of Asooke

Nigerian fashion has witnessed a resurgence in the appreciation and use of traditional fabrics. Asooke, a handwoven fabric made by the Yoruba people, has regained its popularity in recent years. Designers have incorporated Asooke into contemporary fashion, blending traditional motifs and colours with modern silhouettes. This revival not only celebrates Nigeria's heritage but also empowers local weavers and artisans.

The Elegance of George Fabric

George fabric, traditionally worn by the many tribes in the South East and South South, ranging from the Igbos to the Ibibios, on special occasions, has also made its mark in Nigerian fashion. It is often used to create stunning, embellished dresses and traditional wedding attire. George fabric is known for its luxurious feel and intricate embroidery, making it a cherished choice for celebratory events.

The Timeless Beauty of Lace

Lace fabrics have a timeless appeal in Nigerian fashion. They add a touch of elegance and femininity to clothing, making them a popular choice for weddings and formal occasions. Nigerian brides often opt for lace wedding gowns, showcasing intricate patterns and delicate craftsmanship. Lace is



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Adire

Adire, particularly associated with the Yoruba people is a traditional Nigerian fabric that has been created for centuries using a resist-dyeing



Igbo Wedding

technique. It involves applying wax or starch to the fabric in specific patterns before dyeing it. The wax or starch prevents the dye from reaching certain areas, creating distinctive patterns and designs. Adire fabrics are renowned for their intricate and beautiful motifs, which often draw inspiration from nature, folklore, and cultural symbolism. This fabric has seen a resurgence in popularity, with contemporary designers incorporating Adire into their collections to celebrate Nigeria's rich heritage.

The Innovative Blend of Fabrics

Nigerian designers are known for their creativity and willingness to experiment with fabric combinations. Silk, chiffon, and organza are often combined with traditional fabrics to create unique and sophisticated ensembles. These combinations allow designers to push the boundaries of Nigerian fashion, offering a fresh perspective on style while staying rooted in tradition.

Sustainability and Eco-Friendly Fabrics

In recent years, there has been a growing emphasis on sustainability in Nigerian fashion. Designers are increasingly turning to eco-friendly fabrics, such as organic cotton and bamboo silk, to create clothing that is not only stylish but also environmentally conscious. This shift reflects a global trend toward more



Efik Wedding



Yoruba Wedding

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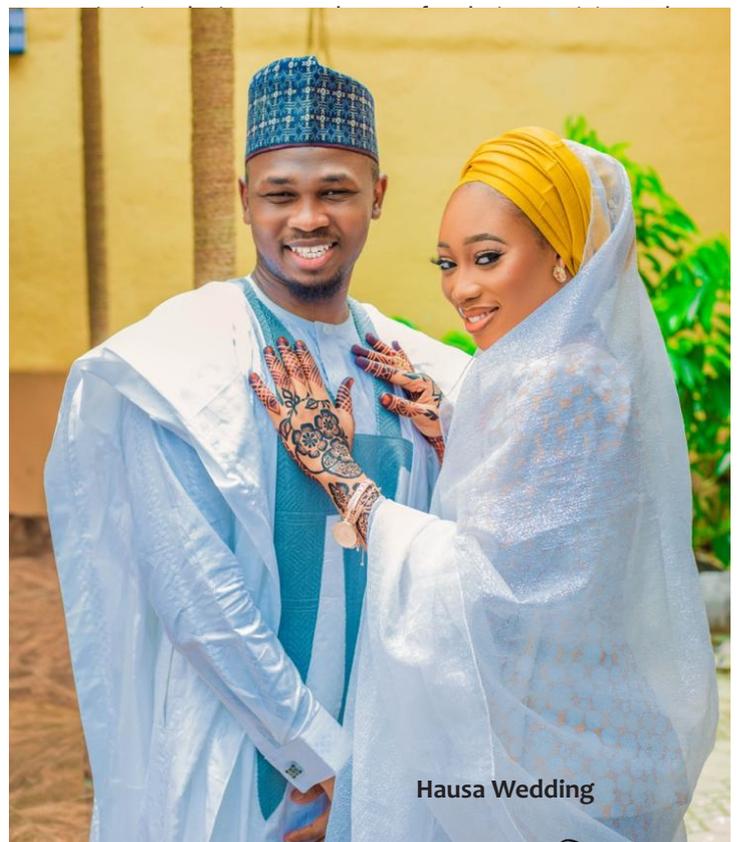
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The Innovative Blend of Fabrics



Hausa Wedding

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Nigerian Tribes And Cultures

BY EZINNE M. ASINOBI & PAUL ERAKHIFU

NIGERIA, situated in West Africa on the Gulf of Guinea, shares borders with Niger to the North, Chad to the Northeast, Cameroon to the East, and Benin to the West. It also has a coastline along the Atlantic Ocean to the South, offering access to the Gulf of Guinea. This Central West African location results in diverse geographical features, including coastal areas, savannahs, lush tropical rainforests, and arid Savannahs in the North, contributing to ecological and cultural diversity.

All countries in the world have their own tribes and cultures that is unique to that country. The tribes and cultures of every country is different from others. The culture of the Europeans is different from that of the Africans, Americans, and that of the United Kingdom. Tourists, travelers, and students visiting Nigeria would find this write up useful. Happy reading.

Nigeria with its rich history, diverse cultures, and a population of over 200 million people, is the most populous nation in the African continent. Nigeria gained independence from British colonial rule in 1960 and has since evolved into a Federal Republic with a complex

political landscape. Its capital city is Abuja, however, Lagos is the largest in population and most economically significant city.

This nation is renowned as the largest natural gas reserve in the African continent and the largest producer of oil, which has played a pivotal economic role in the continent, with a GDP of \$477 billion, confirming it as the largest economy in Africa followed by Egypt and South Africa.

Nigeria, the giant of Africa, is a land of captivating contrasts and vibrant diversity. Its bustling metropolises, and serene countryside, Nigeria is woven together as a tapestry of culture, tradition, and natural beauty that is truly enchanting.

In Nigeria, the pulse of life beats with an exhilarating rhythm. City, like Lagos, is a mesmerizing dance of modern skyscrapers juxtaposed with colourful markets and vibrant street life.

Nigeria's cultural diversity is reflected in its numerous ethnic groups, languages, and traditions. With over 500 languages spoken within its borders. The traditions belong to various linguistic families and ethnic groups or tribes of about 250.

Some of the largest and most well-known ethnic groups

ABOUT NIGERIA



Benins



Ibibios/Efiks



The Yorubas

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The Igbos



The Nupes

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Nigeria's cultural diversity is reflected in its numerous ethnic groups, languages, and traditions. With over 500 languages spoken within its borders. The traditions belong to various linguistic families and ethnic groups or tribes of about 250.

Some of the largest and most well-known ethnic groups in Nigeria include the Hausa, Yoruba, Igbo, Fulani, Kanuri, Efik, Tiv, Ijaw, Benin, Igala Itsekiri, Nupe among many others. Each of these ethnic groups has its own unique culture, language, and traditions across the country, making Nigeria one of the most linguistically diverse nation in the world.

Culturally, Nigeria is a treasure trove. Its music, from the Afrobeat rhythms of Fela Kuti to the soulful sounds of traditional instruments, are soundtrack to daily life. Colourful festivals and ceremonies, from the Durbar in the North to the New Yam Festivals in the East, offer glimpses into the rich tapestry of traditions that have been passed down through generations.

Nigeria's history is a narrative of

ABOUT NIGERIA



The Ijaw people

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Nigeria's history is a narrative of resilience and transformation. From ancient kingdoms like Benin and Ife to the struggles for independence and democracy, Nigeria's journey is a testament to the enduring spirit of its people.

Sukur Cultural Landscape:

This location in northeastern Nigeria gained UNESCO World Heritage Site status in 1999 due to its terraced fields, traditional architecture, and cultural significance.

Osun-Osogbo Sacred Grove:

Inscribed as a UNESCO World Heritage Site in 2005, this sacred forest in Osogbo is dedicated to Osun, the Yoruba goddess of fertility,



Edikang Ikong Soup



Atama Soup



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Nigeria offers direct
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between Nigeria and the
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