



NATIONAL SINGLE WINDOW:

A Robust Presidential Initiative To Boost Economy



19th Roundtable of Managing Directors and the 44th Annual Council Meeting

44^{ème} CONSEIL ANNUEL DE L'AGPAOC

19^{ème} TABLE RONDE DES DIRECTEURS GÉNÉRAUX

18th — 21st November, 2024
Conakry, Guinea



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It is a privilege to welcome you to this edition of Nigerian Ports Today, a leading maritime journal. I am delighted to assume responsibilities as the Editor-in-Chief and to present my first edition of the bilingual magazine. As I take on this role, I am committed to applying my management and public relations skills to enhance both the content and presentation of the magazine, strengthening our organization's image in the public space.

I warmly cultivate your support and cooperation, and my doors are always open as I strive to learn and grow alongside you.

This edition which is the first under my watch as Editor-in-Chief will showcase the initiatives being implemented by the new Management of the Authority led by Dr. Abubakar Dantsoho, some of which are already yielding results.

Key features of this edition include the mileage gained in the journey towards the implementation of the National Single Window, the International Ships and Ports Facility Security (ISPS) Code globally introduced 20 years ago as a pre-emptive strategy to further ensure safety of seaports, as well as ships, cargoes and persons in the port environment.

The pursuance of a robust Corporate Social Responsibility, by the Authority as well as embracing humanitarian intervention in response to the global call for support to the people of Borno State and environs in the wake of the recent devastating floods that disrupted lives and livelihoods.

In this edition, we also offer a sneak preview into the Authority's preparations to give Nigeria a credible representation at the forthcoming 44th Annual Council and 19th Roundtable of Directors General of the Port Management Association of West & Central Africa (PMAWCA) which is taking place in Conakry, Guinea in November, 2024.

As always, our regular offerings such as: Cuisine, Sports, About Nigeria, Fashion and Health have been included to lighten-up the usually educating edition.

Enjoy this quarter's edition of NPT, and thank you for reading.



Ikechukwu Onyemekara KSC
Editor-in-chief

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MOT DE LA RÉDACTRICE EN CHEF

C'est un privilège de vous accueillir dans cette édition de Nigeria Ports Today, une revue maritime de premier plan.

Je suis ravi d'assumer les responsabilités de rédacteur en chef et de présenter ma première édition du magazine bilingue. Dans le cadre de mes nouvelles fonctions, je m'engage à mettre à profit mes compétences en matière de gestion et de relations publiques pour améliorer à la fois le contenu et la présentation du magazine, renforçant ainsi l'image de notre organisation dans l'espace public.

Je cultive chaleureusement votre soutien et votre coopération, et mes portes sont toujours ouvertes alors que je m'efforce d'apprendre et de grandir à vos côtés.

Cette édition, qui est la première sous ma direction en tant que rédacteur en chef, présentera les initiatives mises en œuvre par la nouvelle direction de l'Autorité dirigée par le Dr Abubakar Dantsoho, dont certaines portent déjà leurs fruits.

Les principales caractéristiques de cette édition comprennent le chemin parcouru dans le cadre de la mise en œuvre du guichet unique national et le Code international pour la sûreté des navires et des installations portuaires (ISPS) qui a été introduit à l'échelle mondiale il y a de cela 20 ans en tant que stratégie préventive visant à garantir davantage la sécurité des ports maritimes, ainsi que des navires, des cargaisons et des personnes dans l'environnement portuaire.

La poursuite d'une robuste responsabilité sociale d'entreprise par l'Autorité ainsi que l'adoption d'une intervention humanitaire en réponse à l'appel mondial au soutien de la population de l'État de Borno et de ses environs à la suite des récentes inondations dévastatrices qui ont perturbé des vies et des moyens de subsistance.

Dans cette édition, nous offrons également un aperçu des préparatifs de l'Autorité pour donner au Nigéria une représentation crédible lors du 44e Conseil annuel et de la 19e Table ronde des directeurs généraux de l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC), qui se tiendront à Conakry, en Guinée, en novembre 2024.

Comme toujours, nos offres régulières telles que : Cuisine, Sports, À propos du Nigéria, Mode et Santé ont été incluses pour alléger l'édition qui est généralement instructive.

Profitez de l'édition de ce trimestre de Nigeria Ports Today (NPT) et merci de votre lecture.



Nkechukwu Onyemekara
Rédacteur En Chef



NATIONAL SINGLE WINDOW: A Robust Presidential Initiative To Boost Economy



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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

Dear Stakeholders

I am honored to address you as the 29th Managing Director of the Nigerian Ports Authority following my recent appointment by the Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria, President Bola Tinubu (GCFR).

As we begin this journey, I seek your full support in advancing what I believe is our shared goal of strengthening port operations and enhancing customer service delivery at all port locations. Together, we should aim to solidify the leadership position of Nigerian ports in Sub-Saharan Africa and upgrade infrastructure across our port environment.

I count it a pleasure as well a good fortune to engage with you from the glossy pages of our flagship publication, the “Nigerian Ports Today” (NPT) which gives deep insight into our corporate efforts to advance the fortunes of trade and support the growth of the national economy.

So much is expected of us as the gateway to the nation's economy. This explains why we are at the forefront of the implementation of the National Single Window (NSW) which will in fundamental terms, deepen the operational efficiency of our Ports, by eliminating the human interface that hitherto undermine in-country efforts at trade facilitation.

Let me seize this platform to appreciate the tremendous policy support we have received from our amiable Minister for Marine & Blue Economy; His Excellency Adegboyega Oyetola, towards the finalization of the crucial phase of the Port Community System (PCS) which is the necessary precursor to the NSW.

Although the NSW requires multi-agency action to become a reality, we have maintained our frontline role in the advocacy for its implementation which we featured eloquently at the recently-concluded World Ports Conference in Hamburg – Germany, where we enlisted international support.

Additionally, I would like to acknowledge the 20th anniversary of the ISPS Code's implementation in our country's port services. The code has played a crucial role in upholding the safety and security of our ports; a commendable achievement deserving of our recognition.

To support Federal Government efforts at ensuring energy security, we have frontally assumed the national duty of coordinating the One-Stop-Shop for the Sale of Crude Oil in Naira to enable the largest Single Train Refinery in the World to effectively service Nigeria's refined petroleum needs.

I am persuaded that your reading of this edition of Nigerian Ports Today with its rich content, will leave you more informed and renew your resolve to contribute your quota towards the maximization of our corporate potentials.

With your collaboration, I am confident we will make great strides in the days ahead.

Thank you for your time and happy reading!

Dr. Abubakar Dantsoho
Managing Director/ CEO



MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Chers partenaires,

C'est un honneur pour moi de m'adresser à vous en tant que 29^e directeur général de l'Autorité portuaire nigérienne, suite à ma récente nomination par le commandant en chef des forces armées de la République fédérale du Nigéria, le Président Bola Tinubu (GCFR).

Alors que nous commençons ce parcours, je sollicite votre soutien sans réserve pour faire avancer ce que je considère comme notre objectif commun, à savoir renforcer les opérations portuaires et améliorer la prestation de services à la clientèle dans tous les ports. Ensemble, nous devons viser à consolider la position de leader des ports nigériens en Afrique subsaharienne et à moderniser les infrastructures de notre environnement portuaire.

Je vous fais part de mon plaisir et de ma grande chance de pouvoir vous engager par le biais des pages brillantes de notre publication phare, « Nigerian Ports Today » (NPT), qui donne un aperçu approfondi de nos efforts d'entreprise pour faire progresser le commerce et soutenir la croissance de l'économie nationale.

On attend beaucoup de nous en tant que porte d'entrée de l'économie nationale. C'est pourquoi nous sommes à l'avant-garde de la mise en œuvre du guichet unique national qui, fondamentalement, renforcera l'efficacité opérationnelle de nos ports en éliminant l'interface humaine qui, jusqu'à présent, sape les efforts de facilitation des échanges au niveau national.

Permettez-moi de profiter de cette occasion pour saluer le soutien politique considérable que nous avons reçu de notre aimable ministre de la Marine et de l'Économie bleue, Son Excellence Adegboyega Oyetola, en vue de la finalisation de la phase cruciale du système de collectivité portuaire, qui est le précurseur nécessaire du guichet unique national.

Bien que le guichet unique national nécessite une action multi-agences pour devenir une réalité, nous avons maintenu notre rôle de premier plan dans le plaidoyer pour sa mise en œuvre, que nous avons présenté avec éloquence lors de la Conférence mondiale des ports qui s'est récemment achevée à Hambourg, en Allemagne, où nous avons obtenu le soutien international.

En outre, j'aimerais souligner le 20^e anniversaire de la mise en œuvre du Code ISPS dans les services

portuaires de notre pays. Le code a joué un rôle crucial dans le maintien de la sécurité et de la sûreté de nos ports ; il s'agit d'une réalisation louable qui mérite notre reconnaissance.

Pour soutenir les efforts du gouvernement fédéral en vue de garantir la sécurité énergétique, nous avons assumé de front la mission nationale de coordination du guichet unique pour la vente de pétrole brut au Nigéria, afin de permettre à la plus grande raffinerie à train unique du monde de répondre efficacement aux besoins en pétrole raffiné du Nigéria.

Je suis persuadé que votre lecture de cette édition de Nigerian Ports Today, avec son riche contenu, vous permettra d'être mieux informé et de renouveler votre détermination à apporter votre contribution à la maximisation du potentiel de notre entreprise.

Grâce à votre collaboration, je suis convaincu que nous ferons de grands progrès dans les jours à venir.

Merci pour votre temps et bonne lecture !

Dr Abubakar Dantsoho
Directeur général/PDG



NATIONAL SINGLE WINDOW: **A Robust Presidential Boost Economy, Meets**



In this special report, the General Manager, Corporate and Strategic Communications Division & Editor-in-Chief, Nigerian Ports Today; **Ikechukwu Onyemekara**, delves into the vast potential benefits of the good initiative of Mr President and how the Federal Ministry of Marine and Blue Economy and the current management of the Nigerian Ports Authority (NPA), led by Dr Abubakar Dantsoho, are successfully spearheading the National Single Window project in Nigeria.

Initiative To Global Standard



In a bold move to transform Nigeria's trade landscape and boost economic growth, His Excellency, President Bola Ahmed Tinubu, a few months ago, inaugurated the National Single Window (NSW) platform, designed to revolutionise clearance processes at ports, improve economic metrics, increase transparency and reduce trade costs.

A cross-government initiative that aims to simplify trade processes, unlock economic potential and position Nigeria as a global trade leader, the NSW promises to create a single digital platform that links ports, government agencies and stakeholders, enabling a seamless and efficient trade ecosystem.

As the Federal Government finalises the move to implement the National Single Window (NSW) project initiated by President Bola Ahmed Tinubu, the Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho has joined other numerous stakeholders across the country and beyond in applauding this robust Presidential initiative, because it will assist in eradicating human interference, combat corruption and enhance port efficiency.

The NSW is a digital platform designed by the Federal Government to streamline and integrate all the processes involved in import and export activities across the country.

The Nigerian Ports Authority (NPA), which was named by the President as part of the Implementation Committee had earlier enlisted the technical guidance of the International Maritime Organisation (IMO) in preparation for the seamless implementation of the NSW with the Authority's finalisation of the

consultancy for the Port Community System, which lays the groundwork for the National Single Window

Speaking as a participant at the just-concluded World Ports' Conference 2024, that took place in Hamburg; Germany, Dr Dantsoho said: "The renewed vigour with which Nigeria is accelerating the implementation of National Single Window (NSW) project which will in fundamental terms deepen port efficiencies by eliminating human interface that hitherto undermine in-country trade facilitation efforts, requires intensified international technical support to meet and indeed exceed global expectations."

The tremendous policy support provided by Nigeria's Honorable Minister for Marine & Blue Economy, Alhaji Adegboyega Oyetola, Dantsoho told the leaders in the global port community in Hamburg, "propelled the Nigerian Ports Authority's finalisation of the crucial phase of the Port Community System (PCS) which is the precursor to the NSW."

According to the NPA Managing Director, Dr. Dantsoho, the NSW platform is a significant initiative by President Tinubu to position Nigeria as a major player in regional and international trade. This unified system integrates the NPA customs, other regulatory agencies, and private sector players, streamlining compliance to make it easier, faster and more transparent.

With the National Single Window, the Managing Director said, businesses will experience a drastic reduction in trade delays, experience lower operational costs, and improved regulatory oversight, all of which will reposition the ports for greater efficiency and enhance the nation's trade competitiveness across the world.

Based on that, at numerous maritime industry gatherings nationwide, operators and stakeholders are fervently discussing the Federal Government's implementation of a National Single Window to eradicate human interference, combat corruption and enhance port efficiency, unanimously applauding the initiative.



The Federal Government’s decision to establish a National Single Window platform, Dantsoho said, “will interconnect all stakeholders involved in foreign trade and enable them to perform trade procedures on a single platform”.

The Single Window, he said, “Also provides a comprehensive online environment for all players, such as importers, exporters, declarants, commercial banks, carriers, Customs, Ministries, and other government agencies to perform trade operations.”

“By simplifying and automating Customs and trade processes, traders and Government agents benefit from smoother processes that enable a reduction of clearance times.”

The Unified Trade Window, the Managing Director said, “Will secure government revenue and improve the overall country’s image in international trade indicators.”

Similarly, the Comptroller-General of the Nigeria Customs Service (NCS), Mr Adewale Adeniyi, had earlier attributed the initiative to President Tinubu’s vision under the Renewed Hope agenda for rebuilding the economy, fostering economic prosperity and addressing port competitiveness and efficiency concerns.

Mr Adeniyi reiterated government’s commitment to implementing the NSW to expedite goods clearance and exports, making it a promise fulfilled six years after the Muhammadu Buhari administration had pledged to create the platform in 2018.

The Customs boss also underscored the importance of the policy advisory documents delineated by the

Tinubu administration, notably spotlighting the introduction of single window technology as a crucial direction for port operations —a development warmly embraced by the current management of the Nigerian Ports Authority, which is keen to align with this initiative, recognising its pivotal role in driving port operations efficiency.

The National Single Window and why it is necessary in Nigeria

A single window represents an integrated network of entities involved in a nation’s international trade, leveraging cutting-edge information and communication technology (ICT) methods, international data standards and streamlined information systems to replace traditional paper-based processes. Essentially, it serves as a centralised facility enabling stakeholders in international transport and trade to submit uniform official documents and information through a single entry point, thereby fulfilling all transit, export and import requirements. When documents are submitted online, they typically only need to be submitted once, with common commercial invoices, certificates of origin, export/import trade declarations and Customs manifest declarations, among others.

Starting from January 1, 2024, it has become mandatory for ports worldwide to adopt Single Window (SW) systems for electronic exchange of information concerning ships’ arrival, stay and departure at ports.

Investigations further reveal that Nigeria stands as the sole country in Africa without such a platform at the moment. In 2018, under the previous administration led by former President Buhari, the then- Minister of Transportation, Rotimi Amaechi, pledged to establish a National Single Window platform to be overseen by the Nigerian Ports

Authority (NPA), with funding proposed from the one per cent Comprehensive Import Supervision Scheme.

However, this commitment went unfulfilled before his departure from office. The absence of a Single Window platform is



estimated to cost Nigeria an annual revenue loss of about N1.08 trillion.

Stakeholders in the maritime sector, speaking separately to NPT, unanimously assert that one essential measure to expedite cargo clearance at ports and realise the diversification agenda is the implementation of a Single Window programme. One of the stakeholders, Samson Atanda, said: “The implementation of a single window system enables international (cross-border) traders to submit regulatory documents at a single location and/or single entity. Such documents are typically Customs declarations, applications for import/export permits, and other supporting documents, such as certificates of origin and trading invoices.”

Atanda lamented that Nigeria-bound vessels are being diverted to Benin Republic, Ghana and other neighbouring ports because certain issues bordering on inefficiencies and corrupt practices by certain elements at the port, who are taking advantage of delays during cargo clearance. The maritime lawyer recommended that the policy on the single window be fully implemented to ensure clearing of goods and discourage physical examination of cargo by men and officers of the Nigeria Customs Service (NCS). “As of 2017, Ghana had commenced the registration of vehicles doing business at its port in preparation for full automation of the processes this year. Ghana has a \$1.5 billion fully-automated terminal jointly built by the APM Terminals, Bolloré Africa Logistics, Meridian Port Services and the Ghana Ports and Harbours Authority.” Atanda said, adding that the expanded port could accommodate the world’s largest container ships in their breakwater and access channel. Like Ghana, other ports in Africa have automated their processes, making clearing faster and easier.

Atanda said if the Federal Government can put the NSW in place, Nigerians who patronise other African ports would return to the ports by the time the human interface has been removed. The Maritime Single Window is intended to have a positive impact on port operations, increasing port efficiency, reducing vessel time in port, optimising processes, cutting emissions and boosting the overall safety of vessel calls.

The Challenges Ahead

In practical terms, a Single Window environment provides one ‘entrance,’ either physical or electronic for the submission and handling of all data and documents related to the release and clearance of international transactions.

A former President of the Association of Nigerian Licensed Customs Agents (ANCLA), Prince Olayiwola Shittu, highlighted several

challenges associated with implementing the Single Window in the country. He identified lack of political will among those in power, deficiencies in legal frameworks and insufficient technological skills among senior and junior government officials at the ports to embrace the Single Window system. Shittu emphasised that the primary aim of the Single Window is to eliminate human-to-human contact, underscoring the imperative for political will to actualise this goal. He further stressed the necessity of addressing the challenges hindering its adoption before its implementation. “There is the need to ensure that the port access road is accessible, scanners are used in the port and there should be an improvement in our multi-modal means of cargo evacuation,” he said.

However, an importer, Felix Abraham expressed concerns over the lack of an enabling law to back the sharing of data. He called on the National Assembly to address the issue urgently. “The Single Window for Facilitation of Trade Project was a collaboration between the International Maritime Organisation and Singapore. According to him, it was aimed at developing the SW system to avail importers and exporters the facility to lodge their clearance documents online at a single point. And the required permission, if any, from other regulatory agencies is obtained online without the trader having to approach participating government agencies.”

Other stakeholders pointed out several critical challenges with Single Window implementation, including insufficient support from government agencies at ports, complex procedures and document requirements, constraints in budget and human resources, organisational and human resistance to change, inadequate coordination among entities like NPA, NIMASA, Customs and other regulatory agencies, as well as with the trading community, legal hurdles and challenges, inadequate legal frameworks, resistance to accepting a designated leading agency, lack of information and communication technology (ICT) and security concerns regarding centralised information sharing and electronic documents.

Moreover, Single Window implementation is viewed as a national-level project requiring significant changes across government ministries and agencies, alongside substantial investments. Many experts who spoke to NPT identified the lack of government support as a critical challenge, noting that the government tends to prioritise physical infrastructure development over soft infrastructure projects such as the Single Window.

The issue of lack of political will may not be a concern, as President Tinubu, speaking at the inauguration of the National Steering Committee for the Single Window project in Abuja a few months ago, emphasised that the project aims to facilitate ease of import and export trade in the country and promote integration at both national and regional levels. President Tinubu further stated that the project would streamline import and export processes by eliminating the need for interactions with multiple agencies across various locations, to obtain necessary documents, permits and clearances. He expressed his commitment to creating a



The implementation of a single window system enables international (cross-border) traders to submit regulatory documents at a single location and/or single entity



conducive environment for the project's success despite challenges, pledging to empower the committee to overcome obstacles.

"The National Single Window is a game-changer that will revolutionise the way we conduct trade by simplifying government trade compliance through a digital platform. It will unlock the doors to economic prosperity, and all other opportunities. This initiative will link our ports, government agencies and key stakeholders by creating a seamless and efficient system that will facilitate trade like never before.

"The benefits of this initiative are immense. Paperless trade alone is estimated to bring an annual economic benefit of around \$2.7 billion. Countries like Singapore, Korea, Kenya and Saudi Arabia have already seen significant improvements in trade efficiency after implementing the Single Window System," President Tinubu said.

The unveiling of the National Single Window Project is driven by the aim to rapidly transform trade facilitation and stimulate economic growth, leading to the designation of the Federal Inland Revenue Service (FIRS) and the Nigerian Sovereign Investment Authority (NSIA)

as implementing agencies and financial managers respectively, with the project Secretariat housed within the FIRS.

During the committee's inauguration, FIRS Executive Chairman; Mr Zacch Adedeji, highlighted the alignment of the project with President Tinubu's agenda for economic stimulation through enhanced trade facilitation at ports, citing estimated annual losses of \$4 billion due to inefficiencies and high costs in Nigerian ports. Adedeji stressed the project's potential to address revenue leakage, facilitate international trade and redirect vast resources toward societal development, describing the National Single Window as a "catalyst" for achieving a 7% annual GDP growth rate and projecting an annual economic benefit of approximately \$2.7 billion.

According to the FIRS chairman, the National Single Window Project transcends mere technological advancement; it symbolises a gateway to a more interconnected, efficient and transparent system by integrating ports, government agencies and key stakeholders



engaged in national, regional and international trade. Adedeji further highlighted that this seamless ecosystem aims to save time for businesses, foster opportunities in education and healthcare, and facilitate small businesses' access to global markets. Additionally, the transition towards paperless trade alone is anticipated to yield an annual economic benefit of approximately \$2.7 billion.

"The heavy cost, delay and inefficiency at our ports has been a constant burden. It is estimated that a staggering \$4 billion annually is lost due to this inefficiency. By addressing revenue leakages and facilitating effective trade, we will reclaim these lost resources and channel them towards the betterment of our society," he said.

How to Transform Economic Benefits of National Single Window

Beyond trade facilitation, the National Single Window is a powerful tool for expanding the tax base and capturing the informal e-commerce sector. By

providing a unified digital platform for cargo clearance and logistics, the project aims to bring more businesses into the formal economy, ensuring fair contributions to national development. Adedeji added that the project's potential to optimise intra-African trade by linking Nigeria's National Single Window with other African nations. This move aims to position Nigeria as a leader in regional trade facilitation, fostering economic ties and creating new collaborative opportunities.

The lack of a comprehensive trade facilitation system in Nigeria has led to bottlenecks, corruption and decreased revenue, he said, noting that the National Single Window represents a decisive response to these challenges.

"Moreover, by linking national single windows with other African nations, we will expedite cargo movement and optimise intra-African trade; this repositions Nigeria as a leader in regional trade facilitation, fostering strong economic ties with our neighbours and creating new opportunities for the groups and collaboration."

"The current international trade environment is complex, involving a disparate system and requiring an average of 40 documents per transaction. Nigeria's lack of a comprehensive trade facilitation system has led to bottlenecks, corruption, delay, decreased revenue and a negative business environment. The national single window is a decisive response to these challenges. By improving trade facilitation, revenue generation, economic growth, transparency, security and streamlining processes, we will transform Nigeria into a global trade powerhouse" Mr Adedeji said.

Moreover, by linking national single windows with other African nations, we will expedite cargo movement and optimise intra-African trade

At the core of the project's success lies data harmonisation, facilitating efficient capture, analysis and reconciliation of regulatory trade documents, thereby positioning the port as a maritime hub in Africa. Maritime lawyer and university lecturer, Mr. Dipo Alaka, emphasised that implementing a National Single Window involves multiple stakeholders and necessitates long-term commitment from both government and business sectors. Alaka noted that the platform must be tailored to fit the country's environment and level of development.

Similarly, clearing agent, Kayode Ogunsanu, stressed the importance for the Federal Government to anticipate prevailing global trends at each phase of port development; harping on the need for planning ahead for 20, 30 or even 50 years and making necessary adjustments along the way. "The introduction of a national single window platform is another key plank in the President Tinubu's strategy to make the port a hub of maritime trade in Africa," Ogunsanu said.

Former Director-General of NIMASA, Dr. Dakuku

should establish a clear and unequivocal mandate backed by genuine political will, restructure government agencies in the port, including identifying the lead agency for the initiative, defining roles and responsibilities for all stakeholders and ensuring obligations and accountability for success, develop a practical work programme with key milestones, matched by appropriate human and financial resources, define individual responsibilities and goals for all participating agencies, incorporating ample face-to-face support during implementation, foster genuine collaboration among stakeholders; and acknowledge that despite challenges in implementing the Single Window system, global examples showcase significant cargo clearance reforms achievable even in challenging environments like Nigeria's.

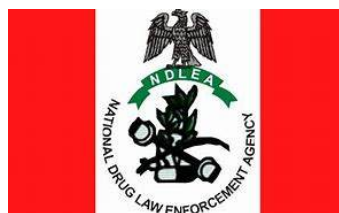
The establishment of a National Trade Facilitation Strategy (NTFS) is also crucial for the Federal Government to delineate a coherent reform vision and assign definitive roles, responsibilities, and obligations to all its port agencies. This framework will facilitate coordination among agencies and serve as a focal point for support from other stakeholders. The government needs to establish a Trade Information Portal that will allow traders to access all relevant trade rules, regulations, procedures, fee schedules and other mandatories, from all the agencies through a single user-friendly Web site.

The role of banks is crucial in several aspects: They must be compelled to provide support on key technical elements such as legal and regulatory frameworks, fee models and governance structures.

Additionally, banks are instrumental in financing the development of a comprehensive strategy to enhance government capacity and facilitate the transition to a single window system. In essence, national single window systems offer a practical solution for improving cargo clearance performance and can act as a catalyst for overcoming institutional resistance to cooperation and change.

However, developing and implementing these systems is complex, with most challenges revolving around collaboration among individual agencies to achieve a collective goal. While technology plays a role, the primary focus lies on fostering collaboration. Banks, having acquired practical experience, understand what works and what doesn't. Through trial and error, it's evident that certain prerequisites must be in place to support reform efforts. Carefully-planned preparatory work, particularly by development partners, significantly enhances the likelihood of success.

The National Single Window (NSW) serves



to establish a platform and processes for a paperless (electronic) system, encompassing all information exchanged by traders, government departments (including Customs), transportation systems (maritime, air, road, rail, and inland waterway), port and terminal operators, and various trade participants such as freight forwarders, customs brokers, shipping agents, banks and insurance companies. The governance system overseeing this transition from paper-based to electronic systems poses a major challenge, requiring comprehensive conversion and change management activities.

Embracing the NSW is imperative for the country to sustain engagement in expanded and efficient global maritime trading activities, offering considerable and enduring benefits. Conversely, countries delaying NSW implementations risk facing significant barriers to national trade efficiency and economic growth.

“Those that need to collaborate with the government in its drive to have a National Single Window are importers, exporters, trade professionals (freight forwarders, Customs brokers and shipping agents), shipping companies, road, rail and inland waterways, duty free zones, dry ports and multi-modal cargo depot, ports and container terminals, bulk terminals, port gate operations and Customs and all agencies that have a trade compliance responsibility, licensing, permit issuing and/or inspection responsibilities.

The need for collaboration arises from the requirements for faster information delivery, often in advance of shipping, for security and other purposes, and the growing needs of data harmonisation in international supply chains.

The ability of government agencies to handle data efficiently and swiftly has, in fact, become a key element in international competitiveness, especially in port operations. A single window is designed to overcome this complex system of data submission and regulatory control. It is designed to sit at the national junction of national and international trade data exchange, thereby presenting a single point of access to all other relevant trade systems which the Minister of Marine and Blue Economy, Alhaji Adegboyega Oyetola and the current management of the Nigerian Ports Authority (NPA), under the leadership of Dr Abubakar Dantsoho are pushing hard to accomplish.

GUICHET UNIQUE NATIONAL :

Une initiative présidentielle vig l'économie et répondre aux no



Dans ce rapport spécial, le directeur général de la division des communications d'entreprise et stratégiques et rédacteur en chef du Nigerian Ports Today; Ikechukwu Onyemekara , se penche sur les vastes avantages potentiels de la bonne initiative de M. le Président et sur la manière dont le Ministère Fédéral de la Marine et de l'Économie Bleue et la direction actuelle de l'Autorité Portuaire Nigériane (NPA), dirigée par le Dr Abubakar Dantsoho mène avec succès le projet de Guichet Unique National au Nigéria.

vigoureuse pour stimuler armes mondiales



Dans une démarche audacieuse visant à transformer le paysage commercial du Nigéria et à stimuler la croissance économique, Son Excellence, le Président Bola Ahmed Tinubu, a inauguré il y a quelques mois la plateforme du Guichet Unique National (NSW), conçue pour révolutionner les processus de dédouanement dans les ports, améliorer les paramètres économiques, accroître la transparence et réduire les coûts commerciaux.

Une initiative intergouvernementale qui vise à simplifier les processus commerciaux, à libérer le potentiel économique et à positionner le Nigéria comme un leader mondial du commerce, le NSW promet de créer une plate-forme numérique unique reliant les ports, les agences gouvernementales et les parties prenantes, permettant un écosystème commercial transparent et efficace.

Alors que le gouvernement fédéral finalise la démarche visant à mettre en œuvre le projet du Guichet Unique National (NSW) initié par le président Bola Ahmed Tinubu, le Directeur Général de l'Autorité Portuaire Nigériane (NPA), le Dr Abubakar Dantsoho s'est joint à de nombreux autres intervenants à travers le pays et au-delà pour applaudir cette initiative présidentielle vigoureuse, car elle contribuera à éradiquer l'interférence humaine, à lutter contre la corruption et à améliorer l'efficacité du port.

Le NSW est une plateforme numérique conçue par le Gouvernement Fédéral pour rationaliser et intégrer tous les processus impliqués dans les activités

d'importation et d'exportation à travers le pays.

L'Autorité Portuaire Nigériane (NPA), qui a été nommée par le Président comme membre du Comité de mise en œuvre, avait auparavant fait appel aux conseils techniques de l'Organisation Maritime Internationale (OMI) pour préparer la mise en œuvre transparente du NSW avec la finalisation par l'Autorité de la consultation pour le Port

Community System, qui jette les bases du Guichet Unique National.

S'exprimant en tant que participant à la Conférence Mondiale des Ports 2024 qui vient de s'achever à Hambourg, en Allemagne, le Dr Dantsoho a déclaré : « La vigueur renouvelée avec laquelle le Nigéria accélère la mise en œuvre du projet du Guichet Unique National (NSW) qui, en termes fondamentaux, renforcera l'efficacité des ports en éliminant l'interface humaine qui jusqu'à présent sape les efforts de facilitation du commerce au sein du pays, nécessite un soutien technique international intensifié pour répondre et même dépasser les attentes mondiales. »

L'énorme soutien politique apporté par l'Honorable Ministre Nigérien de la Marine et de l'Économie Bleue, Alhaji Adegboyega Oyetola, Dantsoho a déclaré aux dirigeants de la communauté portuaire mondiale à Hambourg, « a propulsé la finalisation par l'Autorité Portuaire Nigériane de la phase cruciale du Port Community System (PCS) qui est le précurseur du NSW ».

Selon le directeur général de la NPA, le Dr Dantsoho, la plateforme NSW est une initiative importante du président Tinubu visant à positionner le Nigeria comme un acteur majeur du commerce régional et international.

Ce système unifié intègre la NPA, les douanes, d'autres organismes de réglementation et des participants du secteur privé, simplifiant la conformité pour la rendre plus facile, plus rapide et plus transparente.

Avec le Guichet Unique National, a déclaré le Directeur Général, les entreprises éprouveront une réduction radical des retards commerciaux, des coûts opérationnels faibles et d'une surveillance réglementaire



améliorée, ce qui repositionnera les ports pour une plus grande efficacité et renforcera la compétitivité commerciale du pays à travers le monde.

Sur cette base, lors de nombreux rassemblements de l'industrie maritime à travers le pays, les opérateurs et les parties prenantes discutent avec ferveur de la mise en œuvre par le Gouvernement Fédéral d'un Guichet Unique National pour éradiquer l'interférence humaine, lutter contre la corruption et améliorer l'efficacité des ports ; cette initiative a été unanimement acclamé.

La décision du Gouvernement Fédéral de créer une plateforme de Guichet Unique, a déclaré Dantsoho , « permettra d'interconnecter toutes les parties prenantes impliquées dans le commerce extérieur et leur permettra d'effectuer des procédures commerciales sur une seule plateforme ».

Le Guichet Unique, a-t-il déclaré, « offre également un environnement en ligne complet à tous les acteurs, tels que les importateurs, les exportateurs, les déclarants, les banques commerciales, les transporteurs, les douanes, les ministères et autres agences gouvernementales pour effectuer des opérations commerciales.

« En simplifiant et en automatisant les processus douaniers et commerciaux, les commerçants et les agents gouvernementaux bénéficient de processus plus fluides qui permettent de réduire le temps de dédouanement.

Le Guichet Unique de Commerce, a déclaré le

Directeur Général, « garantira les recettes du gouvernement et améliorera l'image globale du pays dans les indicateurs du commerce international.

De même, le Contrôleur Général du Service des Douanes Nigérianes (NCS), M. Adewale Adeniyi avait auparavant attribué cette initiative à la vision du président Tinubu sous le thème de l'agenda "Espoir Renouvelé" pour reconstruire l'économie, favoriser la prospérité économique et répondre aux préoccupations en matière de compétitivité et d'efficacité des ports.

M Adeniyi a réitéré l'engagement du gouvernement à mettre en œuvre la NSW pour accélérer le dédouanement des marchandises et les exportations, ce qui est en fait une promesse tenue six ans après l'administration de Muhammadu Buhari s'était engagée à créer la plateforme en 2018.

Le chef des douanes a également souligné la clarté des documents consultatifs politiques définis par l'administration Tinubu , mettant notamment en avant l'introduction de la technologie du guichet unique comme une orientation cruciale pour les opérations portuaires - un développement chaleureusement accueilli par la direction actuelle de l'Autorité portuaire nigériane, qui souhaite s'aligner sur cette initiative, reconnaissant son rôle central dans l'efficacité des opérations portuaires.

Le Guichet Unique National et pourquoi est-elle nécessaire au Nigéria

Un guichet unique représente un réseau intégré d'entités impliquées dans le commerce international d'une nation, tirant parti des méthodes de pointe en matière de technologies de l'information et de la communication (TIC), des normes internationales de données et des systèmes d'information rationalisés pour remplacer les processus

traditionnels sur papier. Il sert essentiellement d'installation centralisée permettant aux acteurs du transport



et du commerce international de soumettre des documents et des informations officiels uniformes via un point d'entrée unique, répondant ainsi à toutes les exigences en matière de transit, d'exportation et d'importation. Lorsque les documents sont soumis en ligne, ils ne doivent généralement être soumis qu'une seule fois, avec des documents communs comprenant des factures commerciales, des certificats d'origine, des déclarations commerciales d'exportation/importation et des déclarations de manifeste douanier, entre autres.

À compter du 1er janvier 2024, il est devenu obligatoire pour les ports du monde entier d'adopter des systèmes de guichet unique (SW) pour l'échange électronique d'informations concernant l'arrivée, le séjour et le départ des navires dans les ports.

Les enquêtes révèlent en outre que le Nigéria est le seul pays d'Afrique à ne pas disposer d'une telle plateforme à l'heure actuelle. En 2018, sous l'administration précédente dirigée par l'ancien président Buhari, le ministre des Transports de l'époque, Rotimi Amaechi s'est engagé à créer une plateforme de Guichet Unique qui serait supervisée par l'Autorité Portuaire Nigériane (NPA), avec un financement proposé par le programme global de supervision des importations de 1 %. Cependant, cet engagement n'a pas été tenu avant son départ de ses fonctions. On estime que l'absence d'une plateforme de guichet unique coûterait au Nigéria une perte de recettes annuelle d'environ 1,08 trillion de nairas.

Les parties prenantes du secteur maritime, s'exprimant séparément à travers le journal des activités portuaires (NPT), affirment à l'unanimité qu'une mesure essentielle pour accélérer le dédouanement des marchandises dans les ports et réaliser le programme de diversification est la mise en œuvre d'un programme de Guichet Unique. L'un des intervenants, Samson Atanda, a déclaré : « La mise en œuvre d'un système de Guichet Unique permet aux commerçants internationaux (transfrontaliers) de soumettre des documents réglementaires à un seul endroit et/ou à une seule entité. Ces documents sont généralement des déclarations douanières, des demandes de permis d'importation/exportation et d'autres documents justificatifs, tels que des certificats d'origine et des factures commerciales. »

Atanda a déploré que les navires à destination du Nigéria soient détournés vers la République du Bénin, le Ghana et d'autres ports voisins en raison de certains problèmes liés à l'inefficacité et aux pratiques de corruption de certains éléments du port, qui profitent des retards lors du dédouanement des marchandises. L'avocat maritime a recommandé que la politique de guichet unique pour le dédouanement des marchandises soit pleinement mise en œuvre pour décourager l'examen physique des marchandises

par les hommes et les agents du Service des Douanes du Nigéria (NCS). « En 2017, le Ghana avait commencé l'immatriculation des véhicules faisant des affaires dans son port en prévision de l'automatisation complète des processus cette année. Le Ghana dispose d'un terminal entièrement automatisé de 1,5 milliard de dollars construit conjointement par APM Terminals, Bolloré Africa Logistics, Meridian Port Services et la Ghana Ports and Harbours Authority », a déclaré Atanda, ajoutant que le port agrandi pourrait accueillir les plus grands porte-conteneurs du monde dans son brise-lames et son canal d'accès. Comme le Ghana, d'autres ports en Afrique ont automatisé leurs processus, ce qui rend le dédouanement plus rapide et plus facile.

Atanda a déclaré que si le Gouvernement Fédéral pouvait mettre en place le NSW, les Nigériens qui fréquentent d'autres ports africains reviendraient dans ces ports d'ici à ce que l'interface humaine soit supprimée. Le guichet unique maritime est censé avoir un impact positif sur les opérations portuaires, en augmentant l'efficacité portuaire, en réduisant le temps de séjour des navires au port, en optimisant les processus, en réduisant les émissions et en renforçant la sécurité globale des escales des navires.

Les défis à venir

En termes pratiques, un environnement de guichet unique fournit une « entrée », physique ou électronique, pour la soumission et le traitement de toutes les données et de tous les documents liés à la libération et à la compensation d'une transaction internationale.

L'ancien président de l'Association des Agents des Douanes Agréés Nigériens (ANCLA), le prince Olayiwola Shittu a souligné plusieurs défis liés à la mise en œuvre du guichet unique dans le pays. Il a identifié le manque de volonté politique parmi les personnes au pouvoir, les lacunes dans les cadres juridiques et l'insuffisance des compétences technologiques des hauts et des bas fonctionnaires du gouvernement dans les ports pour adopter le système de guichet unique. Il a souligné que l'objectif premier du guichet unique est d'éliminer les contacts interhumains, soulignant l'impératif de volonté politique pour concrétiser cet objectif. Il a en outre souligné la nécessité de relever les défis qui entravent son adoption avant sa mise en œuvre. « Il est nécessaire de veiller à ce que la route d'accès au port soit accessible, que des scanners soient utilisés dans le port et qu'il y ait une amélioration de nos moyens multimodaux d'évacuation des marchandises », a-t-il déclaré.

Cependant, Felix Abraham, un importateur, s'est inquiété de l'absence d'une loi habilitante pour soutenir le partage des données. Il a appelé l'Assemblée Nationale à se pencher sur la question de toute urgence. « Le projet de guichet



« La mise en œuvre d'un système de Guichet Unique permet aux commerçants internationaux (transfrontaliers) de soumettre des documents réglementaires à un seul endroit et/ou à une seule entité. »



d'une collaboration entre l'Organisation Maritime Internationale et Singapour. Selon lui, il s'agissait de développer le système SW pour permettre aux importateurs et aux exportateurs de déposer leurs documents de dédouanement en ligne à un seul endroit. Et l'autorisation requise, le cas échéant, auprès d'autres organismes de réglementation est obtenue en ligne sans que le commerçant ait à s'adresser aux organismes gouvernementaux participants. »

D'autres parties prenantes ont souligné plusieurs défis critiques liés à la mise en œuvre du guichet unique, notamment le soutien insuffisant des agences gouvernementales dans les ports, la complexité des procédures et des exigences en matière de documents, les contraintes budgétaires et de ressources humaines, la résistance organisationnelle et humaine au changement, la coordination inadéquate entre des entités comme la NPA, la NIMASA, les douanes et d'autres organismes de réglementation, ainsi qu'avec la communauté commerciale, les obstacles et défis juridiques, les

cadres juridiques inadéquats, la résistance à l'acceptation d'une agence principale désignée, le manque de technologies de l'information et de la communication (TIC) et les problèmes de sécurité concernant le partage centralisé des informations et les documents électroniques.

En outre, la mise en œuvre du guichet unique est considérée comme un projet national qui nécessite des changements importants au sein des ministères et des agences gouvernementales, ainsi que des investissements substantiels. De nombreux experts qui ont parlé au journal des activités portuaires (NPT) ont identifié le manque de soutien du gouvernement comme un défi majeur, notant que le gouvernement a tendance à donner la priorité au développement des infrastructures physiques au détriment des projets d'infrastructures immatérielles tels que le guichet unique.

Le manque de volonté politique n'est peut-être pas un problème, comme l'a souligné le président Tinubu lors de l'inauguration du Comité National de Pilotage du projet de Guichet Unique à Abuja il y a



quelques mois, selon lequel le projet vise à faciliter les échanges d'importation et d'exportation dans le pays et à promouvoir l'intégration aux niveaux national et régional. Le président Tinubu a en outre déclaré que le projet simplifierait les processus d'importation et d'exportation en éliminant la nécessité d'interactions avec plusieurs agences réparties sur différents sites pour obtenir les documents, permis et autorisations nécessaires. Il a exprimé son engagement à créer un environnement propice à la réussite du projet malgré les défis, s'engageant à donner au comité les moyens de surmonter les obstacles.

« Le Guichet Unique National est un outil révolutionnaire qui révolutionnera la manière dont nous menons nos échanges commerciaux en simplifiant la conformité commerciale gouvernementale grâce à une plateforme numérique. Il ouvrira les portes de la prospérité économique et de toutes les autres opportunités. Cette initiative reliera nos ports, nos agences gouvernementales et nos principales parties prenantes en créant un système

transparent et efficace qui facilitera les échanges commerciaux comme jamais auparavant.

« Les avantages de cette initiative sont immenses. On estime que le commerce sans papier à lui seul génère un bénéfice économique annuel d'environ 2,7 milliards de dollars. Des pays comme Singapour, la Corée, le Kenya et l'Arabie saoudite ont déjà constaté des améliorations significatives de l'efficacité commerciale après la mise en œuvre du système de Guichet Unique », a déclaré le président Tinubu .

Le lancement du projet de Guichet Unique National est motivé par l'objectif de transformer rapidement la facilitation des échanges et de stimuler la croissance économique, conduisant à la désignation du Federal Inland Revenue Service (FIRS) et de la Nigerian Sovereign Investment Authority (NSIA) comme agences de mise en œuvre et gestionnaires financiers respectivement, le secrétariat du projet étant hébergé au sein du FIRS.

Lors de l'inauguration du comité, le président exécutif du FIRS, M. Zac

Adedeji a souligné l'alignement du projet sur le programme du président Tinubu visant à stimuler l'économie par le biais d'une facilitation accrue des échanges dans les ports, citant des pertes annuelles estimées à 4 milliards de dollars dues aux inefficacités et aux coûts dans les ports nigériens. Adedeji a souligné le potentiel du projet à remédier aux fuites de revenus, à faciliter le commerce international et à réorienter les ressources perdues vers le développement sociétal, décrivant le Guichet Unique National comme un « catalyseur » pour atteindre un

« De plus, en reliant les guichets uniques nationaux à d'autres pays africains, nous accélérerons le mouvement des marchandises et optimiserons le commerce intra-africain ;

taux de croissance annuel du PIB de 7 % et projetant un bénéfice économique annuel d'environ 2,7 milliards de dollars.

Selon le président de la FIRS, le projet de Guichet Unique National va au-delà du simple progrès technologique ; il symbolise une passerelle vers un système plus interconnecté, plus efficace et plus transparent en intégrant les ports, les agences gouvernementales et les principales parties prenantes engagées dans le commerce national, régional et international. Adedeji a en outre souligné que cet écosystème homogène vise à faire gagner du temps aux entreprises, à favoriser les opportunités dans les domaines de l'éducation et de la santé et à faciliter l'accès des petites entreprises aux marchés mondiaux. En outre, la transition vers le commerce sans papier devrait à elle seule générer un bénéfice économique annuel d'environ 2,7 milliards de dollars.

« Les coûts élevés, les retards et l'inefficacité de

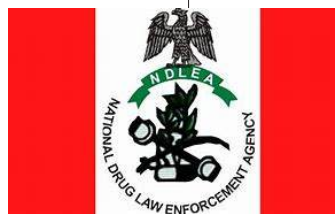
plateforme doit être adaptée à l'environnement et au niveau de développement du pays.

De même, l'agent de dédouanement, Kayode Ogunsanu a souligné l'importance pour le Gouvernement Fédéral d'anticiper les tendances mondiales dominantes à chaque phase du développement portuaire, insistant sur la nécessité de planifier à l'avance sur 20, 30 ou même 50 ans et de procéder aux ajustements nécessaires en cours de route. « L'introduction d'une plateforme Guichet Unique National est un autre élément clé de la stratégie du président Tinubu visant à faire du port une plaque tournante du transport maritime en Afrique », a déclaré Ogunsanu .

Ancien directeur général de NIMASA, Dr Dakuku Peterside a souligné que pour que le Nigéria s'impose comme le hub maritime africain, il faut mettre en œuvre une plate-forme à guichet unique pour offrir une efficacité, une qualité et une fiabilité de service supérieures. « Promouvoir l'efficacité est un défi majeur auquel sont confrontés de nombreux ports africains. Une plate-forme mondiale - Une étude mondiale de point de référence menée par SAP, une société multinationale allemande de logiciels basée à Walldorf , dans le Bade-Wurtemberg, en Allemagne, a révélé que les ports qui exploitent la technologie pour améliorer leur productivité bénéficient de marges d'exploitation 36 % supérieures à celles de leurs pairs similaires et c'est pourquoi le Gouvernement Fédéral travaille sans relâche pour mettre en place un guichet unique dans nos ports. L'automatisation des ports et les solutions numériques sont des facteurs de changement potentiels, non seulement pour le débit de marchandises, mais aussi pour la rentabilité. »

Peterside a souligné l'importance pour les dirigeants africains d'imiter l'approche de Singapour dans la prise de décisions stratégiques et l'investissement dans les infrastructures et les technologies portuaires pour améliorer l'efficacité et stimuler l'économie.

Concernant la nécessité de mettre fin à l'inspection physique à 100 % par le Service des Douanes Nigérianes, un haut fonctionnaire du ministère de la Marine et de l'Économie Bleue a souligné que le



Gouvernement Fédéral pourrait gagner 800 millions de dollars supplémentaires par an grâce aux ports et aux postes frontalières, si les agences gouvernementales s'alignent sur l'initiative du Guichet Unique. Le responsable a exhorté le Conseil Exécutif Fédéral (FEC) à obliger les agences comme les douanes et la police nigériane à s'intégrer à la plateforme, facilitant ainsi les échanges commerciaux et augmentant les recettes.

En outre, il a appelé l'Assemblée Nationale à soutenir l'initiative par une législation.

Le responsable a souligné que le guichet unique est une initiative louable que le Nigéria devrait adopter pour remodeler ses ports. Il a noté que la plateforme renforcerait la compétitivité commerciale en améliorant les procédures d'importation, d'exportation et de transit, ainsi que les systèmes de partage d'informations. En outre, il a souligné que l'installation permettrait la déclaration douanière sans papier, la conformité et l'approbation en ligne, réduisant ainsi à terme le besoin d'examen physique des marchandises et intégrant toutes les agences gouvernementales dans les ports.

Selon lui : « Le guichet unique devra également être soutenu par une loi de l'Assemblée nationale. Le Guichet Unique National est essentiel en matière d'exploitation portuaire. Mais il doit être intégré à plusieurs organismes pour qu'il soit efficace. Le port est un point de transit et nos ports doivent être perçus et utilisés comme tels. C'est pourquoi il existe des ports secs dans tout le pays pour décongestionner le port et la NPA, en tant que propriétaire, doit avoir son mot à dire. »

Que devrait faire le gouvernement ensuite ?

Les investigations ont révélé que la Banque Centrale du Nigéria (CBN) a mis en place un guichet de change de devises (Forex) pour les investisseurs et les exportateurs afin d'améliorer la liquidité du marché et d'assurer l'exécution et le règlement rapides des transactions éligibles. Les efforts déployés par le Federal Inland Revenue Service (FIRS) ont simplifié les paiements et les transferts d'impôts grâce au système de déclaration électronique, tandis que les importateurs et les

exportateurs bénéficient d'exigences de documentation simplifiées pour les importations et les exportations.

Pour accélérer davantage de progrès, le gouvernement devrait établir un mandat clair et sans équivoque soutenu par une véritable volonté politique, restructurer les agences gouvernementales du port, notamment en identifiant l'agence de premier plan de l'initiative, en définissant les rôles et les responsabilités de toutes les parties prenantes et en garantissant les obligations et la responsabilité pour le succès, élaborer un programme de travail pratique avec des étapes clés, assorti de ressources humaines et financières appropriées, définir les responsabilités et les objectifs individuels de toutes les agences participantes, en intégrant un large soutien en face à face pendant la mise en œuvre, favoriser une véritable collaboration entre les parties prenantes ; et reconnaître que malgré les défis liés à la mise en œuvre du système de guichet unique, des exemples mondiaux montrent des réformes importantes du dédouanement des marchandises réalisables même dans des environnements difficiles comme celui du Nigéria.

La mise en place d'une stratégie nationale de facilitation du commerce (NTFS) est également essentielle pour que le gouvernement fédéral puisse définir une vision cohérente de la réforme et attribuer des rôles, des responsabilités et des obligations précis à toutes ses agences portuaires. Ce cadre facilitera la coordination entre les agences et servira de point focal pour le soutien des autres parties prenantes. Le gouvernement doit créer un portail d'information commerciale qui permettra aux commerçants d'accéder à toutes les règles, réglementations, procédures, grilles tarifaires et autres obligations commerciales pertinentes de toutes les agences via un site Web unique et convivial.

Le rôle des banques est crucial à plusieurs égards : elles doivent être obligées de fournir un soutien sur des éléments techniques clés tels que les cadres juridiques et réglementaires, les modèles de frais et les structures de gouvernance.

En outre, les banques jouent un rôle essentiel dans le financement de l'élaboration d'une stratégie globale visant à renforcer les capacités des pouvoirs publics et à faciliter la transition vers un système de guichet unique. En substance, les systèmes nationaux de guichet unique offrent une solution pratique pour améliorer les performances de dédouanement des marchandises et peuvent servir de catalyseur pour surmonter la résistance institutionnelle à la coopération et au changement.

Cependant, le développement et la mise en œuvre de ces systèmes sont complexes, la plupart des défis étant liés à la collaboration entre les différentes agences pour atteindre un objectif collectif. Si la technologie joue un rôle, l'accent est mis en priorité sur la promotion de la collaboration. Les banques, ayant acquis une expérience pratique, savent ce qui fonctionne et ce qui ne fonctionne pas. Après des essais et des erreurs, il est évident que certaines

conditions préalables doivent être réunies pour soutenir les efforts de réforme. Un travail préparatoire soigneusement planifié, en particulier par les partenaires de développement, augmente considérablement les chances de réussite.

Le Guichet Unique National (NSW) a pour vocation d'établir une plateforme et des processus pour un système électronique sans papier, englobant toutes les informations échangées par les commerçants, les services gouvernementaux (y compris les douanes), les systèmes de transport (maritime, aérien, routier, ferroviaire et fluvial), les opérateurs de ports et de terminaux et divers acteurs commerciaux tels que les transitaires, les courtiers en douane, les agents maritimes, les banques et les compagnies d'assurance. Le système de gouvernance qui supervise cette transition des systèmes papier vers les systèmes électroniques pose un défi majeur, nécessitant des activités complètes de conversion et de gestion du changement.

L'adoption de la NSW est impérative pour que le pays puisse continuer à participer à des activités commerciales maritimes mondiales élargies et efficaces, qui offrent des avantages considérables et durables. À l'inverse, les pays qui retardent la mise en œuvre de la NSW risquent de se heurter à des obstacles importants à l'efficacité commerciale nationale et à la croissance économique.

« Ceux qui doivent collaborer avec le gouvernement dans sa volonté de créer un guichet unique national sont les importateurs, les exportateurs, les professionnels du commerce (transitaires, courtiers en douane et agents maritimes), les compagnies de transport maritime, les transporteurs routiers, ferroviaires et fluviaux, les zones franches, les ports secs et les dépôts de fret multimodaux, les ports et les terminaux à conteneurs, les terminaux en vrac, les opérations aux portes des ports et les douanes et tous les organismes qui ont une responsabilité en matière de conformité commerciale, de délivrance de licences, de permis et/ou d'inspection.

La nécessité de collaboration a donné lieu à des exigences de livraison d'informations plus rapides, souvent avant l'expédition, pour des raisons de sécurité et autres, ainsi qu'aux besoins croissants d'harmonisation des données dans les chaînes d'approvisionnement internationales.

La capacité des agences gouvernementales à gérer les données de manière efficace et rapide est devenue un élément clé de la compétitivité internationale, en particulier dans les opérations portuaires. Un guichet unique est conçu pour surmonter ce système complexe de soumission de données et de contrôle réglementaire. Il est conçu pour se situer à la jonction nationale des échanges de données commerciales nationales et internationales, offrant ainsi un point d'accès unique à tous les autres systèmes commerciaux pertinents dont le ministre de la Marine et de l'Économie bleue, Alhaji Adegboyega Oyetola et la direction actuelle de l'Autorité Portuaire Nigériane (NPA), sous la direction du Dr Abubakar Dantsoho déploie de gros efforts pour y parvenir.

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



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Our stakeholders are top priority, little wonder we guarantee customer satisfaction and innovation in managing our 6 ports across the nation with the aim of maximizing operational efficiencies and providing value for money to our stakeholders.

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Our Port Locations:

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P.M.B. 1021 Apapa Lagos
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Tin Can Island Port
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Dantsoho Set to Turn Nigerian Ports into A World-Class Facility

The aim of the current Managing Director of the Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho is to transform the Authority into a world-class facility and make the ports the hub of maritime trade in Africa. Principal Manager, Kingsley Ukabiala writes.

Since President Bola Ahmed Tinubu appointed Dr Abubakar Dantsoho as the current Managing Director, Nigerian Ports Authority (NPA), he has not left anyone in doubt about his determination to transform the nation's seaports into a world-class facilities that will attract more trade and commerce to the country and contributing most significantly to the National Gross Domestic Product (GDP).

With his over 25 years of experience in various aspects of port management, Dantsoho's appointment as the 29th Managing Director of the Nigerian Ports Authority (NPA) has brought excitement to stakeholders and operators across the nation's seaport. This is because he has risen through the ranks, occupying very important positions to become a leading figure in the maritime industry.

Born in Jalingo, Taraba State, Dantsoho's journey began in 1993 when he joined NPA as a Youth Corps Member. As a Corps member, he proved his capabilities, and after completing his youth service, he was hired as a Marketing Officer II. Through hard work and dedication, he climbed the ladder to the position of Assistant General Manager before his ceremonious disengagement.

With his extensive expertise in areas such as: Maritime Technology, Logistics, and Strategic Planning, stakeholders who spoke with the NPT in separate interviews were unanimous that Dr. Dantsoho is well-equipped to lead the ambitious endeavour of turning the NPA into a world-class facility because they all see him as a round peg in a round hole.

Speaking with NPT, a maritime lawyer and university don, Dr Dipo Alaka said that the appointment of Dr. Dantsoho by President Tinubu as the new MD of NPA will accelerate the transformation of the nation's seaports to a world-class standard.

"Dantsoho has left nobody in doubt that he aims to achieve breakthroughs in green, smart, and safe development of major ports, with enhanced scale at regional and international level based on his collaboration with other government agencies, including the Ministry of Marine and Blue Economy.

"If supported in performing his job and carrying out his responsibilities, between now and 2035, some of the major ports across the country should have advanced to world-class status with an enviable development level.

"Some of the major tasks we learnt he has identified, include boosting service capacities, promoting low-carbon energy consumption, speeding

up intelligent logistics, optimising the business environment and strengthening policy support for port projects across the country.

At various meetings with operators and stakeholders, Dr Dantsoho had also reiterated President Bola Tinubu's directive for the NPA to deliver efficient port services and improved industry outcomes by focusing on improving the ports, domestic shipping and supporting infrastructure.

Expressing his gratitude to President Bola Tinubu for his appointment, Dantsoho assured the stakeholders that he is determined to take NPA to new heights. He envisions a future where Nigeria's ports will be known for their efficiency, eco-friendliness, revenue generation, and strategic planning. With his strategic leadership and forward-thinking approach, the Managing Director and his team are in no doubt revolutionising the port industry and setting a new standard for excellence.

While expressing his unreserved gratitude to the Honorable Minister of Marine and Blue Economy, His Excellency, Alhaji Adegboyega Oyetola CON for the opportunity given to him to lead the NPA, Dantsoho promised to boost revenue generation and port efficiency. He promised to also reposition the NPA for increased productivity and efficiency, and ensure that Nigerian ports compete favourably with neighbouring ports. He told stakeholders that he plans to achieve this through digital transformation, port rehabilitation, modernisation, and collaboration with sister agencies, operators and port users.

Investigation by the NPT revealed that one of the major steps he has taken after assuming the role of the Managing Director is the full implementation of a digital port system.

This innovative technology, findings have shown, has not only improved the efficiency of port operations, but has also reduced processing time for shipments. This, stakeholders said, has had a positive impact on ease of doing business in the sub-sector and has saved importers and exporters valuable time and money thereby, impacting tremendously on turnaround time of vessels.

At various fora, Dantsoho has reiterated the commitment of his management team to making the seaports competitive locally, regionally and internationally.

According to, Dantsoho : "With the kind of backing we have from the Honourable Minister of Marine & Blue Economy, His Excellency Adegboyega Oyetola CON, I want to assure stakeholders that the much talked about reconstruction of Tin Can Ports Complex will move from rhetoric to action." He observed that "Port competitiveness relies on sound infrastructure and

FEATURES

assured that the NPA will promptly address this necessity to better serve Nigeria's domestic cargo needs and those of its landlocked neighbouring nations."

Not happy that the volume of export being moved by sea account for only a small percent of total freight transported across the country, the current management of NPA is implementing several key reforms to truly realise the economic potential of the country through export cargo freighting enhancement.

The Managing Director and his team are considering several other new initiatives. First, they are improving domestic port operations which is not only long overdue but also one of the simplest and most effective ways to encourage the transformation of maritime trade across the country.

To achieve this, management has started by introducing proper performance management across all ports to coordinate and monitor operations from arrival to departure via a proper terminal operating system through Port Managers.

Investigation reveals that some of the Port Managers have started imposing specific time schedules for ships coming into the port and ensuring that the pre-defined handling volume is processed on schedule.

This, Mr. Felix Abraham an importer said, has cut waiting times for ships at port and made a radical difference in what was obtainable before Dr. Dantsoho was appointed.

According to Abraham, "Improving the capability of NPA personnel and upgrading equipment at each of the terminals and the quayside and gate areas are part of the new reforms being considered by the new management."

This, the importer said, "Will in no doubt contribute towards huge productivity gains, allowing ports to handle more ships in shorter time and therefore have positive knock-on benefits across supply chains for local and international business."

Another key area the Managing Director is addressing is streamlining the variability in dwelling time. Dwell time which refers to the time from cargo unloading to when cargoes physically exit the port is a major concern to him and that why he is collaborating with other relevant government agencies at the port, stakeholders, terminal operators, investors and port users to move the industry forward.

The management, it was learnt, is targeting accelerated pre-Customs process through enforcing online document submission through the National Single Window (NSW) for import documents, and a platform to share manifests and other business transactions.

Another area the NPT gathered that Dr Dantsoho and his team are looking at critically is harmonising priority levels among government agencies on shipping cargoes and focusing on set targets to bring down



delays and reduce time and cost.

Imposing penalties on delays by any of the terminal operators and government agencies that are responsible for quick cargo clearance, Abraham and other stakeholders said, could provide the incentive to discourage storing or delaying cargoes at any of the nation's terminals.

"This will have a much larger impact on bringing down logistics costs than focusing on international gateways and global transshipment hubs alone," another importer, Adesegun Balogun said.

Another key area the NPT gathered that the Managing Director is focusing on is increasing regulatory support and clarity.

"He is ensuring that the landlord port model is effectively implemented at all our ports. If the agreement regulating the concession clearly established, it will ensure that the country has all the tools in place to bolster performance and attract



private investment as stated in the port master plan. “A concerted effort from all stakeholders is needed to overhaul the nation’s port performance and unleash the country’s vast economic potential,” Balogun added that, “Shipping lines and the businesses that are looking forward to benefitting from improved logistics and the reduced costs of supply chains, need to support these reforms that are being push by the current management.”

“Improving supply chain flows with a focus on improving domestic port infrastructure and capacity, as part of wider improvements across the maritime sector could result in up to 10 per cent GDP savings for the country.”

“A big loss or a big gain by our ports will depend on the policy choices made going forward by not only the Managing Director of NPA, but also Chief Executives of other government agencies saddled with the responsibility of quick cargo clearance from the port”,

the importer said.

Stakeholders Collaboration:

During his visit to the Transit Truck Park (TTP) in Apapa, Lagos, Dantsoho was taken on a comprehensive tour of the electronic traffic management firm’s operational facility. The purpose of the visit was to gain a firsthand understanding of the innovative solutions employed by TTP that have contributed to the efficiency and sustainability of port operations.

As the MD was shown round the facility, he was able to witness the real-time CCTV live feed and monitoring systems used by TTP to manage truck traffic at Lilypond and monitor port gates, terminals, and pre-gates. He was also presented with the impressive milestones and impact of TTP’s electronic call-up system since its inception in 2021. Additionally, he was given a glimpse of TTP’s

proposed e-tag/Rfid innovation which promises to revolutionize the port corridor ecosystem.

Also, his visit to the Port and Terminal Multipurpose Limited (PTML) terminal in Lagos indicates that the country has become a major transshipment hub to Europe as PTML receives its first RoRo ship with 5,489 new vehicles from China. The NPA has partnered with the management of the PTML to become a major strategic logistics hub for the transshipment of vehicles to Europe.

This is just as PTML, which is West Africa's largest roll-on roll-off (Ro/Ro), achieved the historic feat in July when it received a Grimaldi vessel named "Grande Houston".

The Managing Director of PTML Nigeria, Ascanio Russo said the decision to pick Lagos for these complex logistics operations "Is also a testament to the efforts of the Nigerian Port Authority (NPA) in developing Lagos as a premier port hub, not only for containers but also for vehicles, trucks, plants, and other rollable cargo."

"This successful operation has positioned PTML and Lagos port as a premier logistics platform for the global automotive industry at par with established international port hubs in Asia and Europe," Russo said.

Revitalisation of Eastern Ports:

NPA under Dantsoho has decided to implement an electronic Call-Up system at the Onne Port Complex, following the success of the system in Lagos ports. Dantsoho has expressed the Authority's readiness to provide the necessary support for the automation of truck traffic at Onne port. This move is aimed at increasing the port's efficiency and reducing traffic congestion in the Eastern corridor.

Reports show that Dantsoho was Port manager for Onne Port Complex from 2020 to 2021 where he spearheaded innovative investor-friendly initiatives, responsible for the year-on-year growth being recorded at Onne Port Complex.

An importer, Mr. Patrick Ebenezer, described the move as "A robust maverick touch by the Managing Director of NPA, Dr. Dantsoho."

Ebenezer, who condemned the high level of delay in port operation, commended NPA and its management for bringing the issue of single window platform, transparency, efficiency and zero tolerance for corruption at the ports to the front burner as part of their efforts to make Nigerian ports the leader in Africa.

"Whether or not the model operated in any port is a tool port or a landlord model like that of NPA, the overall objective of any port is to be efficient and to render quality

service to port users," Ebenezer said.

Need to Review Concession Agreement:

However, to enhance ease of doing business in ports in line with international best practices, the NPA is pushing for a review of the old port concession agreement with the terminal operators.

Many stakeholders have also called for a review of the concession to accommodate aspects that are not working in tandem with the objectives. According to them, a review would remove conflicts and allow both the NPA and the operators to fulfill the agreement.

Benefits of Turning NPA Into a World-Class Facility:

One benefit of a world-class facility is increased revenue to the government. When the port is more efficient, it will attract more cargo. The increased revenue realised from the duties and fees payable on cargoes and ships will be a plus for the government.

Since the port is not an isolated industry but a community of actors, a better positioned port will create other service firms within the industry. This will attract increased private sector participation.

The people will be able to see fairer price on goods and services at the end-user point, since the prices of import or import-related goods are influenced by the cost incurred in the logistics chain.

The cost of doing business will be reduced, as the costing method would change, allowing for a more customer and service centric as costing policy. Costs will also reduce for the freight forwarders, the inland transport operators and trucking companies, they offer a cheaper price to customers.

Furthermore, delays experienced by cargo owners and other port users will be greatly minimised. This will reduce the time it takes for them to get their goods to the market and will improve the perception of service quality, leading to a more userfriendly experience for port users.

The Predictability of port processes will allow port users to be able to optimise their processes such as transportation.

Last Line:

It is evident that Dr. Abubakar Dantsoho's appointment as the Managing Director of NPA marks a new era for growth and development in the Authority. His determination to enhance revenue generation and port efficiency coupled with his focus on digital transformation and collaboration will undoubtedly lead NPA towards a brighter future. Stakeholders are optimistic that the Nigerian Ports Authority is in good hands with Dr. Dantsoho as the Chief Executive Officer.

A concerted effort from all stakeholders is needed to overhaul nation's port performance and unleash the country's vast economic potential



A ship at Berth

ISPS CODE IMPLEMENTATION IN NIGERIA:

A Commitment To Maritime Security

BY DR. LAWRENCE KUROSHI

Maritime security is crucial for global trade with the majority relying on maritime transportation. The International Maritime Organization (IMO) plays a vital role in ensuring the safety and security of international maritime activities. The IMO develops and maintains regulations to promote safe and efficient shipping worldwide. The International Ship and Port Facility Security (ISPS) Code is a key instrument introduced by the IMO to enhance maritime security. It provides a standardized framework for implementing security measures at ships and port facilities globally.

The ISPS Code aims to detect security threats, prevent unauthorized access, enhance surveillance and improve communication and cooperation among stakeholders. Nigeria faces unique security challenges due to its strategic location, increasing threats of piracy and armed robbery at sea. The NPA is responsible for managing and operating ports in Nigeria. By examining the implementation of the ISPS Code in Nigeria and the role of the NPA, this article highlights the importance of international regulations and local efforts in safeguarding maritime activities. The insights and lessons learned can benefit other countries facing similar security challenges.



Ship Security at Port

GAINING PROFICIENCY IN THE ISPS CODE

In 2002, the International Maritime Organization (IMO) introduced the ISPS Code to tackle the escalating terrorist threats faced by ships and ports. The principal objectives of this code are to bolster the security of ships and port facilities, encourage preventive security measures, and foster international collaboration in maritime security. The ISPS Code encompasses several components and requirements that all stakeholders in the maritime industry must adhere to:

1. Ship Security:

Mandatory for ships, the development and implementation of Ship Security Plans (SSPs) are crucial to address security threats. These plans encompass measures such as access control, cargo screening and if necessary, the presence of armed security personnel effective communication and cooperation with port facilities and authorities are equally vital.

2. Port Facility Security:

Authorities are obliged to create and implement Port Facility Security Plans (PFSPs) to mitigate security risks. These plans include measures like access control, surveillance systems and well-defined response procedures to potential threats. Establishing effective communication and cooperation channels with ships and authorities is of utmost importance.

3. Security Training and Awareness:

Conducting security training and awareness programs is critical for personnel involved in maritime

operations. These programs equip staff members with the necessary knowledge and skills to respond efficiently to security threats. Additionally, promoting security awareness among ship crews, port workers and other stakeholders is highly encouraged.

4. Security Assessment and Incident Reporting:

Both ships and port facilities are required to conduct security assessments to identify vulnerabilities and develop appropriate countermeasures. Regular audits and inspections ensure compliance with the code. In the event of security incidents or breaches, mandatory

reporting and investigation procedures enable the identification of causes and implementation of corrective actions.

The ISPS Code plays a pivotal role in fostering international cooperation and facilitating the sharing of crucial maritime security-related information. It establishes a platform for governments, shipping companies and port authorities to exchange pertinent security-related data. This collaborative approach aids in the identification and response to global security threats. The code further encourages the formation of Port Security Committees and the sharing of best practices, intelligence and threat assessments.

Recognizing the significance of implementing the ISPS Code to enhance maritime and port security, Nigeria has taken notable steps to ensure compliance. The Nigerian Ports Authority (NPA) has diligently developed and implemented Port Facility Security Plans (PFSPs) for all Nigerian ports, outlining comprehensive security measures and procedures prioritizing security training and awareness programs for port personnel, the NPA actively engages in international cooperation and information sharing initiatives, further fortifying maritime security in the region.

ENHANCING MARITIME SECURITY IN NIGERIA

Nigeria's maritime sector plays a pivotal role in facilitating trade and fostering economic growth.

However, it confronts substantial security challenges. With an expansive coastline and an exclusive economic zone, Nigeria's maritime domain holds immense importance for transportation and international relations. The country's major ports handle a significant volume of imports and exports,



A Port Security Signage

making valuable contributions to the national GDP and generating employment opportunities.

Maritime security challenges in Nigerian ports and waters encompass the menace of piracy, smuggling, and terrorism. Incidents of piracy have witnessed an alarming rise with criminal syndicates targeting vessels and resorting to ship hijackings for ransom. Exploiting lax enforcement and corruption, the smuggling of drugs, weapons, and contraband thrives.

Furthermore, terrorist groups such as Boko Haram and Niger Delta militants pose additional threats to maritime infrastructure and oil installations. Inadequacies in maritime security yield both economic and social implications. The resulting economic losses manifest through escalated insurance costs and shipping expenses, effectively deterring investment and hindering trade.

Terrorism disrupts the oil and gas sector, negatively impacting revenue, production and employment opportunities. On a societal level, coastal communities that rely on the maritime sector suffer a reduction in trade, investment and employment prospects. Acts of piracy and terrorism instill fear and insecurity, eroding social cohesion and stability.

The International Maritime Organization's ISPS Code stands as a cornerstone for bolstering global maritime security. Demonstrating its commitment to enhancing security measures, the Nigerian Ports Authority (NPA) has adopted the ISPS Code to fortify security protocols within Nigerian ports. This comprehensive approach encompasses access control, standardized security protocols, regular drills and collaborative efforts among stakeholders. The NPA's embrace of the ISPS Code substantially

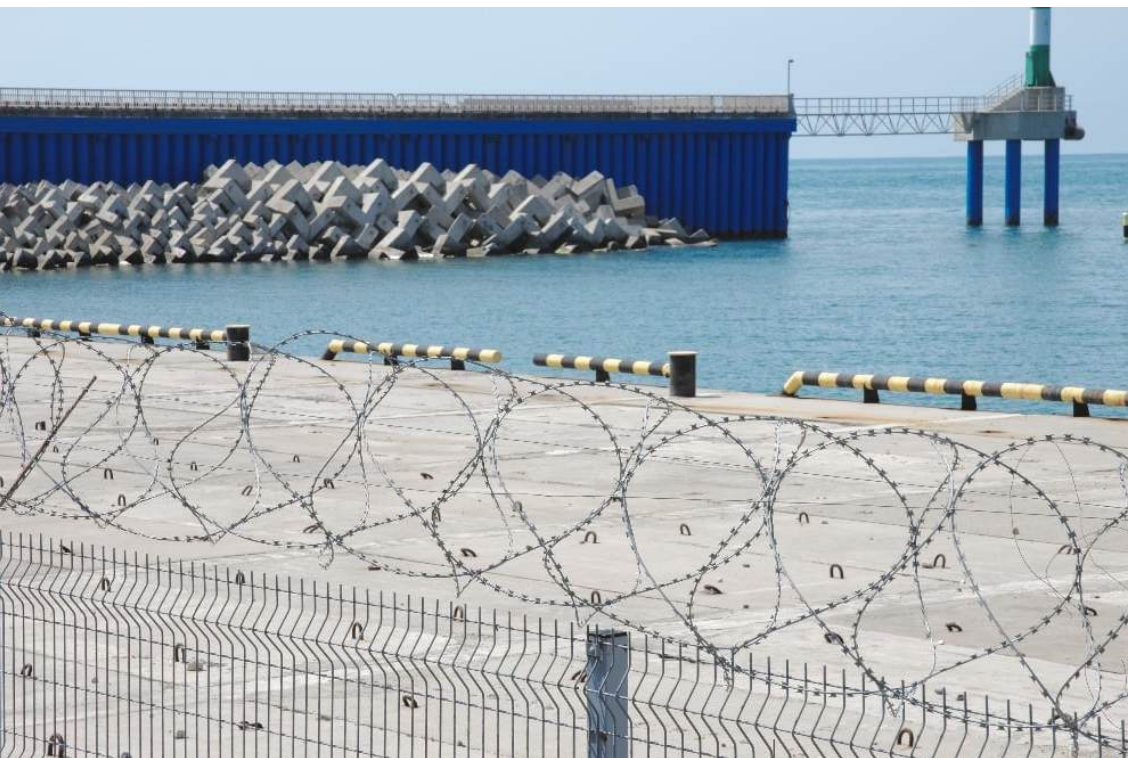
enhances maritime security, ensuring the safety of vessels, seafarers, and port facilities.

Maritime security remains a pressing concern for Nigeria's economy and trade. The perils of piracy, smuggling and terrorism threaten stability and prosperity. The ramifications of inadequate maritime security are severe, impacting the economy and society. Nevertheless, through the implementation of the ISPS Code, the NPA demonstrates its unwavering dedication to bolstering maritime security. Nigeria has the potential to reinforce its framework, safeguard its ports and actively contribute to global

endeavors aimed at fostering safe and secure maritime operations.

The Nigerian Ports Authority (NPA) received commendation from the European Union (EU) for its diligent endeavors in the effective implementation of the International Ship and Port Facility Security (ISPS) Code, particularly at the Apapa and Tin-Can Island ports. Mr. Nico Vertogen, leading the EU team, expressed satisfaction with the deployed security architecture and advocated for even more stringent measures such as Closed Circuit Television (CCTV) surveillance, access badges and perimeter fencing to further fortify the security posture. During the West and Central African Port Security (WeCAPS) training mission, which was sponsored by the EU and carried out in collaboration with Expertise France (EF), NPA and NIMASA, the Managing Director of NPA conveyed his profound appreciation for the invaluable WeCAPS training mission, underscoring its paramount significance in realizing the authority's vision of establishing itself as a distinguished maritime logistics hub in Africa. He reiterated NPA's unwavering commitment to delivering efficient port services within a safe, secure, and customer-friendly environment.

Both NPA and NIMASA play a pivotal role in enhancing security and safety measures in Nigerian ports. This training mission aimed to mitigate port vulnerabilities, minimize risks and enhance the skills and vigilance of port personnel. The WeCAPS training mission with its comprehensive approach, demonstrated NPA's steadfast dedication to collaborating with international organizations to address identified gaps and vulnerabilities in port security. Over 150 officers and staff from various NPA departments underwent rigorous training through WeCAPS, equipping them with professional knowledge and skills encompassing diverse areas such as security, fire safety, environmental practices, port operations, legal matters, training methodologies and public-private partnerships. This extensive training regimen has significantly augmented NPA's operational efficiency and service delivery



A Typical Port Perimeter Fence

performance. The commendable reduction in piracy incidents within the Gulf of Guinea (GoG) region has also garnered recognition from the International Maritime Bureau (IMB).

The EU's commendation for the NPA's accomplishments in implementing the ISPS Code in Nigerian ports underscores the effectiveness of the collaborative efforts, comprehensive training programs, and stringent security measures implemented by NPA and NIMASA. These achievements solidify Nigeria's standing as a responsible maritime nation and propel its aspirations of emerging as a distinguished maritime logistics hub in Africa.

IMPLEMENTATION OF THE ISPS CODE IN NIGERIA

In this article, we illuminate Nigeria's unwavering dedication to the successful implementation of the International Maritime Organization's (IMO) International Ship and Port Facility Security (ISPS) Code. We emphasize Nigeria's meticulous compliance efforts, the solid legal and regulatory structures in place, and the instrumental role played by both the NPA and NIMASA. Recognizing the paramount importance of maritime and port security, Nigeria has undertaken substantial endeavors to effectively implement the ISPS Code. The NPA actively upholds the ISPS Code and diligently works towards its seamless integration into Nigerian ports. To ensure unwavering compliance with the ISPS Code, Nigeria has enacted a comprehensive set of laws and regulations that provide a robust framework for maritime security. Key legislations and regulations

encompass both the NPA and NIMASA Acts, endowing them with the authority to enforce maritime safety and security regulations.

Additionally, the Port Facility Security Officer (PFSO) 6 Regulations mandate the appointment of proficient PFSOs at each port facility, who are responsible for implementing stringent security measures.

The NPA and its sister agency, NIMASA, assume pivotal roles in supervising the meticulous implementation of the ISPS Code in Nigeria.

They orchestrate security

measures, conduct thorough audits, and ensure uncompromising compliance throughout Nigerian ports. The two agencies collaborate closely with port facility operators and other pertinent agencies to meticulously monitor and enforce security measures, through rigorous inspections, provision of comprehensive training programs and fostering heightened security awareness among port personnel. The agencies continually reinforce the security fabric of Nigerian ports. Nigeria's robust implementation of the ISPS Code through the NPA and NIMASA serves as a testament to its resolute commitment to maritime and port security. Through the establishment of comprehensive legal frameworks and the active engagement of the NPA and NIMASA, Nigeria has made remarkable strides in ensuring strict adherence to the ISPS Code. These collective efforts significantly contribute to global maritime security and unequivocally guarantee the safety and efficiency of Nigerian ports.

ENHANCING NIGERIAN MARITIME SECURITY: THE PROFOUND INFLUENCE OF THE ISPS CODE

The ISPS Code, an instrumental tool developed by the International Maritime Organization (IMO), plays a vital role in bolstering maritime security on a global scale. This article explores the effectiveness of the ISPS Code in fortifying maritime security in Nigeria, with a specific focus on the Nigerian Ports Authority (NPA) as a compelling case study. It thoroughly examines the implemented measures, notable advancements in port security infrastructure and cutting-edge technology, while

also highlighting successful security initiatives and fruitful collaborations.

Undoubtedly, the ISPS Code has played a pivotal role in augmenting maritime security throughout Nigeria. This commendable code has successfully crafted a comprehensive security framework that encompasses physical security at port facilities and security measures for vessels

transiting Nigerian waters. Through comprehensive security plans and risk assessments, potential threats have been identified and mitigated, resulting in reduced vulnerabilities at Nigerian ports.

Moreover, the ISPS Code has cultivated a heightened sense of security awareness and a steadfast culture of vigilance among maritime stakeholders. With stringent training and certification requirements for security personnel, their capabilities in detecting and responding to security threats have been effectively honed. Additionally, enhanced coordination and extensive information sharing between security agencies have significantly bolstered surveillance and response capabilities.

The implementation of the ISPS Code has propelled substantial progress in Nigeria's port security infrastructure and advanced technology. Recognizing the significance of physical security, the NPA has made significant investments in fortifying measures such as robust perimeter fencing, sophisticated access control systems and state-of-the-art surveillance cameras across various ports. To further strengthen security, comprehensive security checkpoints and meticulous screening procedures for personnel and cargo have been diligently reinforced. Noteworthy advancements in technology, including cutting-edge scanning equipment and highly efficient X-ray systems, have revolutionized cargo inspections, drastically reducing contraband shipments.

Additionally, the successful integration of AIS (Automatic Identification System) and LRIT (Long Range Identification and Tracking) systems has remarkably enhanced vessel tracking capabilities, facilitating superior monitoring of maritime traffic and expedited identification of suspicious activities. Nigeria has witnessed numerous successful security initiatives and fruitful collaborations, serving as prime examples



of the positive impact engendered by the ISPS Code on maritime security. One notable collaboration is the establishment of the Joint Maritime

Security Training Centre (JMSTC) in partnership with the United States government. This visionary center offers specialized training programs, amplifying the capabilities of Nigerian maritime security personnel. Furthermore, Nigeria's active participation in regional and international collaborations has proven instrumental in combating maritime security threats. Collaborative joint patrols and extensive-information sharing endeavors with neighboring countries like Benin and Cameroon have facilitated seamless and coordinated responses to piracy, smuggling and other maritime crimes.

The ISPS Code has undeniably ushered in significant advancements in Nigerian maritime security by fortifying port security infrastructure, deploying cutting-edge technology and implementing meticulous operational practices. By mandating the implementation of stringent security measures, imposing rigorous training requirements and conducting meticulous risk

assessments, the key Nigerian maritime agencies, namely the NPA and NIMASA, supported by other maritime security agencies, have constructed a robust maritime security framework. This framework has successfully reduced incidents of piracy and other maritime crimes within Nigeria's territorial waters and the wider Gulf of Guinea.

Collaborative efforts with international partners and active participation in regional initiatives have further augmented Nigeria's capacities to tackle maritime security threats. Nonetheless, it remains imperative to continuously invest efforts and resources to effectively adapt to evolving security challenges and ensure

the sustained progression of maritime security in Nigeria.

The Nigerian Ports Authority (NPA) has diligently developed and implemented Port Facility Security Plans (PFSPs) for all Nigerian ports

CHALLENGES AND FUTURE OUTLOOK

In this section, we delve into the obstacles that Nigeria encounters in the implementation and maintenance of the International Ship and Port Facility Security (ISPS) Code, formulated by the International Maritime Organization (IMO). Furthermore, we explore the shortcomings in the effectiveness of the code and propose areas for enhancement. The salient points are as follows:

Challenges in Implementing the ISPS Code in Nigeria:

- **Limited Resources:** Nigeria faces constraints in terms of funding, infrastructure and trained personnel necessary for the effective implementation of the ISPS Code. This hampers investments in security technologies, infrastructure upgrades and training programs.
- **Coordination and Collaboration:** Nigeria struggles with bureaucratic inefficiencies, inadequate inter-agency communication and a lack of centralized authority responsible for coordinating maritime security efforts. Seamless coordination among stakeholders is imperative for the successful implementation of the ISPS Code.
- **Compliance and Enforcement:** Nigeria encounters difficulties in ensuring compliance with the ISPS Code due to numerous ports, unauthorized entry points, and the absence of a comprehensive compliance verification system. Regular security audits are lacking.
- **Security Threats:** Nigeria faces security threats in its maritime domain, including piracy, armed robbery at sea, illegal fishing and smuggling. Addressing these threats necessitates a multi-faceted approach involving maritime patrols, intelligence sharing and regional cooperation.

Gaps in the Effectiveness of the ISPS Code in Nigeria:

- **Port Resilience:** The ISPS Code primarily focuses on terrorist acts, potentially overlooking other security concerns such as cyber threats, stowaways and smuggling. Expanding the code's provisions would enhance its effectiveness.
- **Training and Capacity Building:** Nigeria would benefit from an increased emphasis on training and capacity building initiatives for maritime security personnel. This includes training on implementing and enforcing the ISPS Code, risk assessment techniques, intelligence gathering and crisis management.
- **Technology Integration:** Nigeria's adoption and integration of advanced security technologies into its maritime infrastructure are limited. Leveraging surveillance systems, biometrics and electronic data interchange would strengthen the implementation of the ISPS Code.

Areas for Improvement and Future Perspectives:

- **Increased Investment:** Nigeria should allocate more financial resources to maritime security, including infrastructure upgrades, advanced security technologies and training programs. Sufficient funding will enhance the implementation of the ISPS Code and overall maritime security.
- **Inter-Agency Cooperation:** Enhancing coordination and collaboration among government agencies, port



Dr. Abubakar Dantsoho



The NPA has played a vital role by implementing robust security measures, conducting drills, and raising security awareness among port personnel

authorities and security agencies is crucial. Establishing a centralized authority responsible for coordinating maritime security efforts would streamline communication and improve security measures.

- **International Cooperation and Capacity Building:** Nigeria should actively participate in international cooperation initiatives facilitated by organizations such as the IMO and regional bodies. Collaborative efforts can promote information sharing, intelligence exchange, and joint operations.
- **Public-Private Partnerships:** Encouraging partnerships between the Nigerian Ports Authority (NPA) and private sector stakeholders can bridge resource gaps and improve security measures. Shared responsibilities and increased investments can enhance security practices.

Implementing and sustaining the ISPS Code in Nigeria entails overcoming challenges related to limited resources, coordination issues, compliance gaps and security threats. By addressing these challenges and focusing on increased investment, inter-agency cooperation, international collaboration and public-private partnerships, Nigeria can strengthen its maritime security measures and contribute to global efforts in safeguarding the maritime domain.

CONCLUSION

This article discusses the importance of the International Maritime Organization's (IMO) International Ship and Port Facility Security (ISPS) Code in promoting global maritime and port security. It focuses on the case study of Nigeria and the Nigerian Ports Authority (NPA) to understand the practical implementation and impact of the ISPS Code. The ISPS Code was developed as a response to the 9/11 attacks and provides a comprehensive framework to address security vulnerabilities in the maritime industry. It establishes internationally recognized standards and guidelines to enhance the security of ships, ports and related facilities. The ISPS Code emphasizes collaboration and cooperation among various stakeholders.

This approach encourages information sharing, risk assessment and the implementation of appropriate security measures to counter evolving threats like terrorism and piracy. Regular audits and inspections are conducted to ensure compliance with the ISPS Code. These audits help identify vulnerabilities, assess the effectiveness of security measures and promote continuous improvement. They enforce accountability and ensure consistent maintenance and updates of security practices.

The article demonstrates the practical implementation of the ISPS Code. Nigeria has made significant progress in aligning its port facilities with the ISPS Code, resulting in enhanced maritime security. The NPA has played a vital role by implementing robust security measures, conducting drills and raising security awareness among port personnel. The implementation of the ISPS Code in Nigeria has led to a decrease in piracy and armed robbery incidents, demonstrating its effectiveness in deterring security threats. Nigeria's commitment to the ISPS Code has improved its reputation as a responsible maritime nation, facilitating trade, attracting investment and promoting regional stability.

In conclusion, the ISPS Code is a crucial tool for global maritime and port security. Its comprehensive framework, emphasis on collaboration and regular audits contribute to enhancing security worldwide. The case study of Nigeria highlights the practical implementation and positive impact of the ISPS Code in a challenging maritime environment. As the maritime industry continues to evolve, the ISPS Code remains essential for safeguarding global maritimesecurity and stability.

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Nigeria's commitment to the ISPS Code has improved its reputation as a responsible maritime nation

Export business holds substantial potential to boost the GDP of Nigeria and AfCFTA member nations – *Chinwe Ezenwa*

Recently, Chief (Mrs.) Chinwe Ezenwa, a seasoned business entrepreneur was recognized with an award of excellence as one of the 10 pioneer Nigerian Exporters under the Guided Trade Initiative [GTI] by the African Continental Free Trade Agreement (AfCFTA).

She holds an MBA in marketing from Enugu State University of Technology. She is also the Chief Promoter of Ocean Serve and Logistics Limited and Founder of the Maritime Advocacy Foundation. She shares her thoughts.

The editorial team of NPT, comprising of **Omidiji Olubiyi, Akinseloyin Joachim, Orem Albert, and Duru.Chinjudu P. (Corp Member)**, spoke with Chief Mrs. Chinwe Ezenwa, founder of **Le Look Nigeria Limited**.

What does the AfCFTA award mean to you and on the Export environment within the region in general?

Being a nominee for the AfCFTA award is a profound honour. It signifies recognition of our efforts to promote intra-African trade and enhance the visibility of Nigerian products in the global market. For the export environment within the region, such recognition highlights the growing importance of regional integration and the potential for collaborative

economic growth. It underscores the progress being made in reducing trade barriers and fostering a more cohesive and competitive African market.

Are you satisfied with the arrangements by way of logistics of trade between the African export market and the global market?





Continued investment in technology and training can also help address gaps, ensuring that logistics arrangements can support the increasing volume and complexity of international trade.

While there have been significant improvements in logistics arrangements, there is still room for growth. Enhanced infrastructure, better coordination among logistics providers and more streamlined customs processes are essential to further optimize trade efficiency. Continued investment in technology and training can also help address gaps, ensuring that logistics arrangements can support the increasing volume and complexity of international trade.

Are there incentives for exporters within the region provided by the AfCFTA authorities?

Yes, the AfCFTA authorities have introduced various incentives to support exporters within the region. These include free tariffs, simplified customs procedures and initiatives to enhance financing and market information access. Such incentives are designed to make it easier for businesses to expand their operations across borders, promoting economic growth and integration within the continent.

How did you find yourself in the Export industry and what has your experience been like?

My journey into the export industry began as an extension of my entrepreneurial ventures. Having established a successful fashion business with Le Look Nigeria, I recognised the immense potential of exporting our unique products to international markets. The experience has been both challenging and rewarding, involving a steep learning curve in navigating international trade regulations, building robust supply chains and establishing strong

relationships with overseas partners.

What motivated you to become an entrepreneur in the Export sector?

The motivation stemmed from a desire to showcase Nigerian craftsmanship and products on a global stage. Seeing the high demand for quality, handmade goods and the potential for economic growth through export, I was driven to contribute to Nigeria's presence in the international market. Additionally, the opportunity to create jobs and empower local artisans was a significant factor in my decision.

What products does your company export and to which countries?

Le Look Nigeria exports a variety of fashion accessories, particularly handmade bags crafted by skilled artisans. Our primary markets include countries in North America, Europe, and recently, several African countries under the African Continental Free Trade Area (AfCFTA) initiative.

Can you inform us of the stages you go through in your export business, from sourcing to delivery?

The process begins with sourcing high-quality materials locally, followed by the design and production stages at our Le Look Bag Academy. Once the products are ready, they undergo quality checks before being packaged for export. We then coordinate with logistics partners to handle shipping, ensuring all regulatory and compliance requirements are met. Finally, the products are delivered to our international distributors or directly to customers.

How have you been able to stay up to date with changing regulations and compliance requirements in international trade?

Staying informed is crucial. We maintain close relationships with trade bodies, attend relevant industry conferences, and subscribe to international trade publications. Additionally, we work with consultants and legal experts who specialize in international trade regulations to ensure compliance and adapt to any changes promptly.

What makes your product different in the international market?

Our products stand out due to their unique blend of traditional Nigerian craftsmanship and contemporary design. Each piece is handmade with attention to detail, reflecting our commitment to quality and cultural heritage. This combination of authenticity and modern appeal resonates well with international customers who appreciate bespoke and ethically produced goods.

What impact has Ease of Doing Business played on the export business generally, (shipping, freight, and logistics)?

The Ease of Doing Business initiative has significantly improved the efficiency and transparency of export processes. Reduced bureaucratic hurdles, improved infrastructure and streamlined customs procedures have all contributed to smoother operations in shipping, freight and logistics, allowing businesses like ours to be more competitive globally.

Your views on the present business environment within the export corridor?

The current business environment within the export corridor is promising, though there are areas for improvement. Enhanced infrastructure, better access to financing and more robust support systems for exporters would further boost the sector. The government's continued efforts to create a favorable environment are commendable and are gradually yielding positive results.

What is the future of export business on the GDP of Nigeria and member nations of AfCFTA in general?

The export business holds substantial potential to boost the GDP of Nigeria and other AfCFTA member nations. Increased export activities can lead to higher foreign exchange earnings, job creation, and economic diversification. As more businesses tap into international markets, the cumulative effect will be a stronger, more resilient economy for the entire region.

What plans do you have for the diversification of your business? Do you want to stay put with just a product?

While our focus has been on fashion accessories, we are exploring opportunities to diversify into other sectors, such as home décor and artisanal crafts. Expanding our product range will not only cater for a broader audience, but also mitigate risks associated with relying on a single product line.

Is the export business environment gender-friendly?

The export business environment is gradually becoming more gender-friendly, though challenges remain.



Mrs. Chinwe Ezenwa



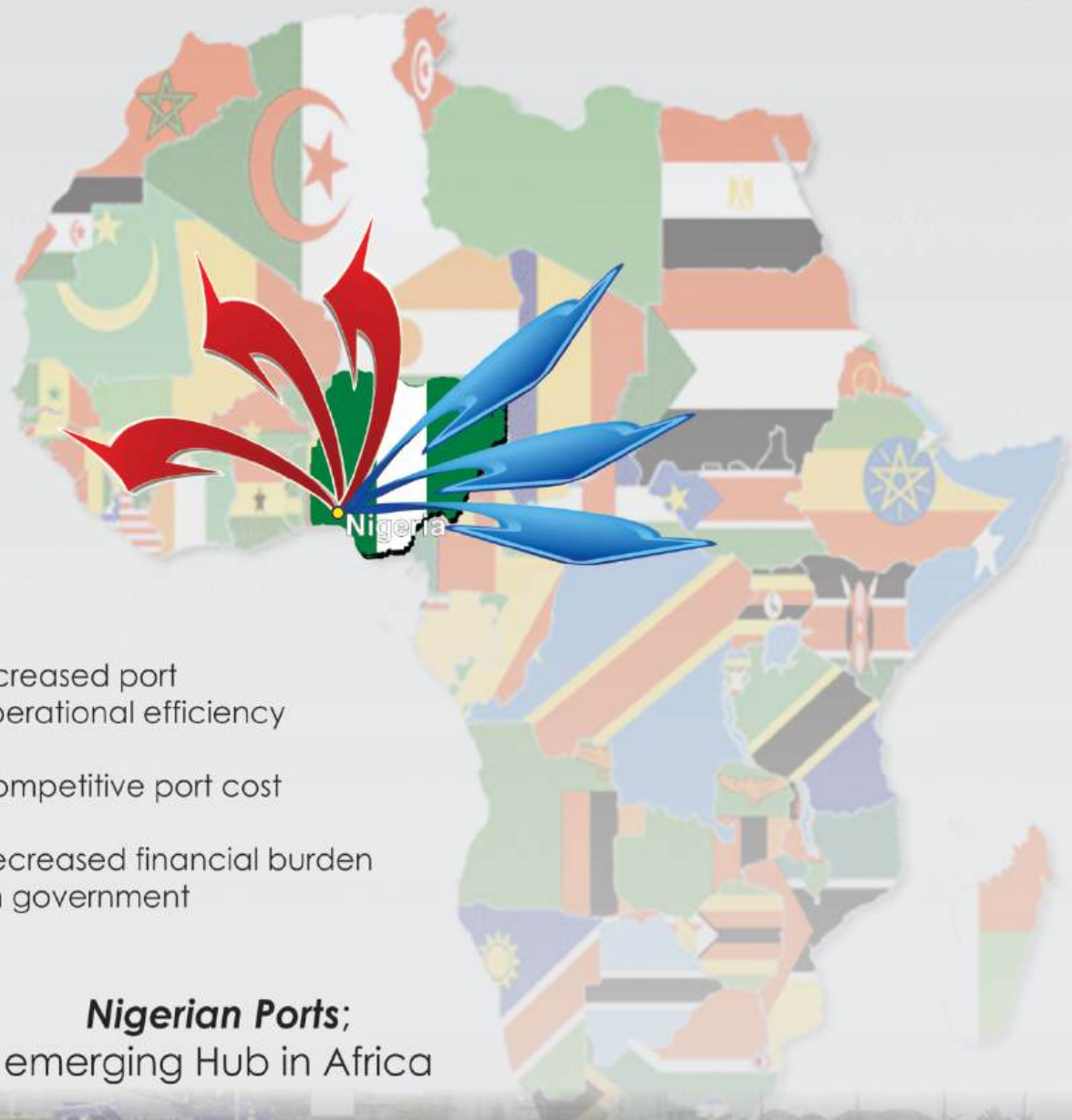
Having established a successful fashion business with Le Look Nigeria, I recognised the immense potential of exporting our unique products to international markets.

Initiatives promoting female entrepreneurship and gender equality in business are helping to level the playing field. However, more support is needed in areas like access to financing, mentorship and training for women entrepreneurs to thrive in the export sector.

Your projection in the coming years for upcoming exporters under the AfCFTA umbrella?

The future looks promising for upcoming exporters under the AfCFTA umbrella. As the framework continues to mature, we can expect increased opportunities for new and existing businesses to access larger markets. Improved infrastructure, supportive policies and greater collaboration among member countries will further enhance the export environment. For upcoming exporters, this means a more favourable landscape with fewer barriers and more resources to help them succeed. I anticipate a surge in

entrepreneurial activity, innovation and economic diversification as more businesses take advantage of the benefits provided by AfCFTA.



- Increased port operational efficiency
- Competitive port cost
- Decreased financial burden on government

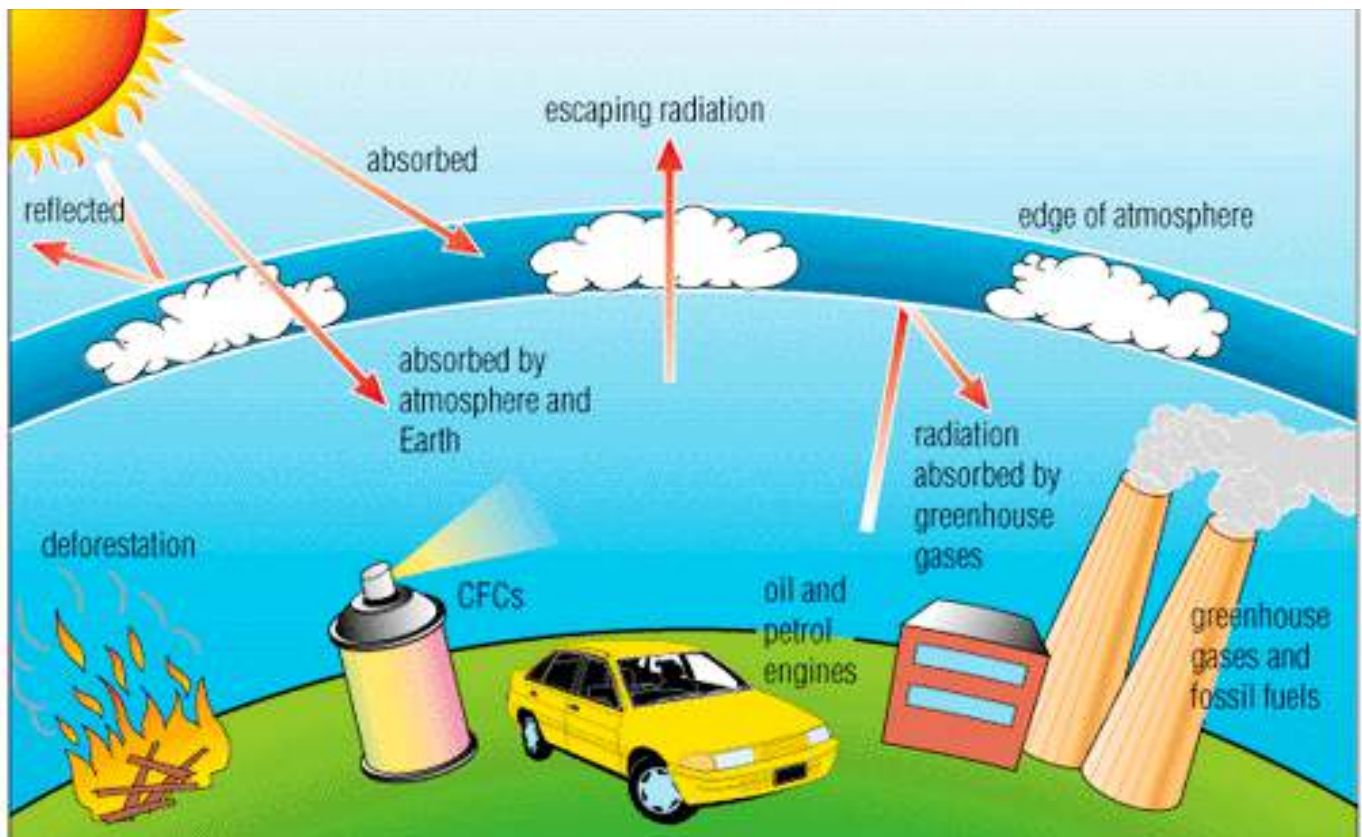
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Global Warming, its Impacts and Solutions

**BY YETUNDE AGORO
(Mrs.) Principal Manager Pollution Control**

Global Warming describes the current rise in the average temperature of Earth's air and oceans. It is often described as the most recent example of climate change. Previous changes in earth's temperature occurred gradually over hundreds of thousands of years. However, the current trend is taking place more rapidly than it ever has. The phenomenon cannot be accounted for by the amount of warming we have experienced in a short span of time but by only human activities. Scientists are concerned that the climate is changing faster than some living things can adapt to it.

In 1988, the United Nations Environment Programme and the World Meteorological Organization established a committee of climatologists, meteorologists, geographers and other scientists' world wide called the Intergovernmental Panel on Climate Change (IPCC) to review the latest updated research available on global warming and climate change. The IPCC evaluates the risks associated with climate change caused by human

activities.

The IPCC's 2007 report states that the Earth's average temperatures have risen about 0.74 degrees Celsius (1.33 degrees Fahrenheit) over the past 100 years. The IPCC reported that most of the increase in temperature since the mid-20th century is mostly as a result of human activities.

Global Warming vs Climate Change

While some people use "global warming" and "climate change" interchangeably, they are technically two different terms that describe weather and climate each warranting its own definitions.

- Global warming is the rise in the temperature of the Earth's atmosphere.
- Climate change is the transition from one climatic state to another over an extended time frame – including temperature, precipitation, and wind patterns.
- Global warming is caused by the heat-trapping gasses that come from increased human activity.
- Climate change is caused by global warming and other climatic shifts that happen naturally.

The Greenhouse Effect

Human activities contribute to global warming by increasing the greenhouse effect. The greenhouse effect occurs when greenhouse gases accumulate in the earth's atmosphere. These gases occur naturally in the atmosphere e.g. carbon dioxide, methane, nitrogen oxide, and fluorinated gases sometimes known as chlorofluorocarbons (CFCs).

Greenhouse gases allow the sun's light to shine onto Earth's surface, but they also trap the heat that reflects back up into the atmosphere. In this way, the gases act like the insulating glass walls of a greenhouse. The greenhouse gases keep the Earth's climate comfortable without which surface temperatures would be cooler by about 33 degrees Celsius (60 degrees Fahrenheit), and many life forms would freeze.

The industrial Revolution (late 1700s and early 1800s) was a period when people released huge amounts of greenhouse gases into the atmosphere. These quantities have continued to increase drastically over the past hundred years. Between 1970 and 2004, greenhouse gas emissions increased by 70%. Carbon dioxide emissions, the most important greenhouse gas increased by 80% during the period with the current amount of carbon dioxide in the atmosphere exceeding the natural range observed over the last 650,000 years.

Most of the carbon dioxide introduced to the air comes from burning fossil fuels such as oils, natural gas and coal. Cars, trucks, electric power plants and planes all burn fossil fuels.

Another way people release carbon dioxide into the atmosphere is by cutting down trees. This occurs for two reasons: decaying plant material (including trees) releases tons of carbon dioxide into the atmosphere. Living trees absorb carbon dioxide which if cut down, reduces the number of trees to absorb carbon dioxide, hence, the gas remains in the atmosphere.

Most methane in the atmosphere emanates from landfills, livestock farming and fossil fuel manufacture like coal mining and natural gas processing. Nitrous oxide comes from fossil fuel burning and agricultural technology.

Greenhouse gases like fluorinated gases, like chlorofluorocarbons, hydro-chlorofluorocarbons, and hydrofluorocarbons are used in aerosol cans and refrigeration.

All of these activities add to greenhouse gases released into the atmosphere, trapping more heat than usual and contributing to global warming.

Effects of Global Warming

The slightest increase in global temperatures can have tremendous effects, the biggest of which is the rapid melting of glaciers and ice caps. The meltwater drains into the oceans, causing sea levels to rise and oceans become less salty.

•**Higher Temperatures:** The average temperature on the Earth has increased by 1.5 degrees Celsius (2.7

degrees Fahrenheit) since 1900, and many scientists predict that this trend will continue due to global warming.

•**Rising Sea Levels:** Sea levels along the United States coastline are projected to rise between 10 and 12 inches by 2050, which could destroy islands and coastal cities. Rising sea levels could flood coastal communities, displacing millions of people in areas such as Bangladesh, the Netherlands and the U.S. state of Florida. Forced migration would impact not only those areas, but the regions to which the "climate refugees" flee. Millions more people in countries like Bolivia, Peru and India depend on glacial meltwater for drinking, irrigation and hydroelectric power. Rapid loss of these glaciers would devastate those countries.

•**Extreme Weather Events:** Global warming has been linked to an increase in extreme weather events, such as floods, tornadoes and hurricanes, which can cause deaths, famine and disease.

•**Plant and Animal Extinction:** Rising global temperatures can cause parts of the planet to become uninhabitable for many native plant and animal species.

•**Ocean Acidification:** Because of escalating carbon dioxide emissions, oceans are becoming more acidic and harmful to marine life.

•**Dirtier Air:** Hotter temperatures lead to more smog, which can trigger respiratory problems and aggravate existing health conditions.

•**Disappearing Polar Ice:** When the water frozen in polar sea ice melts into the oceans, it can have a huge impact on rising sea levels and speed up the heating of Earth's atmosphere.

How to Stop Global Warming

The biggest effort so far has been the Kyoto Protocol, which was adopted in 1997 and went into effect in 2005. By the end of 2009, 187 countries had signed and ratified the agreement. Under the protocol, 37 industrialized countries and the European Union have committed to reducing their greenhouse gas emissions. From adopting simple lifestyle changes to using green energy, the following are some ways people can help slow or even reverse global warming:

•**Use Renewable Energy:** Using solar power, wind power or other alternative energy sources can reduce your carbon footprint (and may lower your electricity bill).

•**Recycle:** Ensure that all waste materials, including paper, plastics, aluminum and glass, are sent to local recycling center or composted whenever possible.

•**Use Less Power:** Turn off lights and unplug appliances when they're not in use.

•**Opt for Sustainable Transportation:** Walk, bike, carpool, invest in an electric vehicle or switch daily commute to public transportation instead of driving a vehicle solo.

There are several ways that governments, industries and individuals can reduce greenhouse gases. We can

improve energy efficiency in homes and businesses. We can improve the fuel efficiency of cars and other vehicles. We can also support development of alternative energy sources such as solar power and biofuels that do not involve burning fossil fuels.

Some scientists are working to capture carbon dioxide and store it underground rather than letting it go into the atmosphere. This process is called carbon sequestration.

Trees and other plants absorb carbon dioxide as they grow. Protecting existing forests and planting new ones can help balance greenhouse gases in the atmosphere and changes in farming practices could also reduce greenhouse gas emissions. For example, farms use large amounts of nitrogen-based fertilizers, which increase nitrogen oxide emissions from the soil. Reducing the use of these fertilizers would reduce the amount of this greenhouse gas in the atmosphere.

The way farmers handle animal manure can also have an effect on global warming. When manure is stored as liquid or slurry in ponds or tanks, it releases methane. When it dries as solid, however, it does not.

Reducing greenhouse gas emissions is vitally important. However, the global temperature has already changed and will likely continue to change for years to come. The IPCC suggests that people explore ways to adapt to global warming as well as try to slow or stop it. Some of the adaptation suggestions include:

- Expanding water supplies through rain catchment, conservation, reuse and desalination.
- Adjusting crop locations, variety and planting dates.
- Building seawalls and storm surge barriers and creating marshes and wetlands as buffers against rising sea levels.


- Creating heat-health action plans, boosting emergency medical services and improving disease surveillance and control.

- Diversifying tourism attractions, because existing attractions like ski resorts and coral reefs may disappear.

- Planning for roads and rail lines to cope with warming and/or flooding.

- Strengthening energy infrastructure, improving energy efficiency and reducing dependence on single sources of energy.

MARITIME CROSSWORD



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ANCHOR	AUTHORITY	BLUEECONOMY	CAPTAIN	COASTAL
SAFETY	PORT	COMMUNICATION	DANTSOHO	DEEPSEA
DOCKWORKERS	DOCKYARD	EFFICIENCY	EXPORT	FACILITIES
HABOURS	IMPORT	ISPCODE	LOGISTICS	SEAFARERS
MANAGEMENT	MARINA	MARITIME	NAVIGATING	SHIPPING
SATISFACTION	SECURITY	SHIPS	STRATEGIC	TERMINAL

SEE SOLUTION ON PAGE 50

By: ABUBAKAR MOHAMMED

From Lagos Nigeria, PMAWCA Ship Moves To Conakry, Guinea - Victoria Tarfa

The Port Management Association of West and Central Africa (PMAWCA) is set to host the 19th Roundtable of Managing Directors and the 44th Annual Council Meeting between November 18th and 21st, 2024, in Conakry, Guinea.

This event is part of PMAWCA's ongoing commitment to enhancing port performance and competitiveness in the West and Central African sub-region.

PMAWCA was established in October 1972 under the auspices of the United Nations Economic Commission for Africa (ECA), to promote effective management and development of seaports along the coast of West Africa.

PMAWCA Mission

PMAWCA's mission is to improve in the quality of port services in order to promote a sustainable socio-economic development of the member ports in the West and Central African Sub-region.

To achieve the mission, PMAWCA objectives include:

- *Sharing best practices in port management and operations.
- *Improving the quality of services provided by its members and port activities.
- *Promoting sustainable socio-economic development in the sub-region and its countries.
- *Improving, coordinating, and standardizing the equipment and services offered by its member ports.
- *Establishing and strengthening partnerships with institutions, organizations, and associations related to ports.
- *Maintaining a culture of safe, secure, and environmentally clean port operations.
- *Providing a platform for members to share experiences and meet.
- *Promoting eco-friendly port operations.
- *Organizing annual conferences to promote collaboration, resilience, and environmental care in the ports of West and Central Africa

Membership

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 countries.

This year's event will witness the 19th Round Table which will focus on the theme "Optimizing Hinterland Connectivity: Challenges of Connectivity, Flexibility, and Reliability."

This year's conference aims to identify ideas towards improving connectivity between ports and hinterlands, optimize transport



connectivity, strengthen infrastructure, reduce transit costs and time, and ensure the competitiveness of African ports in the international maritime sector.

During the Round Table in Guinea, discussions will specifically center around four key topics:

- Sustainable and Competitive Transformation of Hinterland Management
- Transport Corridors: Vital Arteries of African Port Hinterlands
- Between Cooperation and Competition: Strategic and Operational Complementarities between Port Authorities on Shared Hinterlands

- Technological and Managerial Solutions to Transform Hinterland Relations Management.

Recall that at the 2023 event which held in Lagos, Nigeria, issues that were discussed included an enlarged Board of Directors meeting of the sub-regional port body to review projects, financial statements, and a variety of the Association's incentives for 2024. It also received the reports of the various Technical Committees, which took place in May 2023, and reviewed the PMAWCA status and internal regulations.

Drawing from its theme, the Lagos, Nigeria meeting also provided a platform for diverse perspectives, insights and a deeper understanding of how seaports can serve as crucial facilitators of regional and international trade.

Through these discussions, attendees explored strategies and initiatives aimed at enhancing the connectivity, efficiency, and capacity of seaports across Africa to support the objectives of African Continental Free Trade Area (AfCFTA). The theme was: Ports and the African Continental Free Trade Area.

The collective effort of all participants in these dialogues were aimed at contributing a more comprehensive and strategic approach to harnessing the potential of African seaports in advancing economic integration and prosperity on the continent.

Therefore, the gathering in Conakry, Guinea is expected to build on the gains of the Lagos, Nigeria meeting and further adopt strategies that will enhance port operations within the West and Central Africa and make them more competitive.



WORLD MARITIME DAY: NPA Joins Stakeholders in Heralding for Port Safety

By Omidiji Olubiye & Orem Albert

The subject of port safety came to the fore when the Nigerian Ports Authority (NPA), recently joined other stakeholders in the Maritime Sub-sector to celebrate the 2024 World Maritime Day in Lagos, with the theme “Navigating the Future: Safety First”.

World Maritime Day, celebrated every year, focuses on the importance of shipping safety, security and the marine environment while emphasising a particular aspect of IMO’s work. The International Maritime Organisation (IMO) which was set up in 1978 has stood as a vital platform for member nations to discuss issues

in the maritime industry in global trade, economic growth and sustainable development.

Speaking at the event, the Minister of Marine and Blue Economy, Hon. Adegboyega Oyetola, who was represented by the Permanent Secretary of the Ministry, Mr. Olufemi Oloruntola, emphasized the need for more investment in upgrading port facilities to safeguard shipping safety and operational efficiency.

Oyetola also highlighted the need for capacity building to ensure Nigeria remain competitive in global seaborne trade, the minister emphasized the need for stakeholders to re-examine safety and



security challenges, particularly in the context of new technologies and alternative fuels aimed at reducing greenhouse gas emissions from ships.

He stressed Nigeria's commitment to upholding the highest standards of maritime safety, aligning its regulatory framework with IMO standards and international maritime regulations. He said, "The Federal Ministry of Marine & Blue Economy is taking proactive measures to enhance the maritime sector by embracing emerging technologies and fostering innovation to drive growth.

"Key among the initiatives of the ministry are digitalisation and automation of port operations to enhance safety, security and efficiency as well as performance optimisation to reduce costs and increase reliability and the adoption of innovative practices to propel our industry towards sustainable development. "The administration of President Bola Tinubu is investing heavily in port modernisation to reduce inefficiencies, lower operational costs and improve safety in our ports. This process is being financed through public-private partnerships (PPP) arrangements."

Oyetola said the government has also made significant progress in creating a conducive environment for port operations by aligning its policies with global best practices. This, he said, has enhanced safety, security

and efficiency in the nation's ports, leading to notable reductions in delays associated with processing exports and imports. He called for continued private sector support to provide the resources and state-of-the-art facilities needed to take Nigeria's maritime industry to a higher trajectory.

Earlier in the event, the Managing Director, of Nigerian Ports Authority (NPA) Dr. Abubakar Dantsoho said the Nigerian Ports is at the conclusive stages of the deployment of the Port Community System (PCS). Noting that automation is the linchpin of port efficiency, Dantsoho said the PCS when concluded will set the pace for the operationalization of the National Single Window Project of the Federal Government. Represented by the Executive Director of Engineering and Technical Services, Mr. Ibrahim Umar, Dantsoho said "This is in addition to the comprehensive modernization of Ports infrastructure and equipment to enhance competitiveness."

Dantsoho reiterated the commitment of NPA to the maximization of the opportunities inherent in the maritime endowments for the benefit of Nigerians and the larger world. "Making global port operations healthier, safer and more secure whilst actualizing the other noble objectives of the World Ports Sustainability Program rests heavily on our shoulders as policy framers, investors and stakeholders in its broadest ramification. "The maritime sector is not just pivotal to national economic prosperity, but to global economic sustainability," he said.

Also speaking at the event was the Chairman of the Senate Committee on Marine Transport, Mr. Wasiu Sanni who said safety is an imperative that requires national response. He said the National Assembly is committed to policies that would drive safe operations in the nation's maritime sector. He urged the agencies in the sector to ensure compliance with international safety conventions.

"Nigeria should let safety be the guiding principle that will position the country as a leading player in the global maritime community," he added.

The high point of the annual event was the presentation of an award to the special guest of honour Professor Lawrence Awosika by the representative of the Honorable Minister Mr. Olufemi Oloruntola.

It is noteworthy that the NPA organised an essay competition on the theme of the event, "Navigating the Future: Safety", which had over 150 students submitting their essays. The first position went to Ada Ozuemi from Stepfield Schools who was presented with a cash prize of N800,000, a laptop and a plaque, second prize went to Abbas Abdulrahmon from Okesuna High School got N500,000, a laptop and a plaque, while the 3rd place winner was Esther Micheal Chidima of Randel Senior Secondary School who got N300,000, laptop and a plaque. Also, seven competitors got compensation prizes of N100,000 each.



NPA Celebrates Global Customer Service Week 2024

- Lucy Akinsanya

The Nigerian Ports Authority (NPA) Managing Director, Dr. Abubakar Dantsoho, emphasized the importance of embracing best practices and excellent service delivery to reposition the organization for global competitiveness. He made this statement at the 2024 Customer Service Week opening ceremony at the Corporate Headquarters with the theme "Above and Beyond."

Dr. Dantsoho, who was represented by the General Manager of the Managing Director's Office, Mr. Fatai Oladapo, acknowledged the tireless efforts of the customer service team and highlighted the significance of their interactions in shaping customers' perceptions. He emphasized that their work is not just a task but a mission to make every customer feel valued, heard, and satisfied.

The Managing Director also stressed the need for employee teamwork, which aids in positive enhancement toward employees and the organization's goals. He commended Management and all employees of the Authority for attending the event.

Earlier in the event, the Chief Host, General Manager of SERVICOM, Mr. Anthony Edosomwan, stated that this year's celebration is particularly significant as it re-affirms NPA's commitment to delivering exceptional customer service. He announced that initiatives will be introduced to expedite customer complaint resolution, improve documentation process times, increase transparency, and enhance customer engagement.

The event, which took place from October 7th to 11th, 2024, was attended by the top echelon of the organization and other staff members.

NPA Appoints New General Managers

By Akinseloyin Joachim

The Nigerian Ports Authority (NPA) has announced the appointment of new General Managers within the organization. This move follows the promotion of several Assistant General Managers to General Managers.

The newly appointed General Managers are:

Uduedi Ethel I. General Manager SERVICOM, Maduka Priscilla Swanta [Mrs.], General Manager, Audit; Salau Razak Adesina, General Manager, Monitoring; Dantiye Zainab Magaji, General Manager, Human Resources; Gofwan Victor Paul, General Manager, Audit; Fatia Oladapo O., General Manager, MD's office; Adedapo Adekunle, General Manager, Procurement.

Others are Abdulkadir Gusau Garba, General Manager, Administration; Danbatta Rabiu M., General Manager, Finance; Zhimwan Nansel Audu, General Manager, Board Sec./ legal Adviser; Abdulkadir Muhammad Nurudeen, General Manager, Public Private Partnership; Ballah Sarah, General Manager, Superannuation; Engr. Richard Unde T. General Manager, Special Duties.

The list also includes: Onyemekara Ikechukwu C. General Manager, Corporate and Strategic Communications; Okaga Charles Bamidele, General Manager, Operations; Lukman Ibrahim Olanrewaju, General Manager, Traffic and Billing; Abdul Ibrahim Sani, General Manager, HSE; Isa Muktar Umar, General Manager, Engineering; Wanka Ahmed Yakubu, General Manager, Regulatory Service; Oni Adeayo Rasaki, General Manager, Overseas Liaison Office.

These appointments were aimed at strengthening the organization's leadership and expertise, driving NPA's strategic objectives forward.



Worker's Welfare Is Our Priority – MD NPA

By Paul Erakhifu

The Managing Director of Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho has said the Authority is fully committed to workers' welfare, noting that a happy worker would be more dedicated, efficient and happy in his or her duty.

The Managing Director made the statement at the 49th Joint Consultative Council (JCC) Conference organised by the Senior Staff Association of Statutory Corporation and Government owned companies (SSASCGOC) Maritime Branch held in Warri, Delta State.

The Managing Director who was represented by the General Manager, SERVICOM Anthony Edosanwon, emphasised the importance of dedication and efficiency of NPA workers.

He thanked the Honourable Minister of Marine and Blue Economy, Mr. Adegboyega Oyetola for supporting workers' welfare.

In addition, he appreciated the NPA Management team and workers for their support, and working tirelessly to improve the revenue generation and capacity of the Authority. He thanked the house unions for their support and cooperation that engendered a cordial relationship between the workers and management.

The president of Senior Staff

Association of Statutory Corporation and Government-owned Companies (SSASCGOC) Maritime Branch, Comrade Akinola Bodunde, urged management to take the welfare of her workforce and capacity building as a priority. He said, "A happy workforce would enable the Authority to improve in her revenue generation and development of the ports."

Comrade Bodunde advised NPA management to dredge Warri Port and look into the issue of breakwaters in Delta Port stating that NPA employees should effectively manage information and disseminate the same well, to avoid exposing internal matters to the public.

Comrade Ayuba delivered a paper on the topic "Managing Workers' Union in the Face of Economic Reality in Nigeria". He said, "There is no doubt that we are in a difficult time in Nigeria today and there is a need for us to adjust (as individuals and as a union) to survive in this harsh economic climate. The fact is that the economy is in a doldrums and the country is heavily indebted. It is no longer business as usual."

The guest speaker further said, that in the face of the economic reality, we need to cut our coats according to the available material, that is, resources available to us and some of the following strategies become necessary. They include open communication, a collaborative problem-solving approach, flexibility,

education and performance-based training and economic transparency amongst others.

He concluded that it is essential to recognise the value of the union and management partnership in navigating economic challenges and alleviating workers' plight by boosting morale, maintaining trust and productivity by mitigating the impact of economic crisis on workers, he said.

In her goodwill message, the Executive Director Finance and Administration, who was represented by the Principal Manager, Employee and Labour Relations, Ayoola Opabiyi said the union should educate the workforce on information management and urged workers to be dedicated to duties.

Other goodwill messages were delivered by the Port manager, Delta port, Mr Saadu Mohammed Dahiru and Port manager, Rivers Port, Kenechi Okezie while Port Managers of Lagos Port Complex, Tinian Island Port and Calabar Port were represented at the 49th Joint Consultative Council (JCC) Conference.

The new Joint Consultative Council (JCC) Chairman, Eastern Port, Comrade Odili Michael, appreciated the Branch Executive Council (BEC), under the leadership of Comrade Akinola Bodunde, for the time and resources spent towards making the occasion a reality. He also thanked the Port Managers of Delta and Rivers Ports for attending the conference and commended the Port Managers of Lagos Ports Complex, Tinian Island Port, and Calabar Port for sending representatives.

Nigeria, Belgium Deepen Bilateral Ties on Port Efficiency, Growth in Trade Volumes

The Managing Director of Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, has expressed readiness to deepen bilateral ties in order to increase efficiency of the nation's seaports and record growth in trade volumes between the two countries.

Speaking recently, when he received the Ambassador of the Kingdom of Belgium to Nigeria, Pieter Leenknecht, the Managing Director of NPA said that the Minister of Marine and Blue Economy, Adegboyega Oyetola, has given the Authority necessary backing to enhance Nigeria's share in the trade statistics of West and Central Africa.

The NPA Boss also stated that Nigeria with the biggest market share of West African freight from the port of Antwerp, accounts for over six million tonnes annually.

According to the NPA MD, "The annual volume of West African freight in Antwerp amounts to almost 17 million tonnes resulting in a market share of 31%. Nigeria, with a volume of over 6 million tonnes, accounts for the largest part."

"The port of Antwerp is known in Africa as the maritime centre of Europe, owing to the numerous supply chain connections. The synergy between maritime, logistics and industrial activities creates a unique platform. Out of all the ports in North-West Europe, the Belgian Port of Antwerp has the highest number of direct services to West Africa."


Dantsoho also disclosed readiness of the Authority to leverage on the technical know-how of the Port of Antwerp, Belgium, to operationalize the Port

Community System (PCS).

He argued that leveraging on Antwerp port technical know-how will prepare the country towards actualizing the forthcoming National Single Window Project of the Bola Ahmed Tinubu administration.

"This meeting is focused on leveraging the know-how of the Antwerp Port Community in the area of Port operational efficiency to add fillip to the Authority's effort at operationalizing the Port Community System (PCS) as quickly as possible, in readiness for the forthcoming National Single Window Project of the Bola Ahmed Tinubu administration," the NPA MD added.

MARITIME CROSSWORD SOLUTION



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Q	E	F	N	Z	B	H	S	S	U	T	Z	Z	G	T	G	J	G	S	A	O	N	
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ANCHOR	AUTHORITY	BLUEECONOMY	CAPTAIN	COASTAL
SAFETY	PORT	COMMUNICATION	DANTSOHO	DEEPSEA
DOCKWORKERS	DOCKYARD	EFFICIENCY	EXPORT	FACILITIES
HABOURS	IMPORT	ISPSCODE	LOGISTICS	SEAFARERS
MANAGEMENT	MARINA	MARITIME	NAVIGATING	SHIPPING
SATISFACTION	SECURITY	SHIPS	STRATEGIC	TERMINAL

By: ABUBAKAR MOHAMMED

Onne Port Set for Efficiency Boost with Eto System Implementation

By Barbara Nchey-Achukwu

The Nigerian Ports Authority (NPA) recently sensitized stakeholders in the Western corridor about the importance of Eto, an Electronic Truck call-up system designed to manage truck movement and access to and from the ports.

The Managing Director of NPA, Dr. Abubakar Dantsoho, was represented by the Assistant General Manager Public Private Partnership (PPP), Mr. Yakub Ahmed Wanka, who was received by the Port Manager of Onne Port Complex, Abdulrahman Hussain.

Mr Wanka explained the benefits of the E-call-up system to stakeholders, including community members, businesses, market women, chiefs, and youths. He stated that all trucks doing

business at the ports will be required to park at approved truck parks until they are called up into the port through the Eto app, which will schedule and manage the entry and exit of trucks.

The NPA management solicited the cooperation of transporters, truck drivers, cargo owners, clearing agents, shipping companies and all port users in implementing the project, which aims to bring order and sanity to the port access roads.

Earlier, the Port Manager, Onne Port Complex, commended the implementation of the E-call-up system in the Western corridor will improve the ease of doing business and meet international best practices. He appealed to security agencies, sister agencies, and stakeholders to

partner with the NPA in embracing the innovation.

He noted that Onne port is growing in terms of trade and export and expressed belief that the implementation of the E-call-up system will address the chaos and gridlock experienced in the Onne port corridor.

Additionally, the Port Manager received the House of Representatives Committee on Ports and Harbours, led by Chairman Hon. Nnolim Nnaji, who were on a routine oversight function to inspect facilities and key capital projects embarked upon by NPA.

Hon. Nnolim described Onne port as a huge revenue generation port for the Federal Government and encouraged stakeholders to be focused, committed and comply with lease fees by paying their obligatory fees as and when due.

He also expressed concern about the gridlock challenge on the Eleme/Onne axis of the East-West road and described it as unfortunate. He promised to report back to the Federal Government to find solutions.

Furthermore, the Caretaker Chairman of Eleme Local Government Area, Chief Braine Gokpa, visited the Onne Port Manager, accompanied by the youth leaders of Onne, Eleme, and Odido communities. They promised to work collaboratively with the port authority to achieve peace and provide a conducive environment within and outside the Onne port corridor.



PC Jalingo and PC Nadiya

Lekki Port Takes Delivery Of 2 New Pilot Boats From Nigerian Ports Authority

The management of Lekki Port, the first deep-sea port in Nigeria, has taken delivery of two new state-of-the-art pilot boats, “PC Jalingo and PC Nadiya”, from the Nigerian Ports Authority (NPA).

Speaking on the significance of the two pilot boats’ delivery, the Managing Director/CEO of Lekki Port, Du Ruogang, explained that the new boats PC Jalingo and PC Nadiya would further enhance Lekki Port’s operational excellence by ensuring smooth and safe navigation of large vessels in and out of the port’s channel.

Ruogang noted that the addition of PC Jalingo and PC Nadiya will bolster the port’s operational capacity to manage increased cargo volumes and facilitate smoother maritime operations, thereby strengthening its position as the gateway to West Africa’s trade network.

He described the milestone as a testament to NPA’s commitment to fulfilling its obligations under the concession

agreement. He also expressed profound appreciation to the Nigerian Ports Authority for the invaluable support since the start of operations in April 2023.

In his remarks, Mr. Yang Xixiong, the Operations Manager for Lekki Port, described the arrival of two Pilot boats as a positive signal and another significant step toward achieving the Port’s goal of becoming the leading gateway to West Africa. Xixiong noted that the addition to the fleet would enhance navigational capabilities by ensuring vessels’ safe and efficient movement in and out of the terminal.

“With these boats, our pilots can better guide vessels of all sizes, improving safety in challenging weather and sea conditions. The expanded fleet also means quicker responses and more efficient vessel handling, allowing us to serve more ships in less time.”

BORNO FLOOD: NPA Donates N200m To Victims, Commiserates With Govt

As a Corporate humanitarian gesture, the Nigerian Ports Authority (NPA) has identified with the victims of the recent devastating floods that ravaged communities in Borno State, with a donation of N200 million.

In a letter he personally signed, the Managing Director/CEO of the NPA, Dr. Abubakar Dantsoho, said: “The Nigerian Ports Authority stands with Borno State during this very devastating occurrence that has resulted in huge losses and disruption of lives and livelihoods.

“As a token of support for your disaster relief efforts, the Nigerian Ports Authority under the guidance of the Honourable Minister of Marine & Blue Economy, His Excellency Adegboyega Oyetola, hereby donates the sum Two Hundred Million Naira (200,000,000.00) to aid efforts at stabilizing the victims as quickly as possible”.

The Authority was represented at

the presentation of the cheque to the Governor of Borno State in Maiduguri on Friday, September 20, 2024 by the

trio of the Executive Director of Engineering & Technical Services, Engr. Ibrahim Abba Umar, Executive Director Finance & Administration, Mrs. Vivian Richard Edet and Executive Director Marine & Operations Engr. Olalekan Badmus.

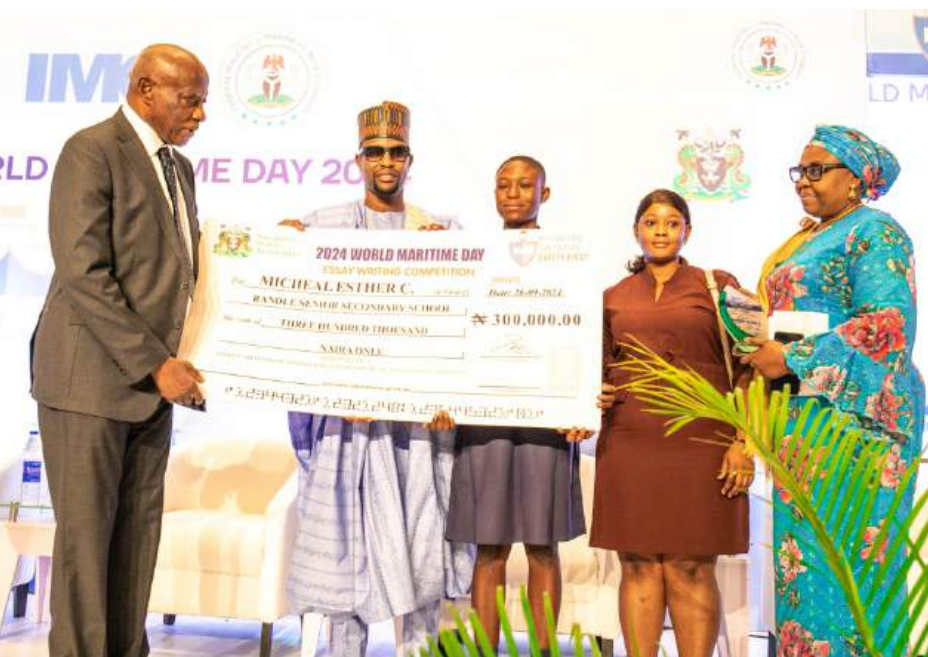


CSR: NPA Empowers Secondary School Students, Donates Cash And Laptops

The Managing Director of Nigerian Ports Authority, Dr. Abubakar Dantsoho, recently empowered Secondary school students by presenting cash gifts and awards to students from various schools who performed excellently in an essay writing competition on the topic “Navigating the Future, Safety First” for the 2024 World Maritime Day celebration held in Lagos.

Dr. Abubakar Dantsoho represented by the ED Engineering and Technical Engineer Abba Ibrahim Umar presented Michael Esther Chinyere who came third in the competition from Randle Secondary School with a cash prize of N300,000 and a laptop. The second position, Abbas Abdulramon from Okesuna High School received N500,000, an award, and a laptop. The first position went to Ada Ozuem from Stepheld Schools who won N800,000, an award plaque, and a laptop.

N100,000 consolation prizes went to seven other winners from various schools.



Climate Change

And Its Effect On Human Health

Dr. Ali Euphemia Ngozi
 Chief Medical Officer
 Medical department
 NPA Delta Ports, Warri.



All living things get their food, water and physical safety from the environment on which they live and depend for survival. The climate system is fundamental to this support. Climate change refers to a long-term shift in the weather. It has been defined by the United Nations (UN) convention on Climate change as “Change of Climate which is attributed directly or indirectly to human activity which alter the composition of the global

atmosphere and in addition to natural climate variability observed over comparable time periods”. The temperature of the climate has been changing for some years now, with serious implications for health and largely due to human activities, which includes those from industries and manufacturing plants, petroleum refinery, Ray, canning, dye Making, fire extinguishers, Aluminium and fertilizers industries. Combustion and burning of fossil fuels from automobiles exhaust, electricity production, land fill mines, deforestation, steel heat blast furnaces, Gas flaming, Refrigerants, insulating foams and solvents. Also, from personal habits like household and farming chemicals like fumigation and spraying with pesticides, insecticides, smoking, paints, burning of oils, traditional fuels like firewood, charcoal and using dried animal dung for cooking, gas fuels, heaters,



oxide, Sulphur oxide and Carbon dioxide when released from human activities react with water molecules in the atmosphere to produce acid rain.

This acid rain damages our crops, and induce corrosion of metals as well as causing harmful effects to living things including aquatic animals and fauna. It also damages buildings and monuments.

Ozone Layer Depletion: -

Ozone depletion is a slow, steady, catalytic decline in the total volume of ozone in the

grills, stoves, generators, tobacco smoke as well as asbestos and lead used extensively in different forms in the home.

All these events of man cause air pollution due to toxic gases released to the atmosphere leading to Acid rain formation, Depletion of Ozone layer, as well as contributing to global warming which inadvertently is referred to as climate change.

Research from World Health Organisation (WHO) shows that 306 billion people already live in areas highly susceptible to climate change. And a projection that between 2030 and 2050, climate change is expected to cause approximately 250,000 additional deaths per year from its effects, while direct damage cost to health is estimated to be between 2 – 4 billion US Dollars per year by 2030.

Acid Rain:- Chemical and toxic pollutants like Nitrogen

Earth's atmosphere. The Ozone layer is located in the stratosphere which is a region in the atmosphere from 15 to 50 km above the earth's surface, the Ozone layer protects life on earth by absorbing harmful ultraviolet wavelength (270 – 315nm) of the UV light from the sun and preventing it from passing through earth's atmosphere.

The by-products of man's manufacturing and other activities releases ozone depleting substances such as Chlorofluorocarbon (CFC), Hydrofluorocarbon (HFC), Methyl bromide etc., These substances react with ultraviolet rays from the sun to produce chlorine and bromide atoms. The Chlorine and bromide atoms produced react with Ozone molecules in the ozone layer by binding the oxygen atoms of the Ozone, destroying the Ozone and leading to degradation or depletion of the Ozone layer and creating holes in the layers through which ultraviolet light escapes to the earth's surface.

Ultraviolet radiation is very dangerous for humans, because it interacts with the cells of the body, damaging them and causing cell mutation, skin cancers, cataract and weakened immunity.

Global Warming: - A number of human activities leading to air pollution also causes the release of greenhouse gases such as water vapour, carbon dioxide, Nitrous Oxide and Methane which accumulate in the atmosphere. The Greenhouse gases act as a kind of screen to prevent heat from dissipating from the earth's surface where it builds up, causing a rise in global temperature. The progressive warming up of the



earth's surface due to the blanketing effect of the Greenhouse gases is known as global warming. The greenhouse gases slow the escape of heat that would normally exit into outer space thereby trapping heat, which now reflects back, holding it in a kind of warm-air blanket that surrounds the planet, a phenomenon known as global warming. This accumulation of greenhouse gases especially carbon dioxide is also made worse by deforestation, that is loss of forests which otherwise would help to store carbon dioxide to provide oxygen through photosynthesis.



diseases outbreaks due to breakdown in environmental sanitation, especially refuse and sewage disposal system and water pollution from heavy rain falls and flooding.
 *Dangerous weather events such as Hurricanes and flooding causing people to vacate their homes, and become refugees with the associated social and environmental consequences, homelessness, puberty, hunger, diseases etc.
 *Skin cancers, cataract, and weakened immunity due to Ozone layer depletion.

SUMMARY OF THE HEALTH IMPLICATION OF CLIMATE CHANGE

- *Heat waves resulting in greater number of heat related deaths, sleep disorder and disturbed sleep can make other health conditions worse.
- *Hotter weather facilitating breeding of Mosquito and other insects
- *Flooding due to melting of polar ice and its consequences for man and animals such as increase in infectious diseases like malaria and other vector borne

- *Reduced crop productivity, leading to famine, hunger and malnutrition.
- *Respiratory diseases due to heavy air pollution by human activities leading to chronic bronchitis, asthma, emphysema and lung cancer
- *Heart diseases such as stroke and increase in the risk of cardiovascular events like heart attack may occur, particularly in people already at risk for these conditions, due to exposure to poor air quality from pollution or extreme heat.
- *Irritation of the eyes, leading to conjunctivitis.
- *Acid rain due to gaseous pollutant can damage crops, induce corrosion of metals, as well as cause harmful effect to living things including aquatic animals and fauna, it can also damage building and monuments.
- *Greater morbidity burden on the vulnerable populations like children, elderly, chronic and terminally ill persons, pregnant women, people with cognitive or mobility impairment and the mentally ill persons.
- *Impaired mental health as a result of prolonged stress, post-traumatic stress disorder, depression, dementia due to increased frequency of disasters caused by climate change.



HOW TO MITIGATE THE EFFECT OF CLIMATE CHANGE

Complete prevention of atmospheric pollution may not be possible, but its control can be by the following recommendations:



increase carbon emissions.

***Mitigating the use of fossil fuels.** These will go a long way, especially in reducing global warming and climate change in general. It involves measures such as tree planting (green revolution) to reduce carbon dioxide. Also, use of electric cars and bicycles which are emission free for transport. It also involves tapping the sun for solar energy plants and use of solar lanterns at homes, including other measures to reduce the use of fossil fuels.

***Monitoring:** - There should be regular monitoring of industrial gases, fumes and vapours to ensure they are at low levels

Conclusion

To avert catastrophic health impact and prevent millions of climate change related deaths. WHO states that in the short to medium term, the health impacts of climate change will be determined mainly by vulnerability of populations, their resilience to the current rate of climate change and the extent and pace of adaptation while in the longer term, the effects will increasingly depend on the extent to which transformational action is taken now to reduce carbon emission and avoid the breaching of dangerous temperature thresholds and potential irreversible tipping points.

It is worth noting that no one is safe from those risks, the people whose health is being harmed first and worst by the climate crisis are those who contribute least to its causes, and who are least able to protect themselves. Addressing climate change

health burden is key and those responsible for greater emission should bear the highest mitigation and adaptation costs, and the world must limit temperature rise as every additional tenth of a degree of warming will take a serious toll on people's lives and health.

This is a call for urgent action.

***Site selection:** - Careful planning of residential areas, industrial zones and highways to ensure that air pollution is minimised or reduced.

***Process Redesign and Equipment Modifications:** This includes the use of tall chimneys, reduction at source through substitution of raw materials, use wet method to reduce the dust and use of electrostatic precipitation.

***Legislation/collaboration:** Effective policies backed by legislation and collaborations with WHO and other developmental partners to support countries in achieving their commitments to climate-resilient and low carbon health system.

***Health Education:** Creating awareness on community engagement, advocacy and health education on climate change. Educating people on the need to stay in shelters to limit exposures to Ultraviolet rays, use of screen, sun shades and limiting indoor air pollutions and personal habits that



• Addressing climate changes health burden is key and those responsible for greater emission should bear the highest mitigation and adaptation costs



We believe **TIME** is of more value than money.

With quick turn-around time of vessels which is evident in our increased port operational efficiency, coupled with decreased port cost, the **Nigerian Ports Authority** is living to expectation in its mission at delivering Efficient Port Service in a Safe, Secure and Customer-friendly Environment.

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



NIGERIAN PORTS AUTHORITY

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

Our Port Locations:

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

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

Rivers Port, Port-Harcourt
Baker's House, P.M.B. 5043
Port-Harcourt - Rivers State
Email Address:
riversinfo@nigerianports.org

Calabar Port Complex, Calabar
New Calabar Port Complex
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Cross-River State
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calabarinfo@nigerianports.org

Onne Port Complex, Onne
Onne Port Complex,
PMB 6199 Onne
Rivers State
Email Address:
onneinfo@nigerianports.org

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Delta State
Email Address:
deltainfo@nigerianports.org



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Make the Most of Your Retirement: **Fun Things to Try**

The thought of retiring and not having to go to work anymore might be tempting but can be a double-edged sword. Boredom can often follow close behind, so you should aim to see retirement not as the end of something, but as the start of something new.

The question is, what? That's what this article is here to help you find out.

It's a good idea to take a proactive approach and make new experiences part of you.

Engaging with the world around us through social, creative, physical or community activities can contribute more than 20% to our well-being in later life.

What's more, choosing the right goals and activities helps people make friends, provides structure and routine, and brings a sense of achievement.

Here are some activities to get you started as you begin the next fulfilling chapter of your life.

1. Travel:

Research shows that travel is a desired activity among retirees. That means there's no better time to fulfil your dreams and foreign places/destinations which offer many health benefits and help keep you active and moving than now.



2. Gardening: This is becoming a more popular activity for seniors as it requires movement and walking; which can be very beneficial for maintaining muscle mass and flexibility. The mental health benefits of growing plants or keeping a garden are also inexhaustible; from the joy of seeing your hard work come to life to watching the process of plants growing, and thriving over weeks and months.

3. Find a fitness activity and club:

Exercise is the best way to remain healthy and keep the mind sharp at any age. Begin a regular exercise activity that gets you gently moving, such as yoga, golf, pool, tai chi, swimming or whatever. If a workout program doesn't appeal to you, just get out and walk around! This simple form of exercise is an enjoyable way to keep active, explore the community, and keep both body and mind healthy altogether.

4. Grow your friendship group:

You've now got time to know



Fitness activity



Travel

the people around you a little better. Rather than just sticking to friends in your age group, making friends with people of all ages exposes you to new experiences and different points of view. Younger friends will also benefit from your life experience.

5. Stay social media savvy:

Whether it is catching up with your friends on Facebook and Instagram, or setting up a WhatsApp group, it's never been easier to keep in touch.

6. Pick up a creative activity:

Retirement is the ideal time to expand your interests. Take up a creative or artistic activity such as dance, musicals, drawing, painting, sculpting or scrapbooking.

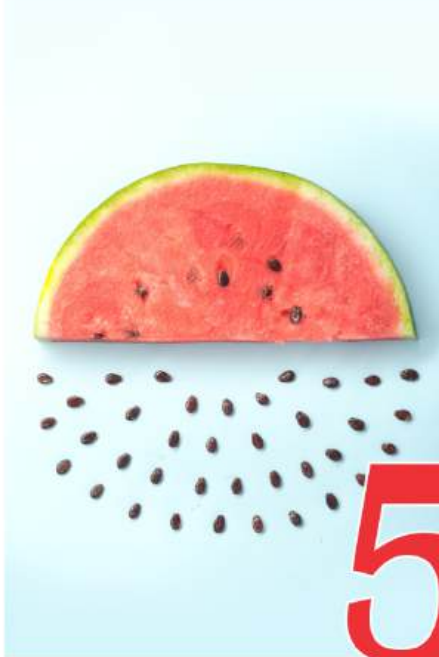
7. Volunteer:

volunteering helps you find meaning and purpose in your retirement. One of the ways you can volunteer is to lend your voice to a cause you believe in. You can also volunteer by providing mentorship to the younger generation either professionally or otherwise; this is vital to their development because your skills and expertise are priceless at this stage.

*Culled from Allure Vanguard



Gardening



5 Best Watermelon Seed Benefits

Watermelon seeds can provide beneficial nutrients, including magnesium and iron, and eating them roasted can be a healthful snack.

You might be accustomed to spitting them out as you eat — seed spitting contest, anyone? Some people just opt for seedless. But the nutritional value of watermelon seeds may convince you otherwise.

Watermelon seeds are low in calories and are nutrient dense. When roasted, they're crispy and can easily take the place of other unhealthy snack options.

1. Low calorie

One ounce of watermelon seed kernels contains approximately 158 calories. That's not much lower than an ounce of Lay's Potato Chips (160 calories), but let's take a look at what constitutes an ounce.

A large handful of watermelon seeds weighs about 4 grams and contains about just 23 calories. Far less than a bag of potato chips!

2. Magnesium

One of several minerals found in watermelon seeds is magnesium. In a 4-gram serving, you'll get 21 mg of magnesium, which is 5 percent of the daily value.

The National Institutes of Health (NIH) recommends adults get 420 mg of this mineral daily. Magnesium is essential for many of the body's metabolic functions. It's also required to maintain nerve and muscle function, as well as immune, heart, and bone health.

3. Iron

A handful of watermelon seeds contains about 0.29 mg of iron, or about 1.6 percent of the daily value. It might not seem like much, but the NIH only recommends adults get

18 mg in their day.

Iron is an important component of hemoglobin — carrying oxygen through the body. It also helps your body convert calories into energy.

However, watermelon seeds contain phytate, which decreases the absorption of iron and reduces their nutritional value.

4. "Good" fats

Watermelon seeds also provide a good source of both monounsaturated and polyunsaturated fatty acids —

one large handful (4 grams) provides 0.3 and 1.1 grams, respectively.

According to the American Heart Association, these fats are useful in protecting against heart attack and stroke, and lowering levels of "bad" cholesterol in the blood.

5. Zinc

Watermelon seeds are also good source of zinc. They provide about 26 percent of the daily value in one ounce, or 4 percent DV in one large handful (4 grams).

Zinc is an important nutrient, essential to the immune system. It's also necessary for:

- the body's digestive and nervous systems
- cell regrowth and division
- your senses of taste and smell

However, just like with iron, phytates reduce the absorption of zinc.

How to roast them

Roasting watermelon seeds is easy. Set your oven at 325°F and place the seeds on a baking sheet. It should only take about 15 minutes for them to roast, but you may want to stir them halfway through to ensure an even crispiness.

You can make the seeds taste even better by adding a little olive oil and salt, or sprinkling them with cinnamon and a light dusting of sugar. If you prefer more flavor, you can add lime juice and chili powder, or even cayenne pepper.

The takeaway

Watermelon seeds have many health benefits. Although the amounts of some minerals and vitamins within them may seem low, they are still far preferable to potato chips and other unhealthy snacks.

How much nutrition you reap from watermelon seeds depends largely on how many you eat. Because they're small, you need to eat quite a few to get their considerable benefits.

However, when you compare their nutritional value to that of other snacks, watermelon seeds come out far ahead.

Source: Google

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Dressing for the Rainy Season at the Ports:

Essential Considerations



Nigerians face unique challenges during the rainy season, including heavy rains, high humidity, and slippery conditions. Proper attire is essential to ensure comfort, safety, and productivity. Here are key factors to consider when dressing for the rainy season at the ports:

1. Waterproof and Water-Resistant Materials

-Outerwear: Invest in lightweight, waterproof or water-resistant jackets and ponchos. Look for items with sealed seams to prevent water from seeping in while remaining breathable to avoid overheating.

-Footwear: Choose durable, waterproof work boots with non-slip soles to maintain traction on wet, slippery





snug fit, enhancing protection against the elements and preventing water from entering.

-Comfortable Footwear: Ensure that boots or shoes are comfortable for long hours of wear and have adequate support to prevent foot fatigue.

5. Protective Gear

-Waterproof Overalls: Full-body waterproof overalls provide comprehensive protection from rain and are ideal for workers who need to stay dry from head to toe. They are particularly useful in areas prone to splashes and mud.

-Waterproof Gloves: Gloves made from waterproof materials with good grip and dexterity are essential for handling wet equipment and materials, maintaining productivity and safety.

6. Practical Accessories

-Portable Umbrellas: Compact, sturdy umbrellas can offer quick protection during light rain when not actively working, providing a convenient solution for brief periods of exposure.

7. Moisture Management

-Moisture-Wicking Socks: Socks made from moisture-wicking materials help keep feet dry and comfortable, reducing the risk of blisters and fungal infections.

-Quick-Drying Fabrics: Opt for quick-drying fabrics in your clothing to ensure that any moisture is rapidly wicked away, keeping you comfortable throughout the day.

By considering these essential factors, port workers in Nigeria can effectively prepare for the rainy season, ensuring they remain dry, comfortable, and safe while maintaining productivity. Investing in high-quality, durable gear tailored to the unique challenges of the Nigerian ports is a practical approach to staying protected

surfaces. Rubber boots are particularly effective for keeping feet dry and are easy to clean.

-Accessories: Use waterproof backpacks, bags, and phone cases to protect personal items and tools from getting wet.

2. Breathability

-Fabric Choice: Pick breathable yet waterproof materials that let sweat escape while keeping rain out. This will help you stay comfortable in Nigeria's warm climate.

3. High-Visibility Gear

-Reflective Vests and Jackets: High-visibility, reflective vests or jackets are crucial for safety, especially during low-light and rainy conditions. They ensure that port workers are easily seen by others, reducing the risk of accidents.

4. Fit and Comfort

-Adjustable Clothing: Choose clothing with adjustable features such as cuffs, hoods, and waistbands. This allows for a

“
Socks made from moisture-wicking materials help keep feet dry and comfortable, reducing the risk of blisters and fungal infections.”

\$102m Settlement Agreed In First Case After MV Dali's Baltimore Bridge Crash

The US has settled its civil case against the owner and operator of the MV Dali, which crashed into a Baltimore bridge in March.

The Justice Department announced that Singapore firms Grace Ocean and Synergy Marine will pay nearly \$102m to settle the claim for costs related to damage to the Francis Scott Key Bridge.

The settlement is just shy of the \$103m claimed and will be split between US treasury and federal agencies directly impacted by the collision.

“Nearly seven months after one of the worst transportation disasters in recent memory, which claimed six lives and caused untold damage, we have reached an important milestone with today’s settlement,” said principal deputy

associate attorney general Benjamin Mizer.

“Thanks to the hard work of the Justice Department attorneys since day one of this disaster, we were able to secure this early settlement of our claim, just over one month into litigation. This resolution ensures that the costs of the federal government’s clean-up efforts in the Fort McHenry Channel are borne by Grace Ocean and Synergy and not the American taxpayer.”

The two Singaporean companies face some 60 court cases in the US related to the incident. And the US claim, now been dismissed, can be reinstated if settlement is not made in 60 days.

The MV Dali, leaving the port of Baltimore for Sri Lanka, lost power, regained it, and lost it again before hitting the bridge, which collapsed. Six people died in the incident, which bought the port to a standstill with the channel obstructed and a critical highway blocked. Some 50,000 tons of steel, concrete and asphalt had to be removed from the channel and the ship.

The DoJ filed its lawsuit on 18 September, after an attempt by Grace Ocean and Synergy to limit their liability to \$43.7m. The settlement is on top of a \$87,294 payment already made to the Coast Guard National Pollution Fund Center to limit pollution.



A view of the Dali cargo vessel which crashed into the Francis Scott Key Bridge causing it to collapse in Baltimore, Maryland, U.S. REUTERS/Julia Nikhinson

Carriers May Have 'Overshot' On Capacity And Will Need To Blank More Sailings

Container spot freight rates on the main export routes out of China continued to fall this week, with declines seen on both the transpacific and Asia-Europe trades.

The trend of declining spot freight rates was bucked, however, on the transatlantic, where Drewry’s World Container Index (WCI) recorded a 28% week-on-week increase to \$2,663 per 40ft on its Rotterdam-New York leg.

The backhaul New York-Rotterdam leg price rose 4% to \$761 per 40ft, as forwarders claimed pre-US east coast strike surcharges have had an inflationary effect on pricing this month. “In a nutshell, carriers successfully implemented a PSS in September, due to strong demand and less capacity,” one vastly experienced UK-based transatlantic forwarder told The Loadstar.

“They then introduced ‘workforce disruption surcharges’ in anticipation of the strike’s impact on the USEC and Gulf –

but in the end they were waived or only applied for a very short period before being removed, as the strike ended quickly.

“Some spot rates have gone up and we still see strong demand and capacity constraints as the congestion caused from the short strike flushes through,” the forwarder added.

Meanwhile, Xeneta data also shows a jump in rates in early September and October on the transatlantic headhaul leg and lead analyst, Peter Sand told The Loadstar “we expect sideways development for the beginning of November”, adding that reduced capacity had also played a part.

He explained: “In September and October, carriers deployed 6%-7% less capacity than in previous months and this seems to continue in November, if the same level of blanked sailings comes about.

Seaspan Inks Charter Deal With OOCL For New Eco-Friendly 13,600 TEU Boxships

Hong Kong-based containership lessor Seaspan Corporation has signed a charter agreement with compatriot shipowner Orient Overseas Container Lines (OOCL) for six 13,600 TEU containerships recently ordered at Hudong-Zhonghua Shipbuilding, a subsidiary of China State Shipbuilding Corporation (CSSC).

The ships will feature many eco-friendly technologies and adopt the latest concepts. Furthermore, the vessels will be equipped with desulfurization towers and energy-saving devices to ensure they will meet the emission reduction targets,

according to Seaspan.

The expected delivery of these vessels is from the fourth quarter of 2026 to the first quarter of 2028. They are to be chartered for 15 years starting from the time of delivery, OOCL said.

The shipping firm has been actively evaluating the global economic landscape and the shipping industry's operating environment, along with the supply and demand dynamics for container vessels.

Furthermore, the shipowner was strategically timing the introduction of larger, advanced, and energy-efficient vessels to enhance its fleet's structure and competitiveness.

By entering into charter agreements, OOCL stated that it could start receiving these new vessels as early as 2026. They are expected to enable "greater flexibility for fleet planning and operations amid varying economic conditions."

This strategic decision aims to ensure "steady growth in shipping capacity, leverage economies of scale and bolster the fleet's core competitiveness and service offerings." Ultimately, it is said to strengthen OOCL's position within the industry and support the company's ongoing global expansion.



Hapag-Lloyd Joins Maersk

Hapag-Lloyd Joins Maersk with Major Earnings Upgrade as Red Sea Chaos Reshapes Shipping

Hapag-Lloyd has followed in the footsteps of its future Gemini Cooperation partner Maersk with an upward revision of its earnings outlook for 2024, driven by stronger-than-expected demand and improved freight rates.

The revised guidance comes as the German shipping line released preliminary figures for the first nine months of 2024, reporting Group EBITDA of approximately USD 3.6 billion (EUR 3.3 billion) and Group EBIT of about USD 1.9 billion (EUR 1.8 billion).

"Given the current course of business, characterized by stronger than expected demand and improved freight rates, despite increased expenses related to

the necessary diversion of vessels around the Cape of Good Hope, the Executive Board of Hapag-Lloyd AG is raising its earnings outlook for the financial year 2024," the company said in a statement.

Hapag-Lloyd now expects its Group EBITDA to range between USD 4.6 to 5.0 billion, up from the previous forecast of USD 3.5 to 4.6 billion. Group EBIT is projected to rise to USD 2.4 to 2.8 billion, compared to the earlier estimate of USD 1.3 to 2.4 billion. However, the company warned that the volatile freight market and geopolitical uncertainties could still pose risks to its forecast.

Final figures for the first nine months of 2024 are set to be published on November 14, 2024.

U.S. Coast Guard Returns from the Frontlines of the War on Smuggling with \$115M Drug Haul

The crew of the U.S. Coast Guard Cutter Resolute has offloaded approximately 9,690 pounds of cocaine and 5,490 pounds of marijuana at their homeport in St. Petersburg, marking a major success in the ongoing battle against illicit narcotics.

The massive drug seizure, worth an estimated \$115 million, took place during a 38-day deployment in the Caribbean Sea, conducted in support of Joint Interagency Task Force-South (JIATF-South).

The operation demonstrated the Coast Guard's dedication to disrupting maritime smuggling routes from Central and South America, not only prevented harmful substances from reaching U.S. shores but also led to the capture of five suspected smugglers, who now face federal prosecution.

"Time and time again, the crew demonstrated their professionalism, cohesion and excellence in mission execution. I am so incredibly proud of their efforts and their ability to achieve success in conditions where success is never guaranteed," said Commander Ian Starr, commanding officer of Resolute.

The mission's success was further bolstered by international cooperation. Working alongside the Royal Netherlands Navy ship HNLMS Holland, the Resolute's crew facilitated the transfer of additional seized contraband, including over 5,000 pounds of marijuana and 4,409 pounds of cocaine.

Suya is a thinly sliced meat, usually grilled or roasted and garnished with YAGI SPICE (suya spice), onions, cucumber and tomatoes for a unique taste. It originated from the north but mostly eaten as evening snacks across the states in Nigeria.

Ingredients for making suya

1. Beef: flank steak, skirt steak, sirloin, topside.
2. Yagi spice: mixture of ground dried chillies, ginger, peanuts, etc.
3. Oil: Peanut oil or any oil of your preferred choice.
4. Cayenne pepper
5. Ground dried pepper (optional)
6. Seasoning cubes
7. Suya sticks
8. Salt to taste (optional)

PREPARATION

Wash the beef properly, with a kitchen knife, slice the washed beef into tiny fillets.

Mix suya spice and seasoning in a bowl, stock the beef fillets on the stick and marinate, for some minutes.

Sprinkle a little amount of vegetable oil or any preferred oil of your choice on the beef. With a kitchen brush, spread oil on both sides of the fillets. Grill or roast the fillets.

Turn fillets at intervals to allow them to be cooked evenly. Add additional oil and spice to taste, allow roasting or grilling for few minutes.

Suya can be roasted or grilled for 20 – 25 minutes.

Garnish with onions, cucumber, tomatoes and Yagi spice.

Serve.

MASA (WAINA)

Masa is popular in the northern part of Nigeria. Especially among the Hausas and Fulani people.

Masa is a fermented puff batter of rice, maize, millet or sorghum, traditionally fried in a round shallow molds pan, which forms an oval or round shape. It is made with short-grain unperboiled rice which is also used for Tuwon shinkafa (Rice Fufu) a delicacy of the northern Nigeria. Masa can be eaten with different types of soup, stew, chicken suya or beef.

Ingredients

- 2 cups of rice(use the Tuwo rice, arbio or jasmine rice)
- 2 teaspoons yeast (dry)
- ¼ cup water for proofing the yeast
- ¼ cup cooked rice (pre-cooked)



Suya And Masa

- 2 teaspoons of yoghurt (optional)
- 1 small onion
- ½ inch ginger
- ½ cup of water for blending
- 2-4 tablespoon sugar
- ½ teaspoon salt
- 2 teaspoons baking powder
- Vegetable oil.
- ½ spoon dry yeast

Preparation

Pick out the dirt from the rice, wash thoroughly, soak for 12 hours or overnight to help soften the grains and allow for a smoother batter. After soaking the rice, in a blender, blend the soaked rice with water, add cooked rice and chopped onions and yoghurt to form a thick paste. Combine and add the active dry yeast and sugar to kick-start the fermentation process. This mixture should be left to proof (rise) for about 4 to 8 hours. As the batter ferments, it will become bubbly with a sour and slightly sweet taste.

Once the batter has fermented, season it with salt, and baking powder to enhance the flour and texture of the masa.

Put vegetable oil in round shallow molds and fry the mixed batter on low heat. Turn from time to time until it is properly fried.

Serve.

PARLONS FRANÇAIS

By Victoria Tarfa

LECON TRENTE QUATRE (Lesson 34).

Welcome back on parlons français.

In this lesson, we will look at some phrases from our previous lesson to refresh our memories.

In lesson 44, we will learn simple words we use around in our day to day living.

Let's start with revision from our last lesson.

Say these in French

I speak English
They are speaking French
The children speak Igbo
You don't speak Yoruba?
I don't speak Spanish, I speak French
You are speaking about the holidays?

Say these in English

Elles parlent à Paul en français
Anna et moi, nous parlons Yoruba
Les enfants parlent mal l'anglais

Day to Day words

A company	une société
An employee	un employé
Unemployment	le chômage
A boss	le patron
A colleague	un collègue
A neighbour	une voisine
A doctor	un médecin
A lawyer	un Avocat
An Engineer	un Ingenieur
A computer analyst	un informaticien
A business man (woman)	un homme d'affaires / Une femme d'affaires
A Market	une marché
A team	une equipe
Staff union	un syndicat de personnel
A union member (a unioniste)	un syndicaliste.
Freight rate	Tarif de fret
Shipping rate	Tarif de transport
Port Area	Zone Portuaire
Ports and Harbours	Port et Rades
Bunkering	Soutage
Quay Apron	Tablier de quai

Let's use what you have learnt in the past lessons to make sentences.

Je parle à mon patron	-I am speaking to my boss
Elles parlent à ses collègue	-They are speaking to their colleague
Il parle du tablier de quai	-He is speaking about the quai apron
Nous parlons de zone portuaire	-We are talking about port area
Elle parle de mon voisine	- She is speaking about my
neighbour.	

On se verra (See you in next lesson)

“We are committed to promoting trade facilitation and economic development” — MD NPA

The Managing Director, of Nigerian Ports Authority Dr. Abubakar Dantsoho has expressed his appreciation to the Executive Council Members of the Abuja Chamber of Commerce and Industry for organising a platform for Maritime Stakeholders to exhibit their potentials to investors within and outside the shores of the country.

Dr. Dantsoho represented by Salihu Dankwambo (Principal Manager Corporate & Strategic Communications made this remark at the 19th Abuja International Trade Fair held in Abuja.

According to him, the NPA's role in the Maritime corridor over the years cannot be undermined in view of its position and contribution to the growth and development of the nation's economy especially in the areas of transportation, trade facilitation and taxation which has further enhanced opportunities for small and medium scale enterprises to showcase their potentials.

Furthermore, the MD said this year's theme “Mobility Option for Transportation, Trade Finance and Taxation” affirms President Bola Tinubu's (GCFR) administration's policy for attaining meaningful and sustainable economic growth which includes Human Capital Development for competence and capabilities through the local production of goods and services for the international market.

He assured the organizers that the Authority would continue to collaborate with them in the coming years.

Earlier, the President of the Abuja Chamber of Commerce and Industry, Chief Emeka Obegolu (ESQ) represented by the DG Agabaidu Jideani expressed delight at the positive role the NPA has played as a leading Maritime group in the country and towards the successful history of the year's event.



Dr. Dantsoho



A NATIONAL BRAND ASSET ANCHORED ON SERVICE EXCELLENCE

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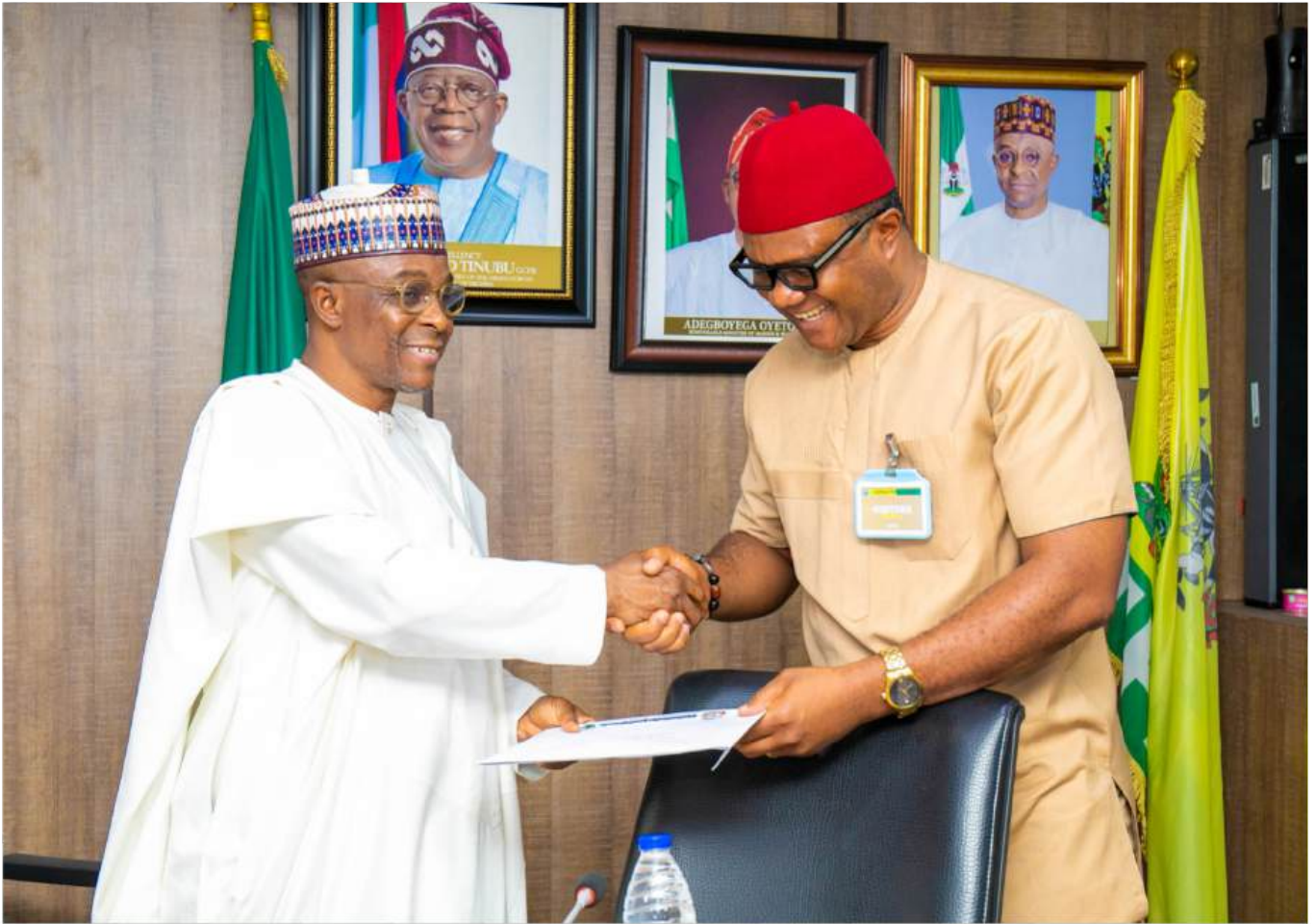
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By Paul Erakhifu, and
Abidemi Agboola

EXECUTIVE OF NAGAFF ON WORKING VISIT TO NPA





HANDING OVER CEREMONY



MD NPA ON OPERATIONAL VISIT TO TIN CAN ISLAND AND LAGOS PORTS COMPLEX PORTS





NPA MANAGEMENT PLAYS HOST TO EXECUTIVE OF LEKKI PORT





MD NLNG VISITS NPA MANAGEMENT IN LAGOS





NPA MANAGEMENT VISITS TTP TERMINAL



NPA MANAGEMENT SYNERGISES WITH HOUSE UNIONS





FRSC CORP MARSHAL VISITS NPA MANAGEMENT IN LAGOS





NPA MANAGEMENT SYNERGISES WITH COMMITTEE ON NATIONAL SINGLE WINDOW





Palace of Emir of Ilorin

Kwara State And Its Remarkable Tourist Attractions

BY PAUL ERAKHIFU

Tourism is interesting and exciting. It enables one to know people, go places and see the potentials in places visited.

Recently, I was on a tourist Vocation to Ilorin, the capital of Kwara State, a State which was founded on 27th May, 1967 with 16 local government areas, it is in the North Central Geographical Zone in Nigeria.

A State with the slogan “State of Harmony”. The State is arguably one of the peaceful and harmonious State in Nigeria. No wonder, tourism do thrive in the State and visitors and foreigners are visibly seen in most of the tourist locations visited.

Highlighted below are some remarkable tourist attractions in Kwara state. Happy reading.

Okuta Ilorin: This is one of the significant attraction to visit in Ilorin. Okuta Ilorin means “Stone for sharpening

metal” in Yoruba language. This historical monument is instrumental in how Ilorin city was named. The stone is located at Idi-Ape Quarters in Ilorin. Ojo Ise kuse, who was one of the founder of Ilorin, used to sharpen his metal tools in ancient times. Visitors, picnickers and researchers would find this ancient stone useful.

Palace of Emir of Ilorin: This palace is a combination of culture, tradition and aesthetics. Emir of Ilorin Palace is an architectural masterpiece that covers forty (40) acres, it’s surrounded by a high wall with large gates.

This palace consists of several buildings that house the Emir’s private residence, the harem, the throne room, administrative offices and guest house.

This historical palace is a symbol of traditional authority that combines traditional Islamic and Yoruba architectural styles. The record has it that the

evolution of Ilorin from a small settlement to a vast city.

Interestingly, during festive periods, lots of people come to this magnificent palace to relax and gaze at one of the most famous palaces in the world.

Patigi Beach: This is located in patigi town along the River Niger. The annual patigi Regatta Festival and fishing activities take place in the beach. There are places within the beach where tourists and visitors can relax and leisure. Swimmers, and visitors would find the beach interesting.

Jebba Tourist Site: This tourist centre is in Jebba Town, Kwara State. Historians and educationalists would find this site useful because it illustrates and documents Europeans' presence in Jebba.

Monuments such as Mungo Park's Cenotaph, Jebba Colony, Juju Rock, the historical cemetery and Ahoyaya waterfall are situated there.

Owu Waterfall: This magnificent waterfall is located in Owu Kayola in Ifelodun local government area (LGA) of Kwara State.

Those who love nature would find this waterfall interesting. This waterfall is said to be among the highest waterfalls in Sub-Saharan Africa. One would notice the greenery, well cultivated trees with beautiful landscape.

Esie Museum: This is arguably the first museum in Nigeria. It was built in 1945 in Esie town. Esie Museum is in Irepodun local government area (LGA) Esie town is famous for the production of soapstone sculptures – it's a symbol of wealth to the people of Esie. The soapstone sculptures serve as ancestor worship, divination and protection against evil spirits.

In 1975, a hunter discovered the soapstone figures in the forest. Tourists who are spiritually inclined and religious students would find the museum very useful.

Sobi and Agbonna Hills: These two historical hills are so appealing to tourists and visitors.

Sobi Hill has a good hike and breathtaking views. This hill offers a panoramic vista of the city. Climbing to the top of hill is challenging. At the top of the hill one would appreciate nature at its best.

The sobi hill is in a peaceful serene environment, the shade of the hill's lush vegetation is good for picnics and relaxation.

Oke Agbonna Hill: This significant landmark has great cultural, historical and spiritual significance to the people. The record had it that Oke Agbonna Hill was formed 700 years ago.

The initial small hill grew over the years due to the prayer of the indigenes of Ilorin. The spacious surroundings around the hill are good for visitor's, tourists and researchers to relax and gaze at the hill.

We urge visitors, indigenes, scholars, researchers and historians to visit Kwara state to witness the gift of nature, beautiful landscape magnificent and historical tourist attractions in the "State of Harmony".





Flying Eagles pip Ghana to retain WAFU Cup title

The Flying Eagles, Nigeria's U-20 football team, have once again demonstrated their dominance in West African football by successfully defending their WAFU B title in Togo.

This latest triumph has fueled excitement among football fans and reignited hopes for the team's future. But as celebrations subside, a question lingers: what lies ahead for Nigeria's rising stars?

The journey to WAFU B success was anything but easy. Nigeria's young squad faced stiff competition from rivals across the region, with each team determined to clinch the title.

Under the leadership of Aliyu Zubairu, the Flying Eagles honed their skills, focused on discipline, and demonstrated resilience on the pitch. The team's journey was a testament to hard work and cohesive strategy, factors that will play a crucial role as

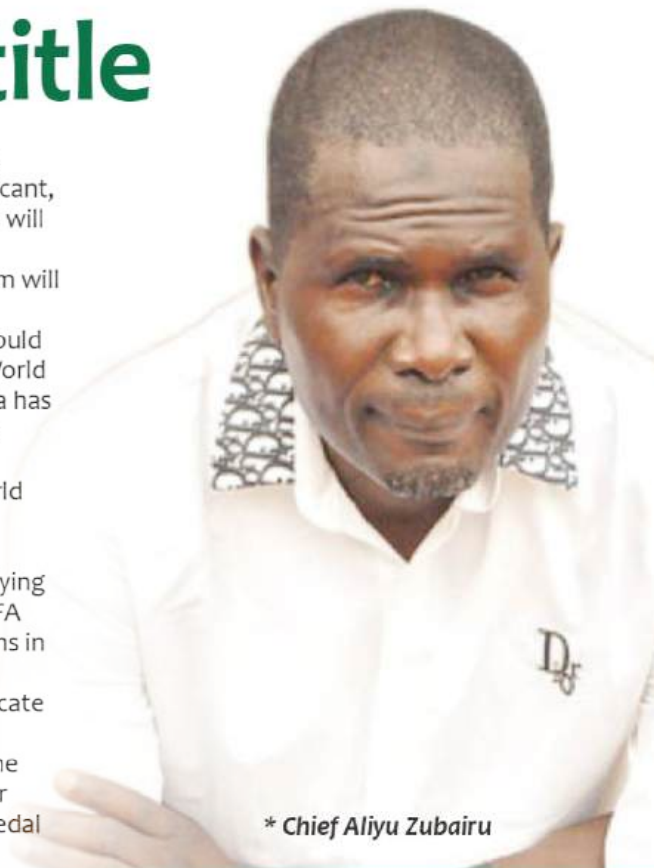
they aim to build on this success.

While regional success is significant, the real test for the Flying Eagles will come at the U-20 Africa Cup of Nations (AFCON), where the team will face Africa's elite.

A strong performance there would secure a place in the U-20 FIFA World Cup, a global stage where Nigeria has failed to impress considering the country's record as the most successful nation at the U-17 World Cup.

The Golden Eaglets who are supposed to graduate into the Flying Eagles have won a record five FIFA World titles. They were champions in 1985, 1993, 2007, 2013 and 2015.

However, Nigeria is yet to replicate the same dominance at the U-20 World Championship. The best the country has achieved is two silver in 1989 and 2005 and a bronze medal in 1985.



* Chief Aliyu Zubairu



From Osimhen to Ademola Lookman: Nigeria's Romance with the Ballon d'Or Continues

Nigeria's representation at the Ballon d'Or has grown in recent years, with Ademola Lookman becoming the latest Super Eagles star to earn high recognition.

The Ballon d'Or is football's most prestigious individual award, with an incredible list of winners, from the likes of Zinedine Zidane to record-winner Lionel Messi.

The organizers, France Football, have been honoring the world's best players since 1956.

There have only been 9 Nigerian players ever nominated for the award, and this achievement is a testament to the country's rich footballing talent.

In 1995, Finidi George, Daniel Amokachi, and Austin Jay-Jay Okocha made history as the first Nigerian players to be nominated for the Ballon d'Or after a year of showcasing their skills at the 1994 World Cup and their respective clubs.

The trio paved the way for the likes of Nwankwo Kanu (1996, 1999), Victor Ikpeba (1997), Sunday

Oliseh (1998), Asisat Oshoala (2022, 2023), Victor Osimhen (2023), and Ademola Lookman (2024)

Fast forward to today, and Nigerian players continue to make waves. Victor Osimhen's 8th-placed finish came because of a stellar year, leading Napoli to the Scudetto and securing the Golden Boot.

Ademola Lookman's 14th-placed Ballon d'Or finish this year is thoroughly deserved, with some believing he should have been higher.

After enjoying a fine domestic campaign with Atalanta, Lookman single-handedly destroyed Bayer Leverkusen with a marvelous hat-trick in the Europa League final

As for Ballon d'Or 2025, Osimhen continues to perform at a high level with Galatasaray and Victor Boniface is on fire for Bayer Leverkusen with 8 goals in his first 11 games this season.

If Nigerian players continue to make waves, the country's first Ballon d'Or podium finish remains a possibility.

Rodri wins Ballon d'Or after Premier League, Euro 2024 glory

Manchester City midfielder Rodri has been awarded the Ballon d'Or after a stellar season that saw him pick up silverware with both club and country. Rodri was handed the award at a ceremony in Paris on Monday, organised by the French magazine France Football in collaboration with UEFA.

"A very special day, for me, my family and my country," Rodri said.

"I understand that because I have no social media, people don't know me much. I am just a normal guy. I enjoy the sport, I enjoy my profession. And I try to be a good person. I am a very calm person." The 28-year-old won his fourth straight Premier League with City in May as Pep Guardiola's side held off Arsenal's challenge, winning their last nine games to clinch the title. He is the first player from England's top tier to be crowned since Cristiano Ronaldo won in 2008 during his first stint with Manchester United.

Rodri's stiffest competition for the Ballon d'Or came from Madrid's Vinicius Júnior, who refused to travel to Paris for the ceremony after discovering that he would not take home the trophy. Jude Bellingham finished third in the voting.

Vinicius, 24, had been a leading contender to win the 2024 men's prize after leading Madrid to a LaLiga and Champions League double last season, but sources told ESPN earlier on Monday that neither he nor his fellow Madrid nominees — eight in total across the various awards — would attend the event.



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