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Nigeria Clinches PMAWCA Presidency After 52 Years

**Dantsoho Pledges To Boost Hinterland Connectivity
Sets The Stage For Regional Transformation

LE NIGERIA REMPORTE LA PRÉSIDENTIE DE L'AGPAOC APRÈS 52 ANS

** Dantsoho s'engage à stimuler la connectivité de l'arrière-pays
* Il prépare le terrain pour la transformation régionale*

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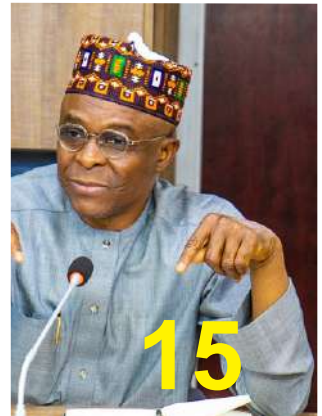


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I welcome you to the final edition of Nigerian Ports Today for 2024. It has been an eventful year and we are grateful that we are here to bid it farewell and welcome a new year full of hope for greater accomplishment for the Authority and the entire maritime sector.

We begin with the cheering news of our Managing Director, Dr Abubakar Dantsoho's recent emergence as the President of the Port Management Association of West and Central Africa (PWAMCA). His affirmation as the first Nigerian to mount the saddle of leadership of the regional maritime body took place at the 44th Annual Council meeting and the 19th Roundtable of Directors General of PMAWCA, held in Conakry Guinea.

Speaking after his emergence, the Managing Director assured all member countries that he is committed to sustaining the momentum of regional economic integration, affirming Nigeria's

continued support for PWAMCA's objectives, which is in line with President Bola Tinubu's (GCFR) reform agenda.

This special edition also brings you details of the Managing Director's tour of some port facilities in the Country with top echelon of the Authority. The team visited terminals to assess state of affairs, interact with management and staff of the ports to identify important areas of intervention in line with management's determination to reposition Nigeria's ports for greater efficiency.

He made this remark while speaking to terminal operators in all the ports, the MD solicited for improved investments in infrastructure from terminals to enhance service delivery and increase the ports contribution to national economic growth.

We also serve to you our regulars including: Travelogue, which focuses on "Balez African Du Guinea"; Health; Safety; Fashion and Cuisine. Sports lovers will also find recent developments and updates in the sporting world. It is an edition that will warm your heart into the new year.

I invite you to savour the informative pieces in the edition, let me wish you a most fulfilling 2025.

Thank you!

Ikechukwu Onyemekara Ksc
Editor-in-chief



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MOT DE LA RÉDACTRICE EN CHEF

Je vous souhaite la bienvenue à la dernière édition de Nigerian Ports Today pour 2024. Ce fut une année riche en événements et nous sommes reconnaissants d’être ici pour lui dire au revoir et accueillir une nouvelle année pleine d’espoir pour de plus grandes réalisations pour l’Autorité et l’ensemble du secteur maritime.

Nous commençons par la nouvelle réjouissante de l’accession récente de notre Directeur Général, le Dr Abubakar Dantsoho, à la présidence de l’Association de Gestion Portuaire de l’Afrique de l’Ouest et du Centre (PWAMCA). Son affirmation en tant que premier Nigérien à prendre la tête de l’organisme maritime régional a eu lieu lors de la 44e réunion annuelle du Conseil et de la 19e Table Ronde des Directeurs Généraux de l’AGPAOC, tenues à Conakry, en Guinée.

S’exprimant après son élection, le directeur général a assuré à tous les pays membres qu’il était déterminé à maintenir la dynamique de l’intégration économique régionale, affirmant le soutien continu du Nigeria aux objectifs du PWAMCA, qui sont conforme au programme de réforme du président Bola Tinubu (GCFR).

Cette édition spéciale vous apporte également des détails sur la visite du Directeur Général de certaines installations portuaires du pays avec les plus hauts responsables de l’Autorité. L’équipe a visité les terminaux pour évaluer l’état des lieux, interagir avec la direction et le personnel des ports afin d’identifier les domaines d’intervention importants conformément à la détermination de la direction à repositionner les ports du Nigéria pour une plus grande efficacité.

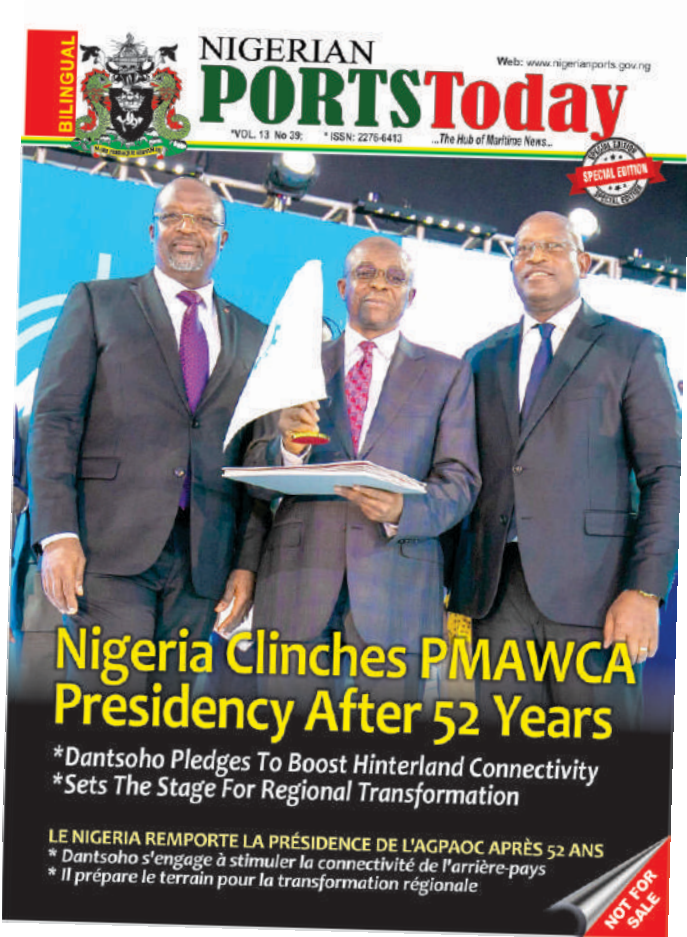
Il a fait cette remarque lors d’un entretien avec les opérateurs de terminaux dans tous les ports, le directeur général a sollicité des investissements améliorés dans les infrastructures des terminaux pour améliorer la prestation de services et augmenter la contribution des ports à la croissance économique nationale.

Nous vous proposons également nos habitués, dont : Carnet de voyage, qui porte sur « Balez African Du Guinea » ; Santé ; Sécurité ; Mode et Cuisine. Les amateurs de sport y trouveront également les dernières nouveautés et mises à jour sur le monde sportif. C’est une édition qui vous réchauffera le cœur pour la nouvelle année.

Je vous invite à savourer les pièces informatives de cette édition, permettez-moi de vous souhaiter une année 2025 des plus épanouissantes.

Merci!

Nkechukwu Onyemekara
Rédacteur En Chef





NIGERIAN PORTS AUTHORITY

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To Deliver Efficient Port Services in a Safe, Secure and Customer-friendly Environment

CORE ESSENCE

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CORE VALUE

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- Efficiency
- Customer Satisfaction
- Integrity
- Safety
- Collaboration
- Innovation

Let me begin this Edition by expressing my profound gratitude to the entire workforce and stakeholders of the Authority for the goodwill expressed in the deluge of congratulatory messages I received since my emergence at the President of the prestigious Port Management Association of West and Central Africa (PMAWCA) during its 44th Annual Council and 19th Roundtable of Directors- General which held in Conakry, Guinea recently.

This development which comes with the very daunting but surmountable responsibility of positioning Ports along the West African Coast to garner greater market share of global trade volumes is a task we are poised to deliver upon with your support.

We intend to take maximum advantage of the investor-friendliness of his Excellency President Bola Ahmed Tinubu (GCFR) and the unwavering support of the Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola to attract and retain the caliber of investments required to fund our ambitious Port development goals.

The emergent opportunities of the African Continental Free Trade Area (AfCFTA) agreement behoves on us to put in place the infrastructural and operational efficiencies necessary to ensure that Ports of West and Central Africa take the lead and maximally reap the inherent benefits of regional prosperity.

The 15 Billion US Dollars Simandou Rail and Port Infrastructure financing being undertaken by Guinea to maximize the benefits of its natural endowment of the largest iron ore reserve globally provides a template of the peer review mechanism and direction we intend to rally our Ports towards.

As I invite you to delve into the insight-packed pages of this edition of Nigerian Ports Today, I will like to specially commend the achievement of my immediate predecessor as PMAWCA Mr Martin Boguikuoma, Managing Director of the Gabon Ports Authority and to assure you of my resolve to sustain and indeed exceed expectations on the noble cause that advancing PMAWCA constitutes.

Dr Abubakar Dantsoho
Managing Director



MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Permettez-moi de commencer cette édition en exprimant ma profonde gratitude à l'ensemble du personnel et des parties prenantes de l'Autorité pour la bonne volonté exprimée dans le déluge de messages de félicitations que j'ai reçus depuis mon émergence à la présidence de la prestigieuse Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) lors de son 44^e Conseil Annuel et de la 19^e Table ronde des Directeurs Généraux qui se sont tenus récemment à Conakry, en Guinée.

Ce développement, qui s'accompagne de la responsabilité très intimidante mais surmontable de positionner les ports le long de la côte ouest-africaine pour recueillir une plus grande part de marché des volumes d'échanges mondiaux, est une tâche que nous sommes prêts à accomplir avec votre soutien.

Nous avons l'intention de tirer le meilleur parti de la convivialité des investisseurs de Son Excellence le Président Bola Ahmed Tinubu (GCFR) et du soutien indéfectible de l'honorable ministre de la Marine et de l'Économie Bleue, Adegboyega Oyetola, pour attirer et conserver le calibre des investissements nécessaires pour financer nos ambitieux objectifs de développement portuaire.

Les opportunités émergentes de l'accord sur la Zone de Libre-Échange Continentale Africaine (ZLECA) nous obligent à mettre en place les efficacités infrastructurelles et opérationnelles nécessaires pour garantir que les ports d'Afrique de l'Ouest et d'Afrique Centrale prennent les devants et récoltent au maximum les avantages inhérents à la prospérité régionale.

Le financement de 15 milliards de dollars américains pour l'infrastructure ferroviaire et portuaire de Simandou entrepris par la Guinée pour maximiser les avantages de sa dotation naturelle en réserves de minerai de fer les plus importantes au monde fournit un modèle du mécanisme d'évaluation par les pairs et de l'orientation vers laquelle nous entendons rallier nos ports.

Alors que je vous invite à parcourir les pages riches en informations de cette édition de Nigerian Ports Today, je voudrais saluer particulièrement les réalisations de mon prédécesseur immédiat au poste de L'AGPAOC. Monsieur Martin Boguikuoma, Directeur Général des Ports Autonomes du Gabon et pour vous assurer de ma détermination à soutenir et même à dépasser les attentes sur la noble cause que constitue la promotion de l'AGPAOC.

Dr Abubakar Dantsoho
Managing Director





Nigeria Clinches PMAWCA Presidency After 52 Years

**Dantsoho Pledges To Boost Hinterland Connectivity
Sets The Stage For Regional Transformation

Is there any mistake in the decision of President Bola Ahmed Tinubu to appoint Dr. Abubakar Dantsoho as the Managing Director of the Nigerian Ports Authority (NPA)? Stakeholders in the Nigerian maritime industry had earlier applauded the decision. Subsequently, key players in port management across the sub-region also expressed their belief that the appointment of Dr. Dantsoho was well-thought-out, owing to his pedigree. They affirmed this view, highlighting Dantsoho's recent appointment as the first Nigerian President of the Port Management Association of

West and Central Africa (PMAWCA).

The General Manager, Corporate and Strategic Communications Division & Editor-in-Chief, **Ikechukwu Onyemekara**, and **Principal Manager, Victoria Tarfa**, who were in Conakry, Guinea, to cover the recent elaborate event and Dantsoho's emergence as PMAWCA President, report as follows:

On Friday, July 12, 2024, the news of the appointment of Dr. Abubakar Dantsoho as the Managing Director of the Nigerian Ports Authority (NPA) hit the airwaves. To



many stakeholders in the Nigerian maritime sector, the appointment by President Bola Ahmed Tinubu was apt and timely. Stakeholders described it as one of the President's best moves and lauding him for placing square pegs in square holes.

This assessment is fair, according to critics. For Dantsoho, who Tinubu entrusted with the mandate to reposition the seaports for greater efficiency, lower costs, and increased satisfaction for port users, his over 30 years of experience in port and terminal operations is invaluable.

Not surprisingly, about four months into his role at the NPA, on Thursday, November 22, 2024, Dr. Dantsoho was appointed President of the Port Management Association of West and Central Africa (PMAWCA) by the board of the Association. He is the first Nigerian to occupy this position. His mandate upon assuming the President of the sub-regional body was to revitalize the association by fostering economic cohesion and advancing the interests of the member states. This was a significant achievement for the NPA chief, Nigeria and indeed the sub-region.

The good news was announced as part of the 44th Annual Council and the 19th Roundtable of Directors-General of the association, held in Conakry, Guinea. The event was attended by over 400 delegates from more than 20 countries.

The Port Management Association of West and Central Africa (PMAWCA):

The Port Management Association of West and Central Africa (PMAWCA) was established in October 1972 under the auspices of the Economic Commission for Africa (UNECA). It covers seaports along the West Coast of Africa, from Mauritania to Angola, spanning a shipping area with a coastline of approximately 12,000 km. These ports handle about 300 million tons of maritime import/export trade for the sub-region, excluding crude oil.

The association consists of 20 regular member ports including one Spanish-speaking, three Portuguese-speaking, five English-speaking and eleven French-speaking countries, eight associate members and several observer members from Africa and Europe with official languages in English, French, and Portuguese.

PMAWCA's objective is to foster cooperation and share knowledge on best practices in port management and operations. It aims to deliver efficient and effective port services to clients, including ships and cargo owners, while upholding a strong culture of safety.

Under the association, member ports collaborate to address their challenges and capitalize on their advantages in response to the growing demands of the global maritime sector. PMAWCA meetings provide a platform for exploring ways to enhance development, ensuring competitiveness with ports in developed economies and promoting economic opportunities for hinterlands through trade liberalization.

Given the geographical and linguistic diversity of PMAWCA, the association prioritizes member states' trade interests to foster harmonious collaboration and drive sustainable development. These efforts include integrating and developing new businesses such as cruise shipping and cabotage, among others.

Since its inception in 1972, Nigeria has served as the host country for PMAWCA and held the position of treasurer. This role, however, excluded Nigeria from leadership positions such as President or Secretary General of the association. In 2013, Nigeria relinquished the treasurer position at the Secretariat's request and negotiated for a leadership role.

At the 2013 council meeting, the association granted Nigeria the right to the presidency based on a rotation system. Subsequently, Nigeria became a member of the Board of Directors and a vice president. In 2024, Dr. Abubakar Dantsoho became the first Nigerian President of PMAWCA, during the council meeting in Guinea, 52 years after the association's creation.

Expectations from Nigeria to provide exceptional leadership are high, driven by the country's maritime potential, its shift from oil-based exports, the encouragement of local content and the creation of the Marine and Blue Economy Ministry. These factors have directed significant attention to Nigeria.

By virtue of Dr. Abubakar Dantsoho's appointment as President of PMAWCA, he has also taken up leadership as the President of Pan-African Association for Ports

Cooperation (PAPC). This is because it is the turn of PMAWCA to produce the next President for the next two years which is another first for Nigeria. The Pan African Port Cooperation (PAPC) is the collaborative body of regional Port associations in Africa which are the Union of Port Authorities of Northern Africa (UAPNA) established in 1974 with 7 members, Port Management Association of West and Central Africa (PMAWCA) with 24 members and the Port Management Association of Eastern and Southern Africa (PMAESA) established in 1973 with 25 members.

Who is Abubakar Dantsoho, the President of PMAWCA?

Dr. Abubakar Dantsoho was born in 1969 to Alhaji Dantsoho and Hajiya Turai. At the age of 27 (1992), he graduated from the University of Maiduguri with a Bachelor of Science (B.Sc.) degree.

After his graduation, he joined the Nigerian Ports Authority (NPA) for his mandatory National Youth Service Corps (NYSC) program.

Luck later smiled on his long sojourn at the NPA. About 32 years later, his portrait now hangs as the Managing Director of this strategic agency in Nigeria, and he has also been appointed President of the Port Management Association of West and Central Africa (PMAWCA).

Dantsoho amassed numerous educational qualifications from several tertiary institutions. He earned a Master of Science (M.Sc.) in International Transport from Cardiff University of Wales in 1999 and a doctorate (Ph.D.) in Maritime Technology from John Moores University in Liverpool, United Kingdom, in 2015.

He served the NPA meritoriously before being chosen by President Bola Ahmed Tinubu to head the agency.

A highly traveled man, Dantsoho was a delegate to the World Ports Conference of the International Association of Ports and Harbours (IAPH) in Busan, South Korea, in 2011; the United Nations Conference on Environment and Development (UNCED), also known as the Earth Summit in Rio de Janeiro, Brazil in 2012; and a participant at the International and Logistics Conference in Casablanca, Morocco in 2013.

Also highly proficient, Dantsoho has completed several consultancy studies and projects for the NPA. These include a consultancy study by Crown Agents,



UK, on NPA concessions and joint venture agreements, the Single Window initiative, the 25-Year Ports Development Master Plan and a World Bank study on private sector participation in integrated transport systems.

For his service to the NPA, Dantsoho has received numerous commendations from the Authority. For example, he was commended for being a member of the team that berthed the *Egina FPSO* ship in Nigerian waters in 2018.

Just before Dantsoho was appointed:

Just before Dantsoho was nominated as the President of PMAWCA, stakeholders who spoke with NPT Magazine on the sidelines of the event, said global trade is growing fast, making the seaports and terminals in the West and Central Africa more important to the economy of the region and the world.

Ports across the globe, the stakeholders said, handle between 80 and 90 per cent of sea-shipped goods. Improving on how they work through dedicated and knowledgeable leadership, stakeholders believe is key to better efficiency, lower costs and retention of happy customers.

Some of the stakeholders who hailed the election of Dantsoho highlighted some of the major steps he has so far taken that will make the ports and terminal management in the region successful as the new PMAWCA helmsman.

One of the stakeholders and maritime lawyer, Dr Dipo

Alaka, pointed to the assurance given by Dantsoho during his acceptance speech to uphold the objectives of the association towards enhancing the role of the maritime sector as an enabler of economic development and sustainability.

To Alaka, this is a good policy statement coming early from the new President to turn around the fortunes of the sector and the association.

Noting that Dantsoho was appointed by sub-regional top port operators and in the presence of experts and representatives of national, sub-regional and international institutions and organisations, Alaka said the President should “seize the opportunity presented by the occasion to affirm Nigeria’s will and determination as demonstrated by the Minister of Marine & Blue Economy, Alhaji Adegboyega Oyetola, in line with the “Renewed Hope Agenda” of President Ahmed Bola Tinubu to sustain the momentum established by his predecessor and Managing Director of Gabon Ports Authority Mr. Martin Boguikuoma.”

He counselled that “Dantsoho should assure them that he would continue to put all efforts needed to further consolidate the economic cohesion of the region and to actualise the interests of member ports.”

Summary of What Dantsoho Said at The Forum:

The Managing Director, Nigerian Ports Authority (NPA) and President of Port Management Association of West and Central Africa (PMAWCA), seized the opportunity of his new position to assure members of the association and the people of the sub-region which they represent. He promised to uphold the objectives of the association towards enhancing the role of the maritime sector as an enabler of economic development and sustainability.

Addressing delegates, experts and stakeholders at the forum, Dantsoho said:

“I stand before my friends from the countries of West and Central Africa to accept the mantle of leadership of our great association, the Ports Management Association of West and Central Africa (PMAWCA) and to serve as its President.

“I would like to seize this occasion to affirm Nigeria’s will and determination, clearly demonstrated by the Minister of Marine & Blue Economy, Alhaji Adegboyega Oyetola, in line with the Renewed Hope Agenda of President Ahmed Bola Tinubu, to sustain the momentum established by my predecessor, Mr. Martin Boguikuoma, the Managing Director of Gabon Ports Authority and to continue to put all efforts needed to further consolidate the economic cohesion of the region and to actualise the interests of member ports.”

Furthermore, Dantsoho said:

“I must commend the professionalism and commitment of the Secretary-General, Mr. Jean-Marie Koffi and other colleagues who have managed the

affairs of the association over the years.

“My assurance to you is that I will do all in my capacity to uphold the objectives of the association towards enhancing the role of the maritime sector as an enabler of economic development and sustainability.

“Our role has become particularly important against the backdrop of the turbulence that has characterised the global economy in the recent past, such as the COVID-19 pandemic, the war in Ukraine, etc., as well as the uncertainty that such headwinds have triggered.

“Therefore, I will be seeking your usual cooperation and advice in helping to ensure that we continue to develop the maritime sector in our various countries and the West and Central African sub-region in general. It is only through robust commitment and collaboration that we can achieve our mandates.

“As stated in my presentation during the conference, there is the need for the timely completion of international highways and railways linking our region. This is based on the conviction that such inter-connectivity will not only reduce the cost of doing business but will also link together coastal and landlocked African nations and generally enhance economic development across the continent.”

By virtue of his position as the Managing Director of the NPA, he is to lead the region in forming strategies that will lead to cutting-edge port development that will stimulate sustainable economic growth of member-states through port efficiency, best practices, customer satisfaction and lower port costs.

His responsibility as the President of PMAWCA is to assist member ports to carry out the agenda of the association, to implement the resolutions of the International Association of Ports and Harbours (IAPH) and through their ministries, the resolutions of the International Maritime Organization (IMO) as well as the resolutions of the association made each year. Dr. Dantsoho also needs to encourage the increased participation of port officials in the statutory activities of the association, IAPH and the IMO.

This responsibility will impact not only on the region but also on Africa at large, as PMAWCA is the largest port management organisation in the sub-region, comprising more than 20 countries spanning the western coastline of Africa from Mauritania in the northern part to Angola in the southern part, with Burkina Faso, Mali, Niger and Chad being cocooned by coastal countries of Benin, Togo, Ghana, Côte d’Ivoire, Guinea Conakry, Senegal, Mauritania, Algeria, Libya, Sudan, Central African Republic, Cameroon and Nigeria. These are divided into four linguistic groups: Anglophone, Francophone, Lusophone and Hispanophone.

Nigeria, as the most populous member with the highest number of ports, including deep-sea port in the region with huge maritime potentials, is expected to lead the region to gain significant milestones that will change not only the PMAWCA region but also the entire African ports. This will be achieved through charting channels for the acquisition of technical know-how, sharing of expertise, giving a push



Our role has become particularly important against the backdrop of the turbulence that has characterised the global economy in the recent past



for port modernisation, port infrastructure upgrading, port digitalisation and automation, as well as setting stages for analysis around critical issues such as alternative power generation, climate change mitigation, plastic waste pollution, safety and security and the development of African trade and export-oriented states.

Top on the list is sourcing finances for technical studies, partnerships with developed ports and economies, collaboration with neighbouring ports and the development of port experts within the statutory organs of the association for each port member.

Development of Hinterlands Remains Essential

The integration of the hinterlands remains crucial for regional economic development and should be seen within the framework of good neighbourliness and the international mandate to provide means for international trade for all hinterlands, as outlined in UNCLOS Articles 124 and 125 regarding the rights of such states to access the coastline of other states. This principle informed the discussions at the 19th Round Table of Managing Directors, recently held in Conakry, Guinea.

Part of these discussions included the development of the Nigeria-Niger corridor, Côte d'Ivoire-Nigeria corridor, Cameroon-Chad-Central African Republic corridors, Côte d'Ivoire-Burkina Faso-Mali corridors, and Ghana-Burkina Faso-Mali corridors. These initiatives aim to ensure cargo considerations, safety, security and trade fluidity.

Federal Government Congratulates Dantsoho

Meanwhile, the Minister of Marine and Blue Economy, Alhaji Adegboyega Oyetola, on behalf of the Federal Government, congratulated Dr. Abubakar Dantsoho on his election as the President of PMAWCA.

In a statement, Oyetola said Dantsoho's election is a testament to the fact that efforts to turn around Nigeria's port economy are being recognised by global

stakeholders.

Oyetola stated that this recognition would further fuel Nigeria's drive to reclaim its maritime global relevance under President Bola Tinubu's Renewed Hope Agenda. He emphasized that the political will of the Nigerian President to create the Ministry of Marine and Blue Economy was a major step towards harnessing the untapped potential of Nigeria's maritime sector.

According to him:

"It is a responsibility that I am sure he can deliver on. His appointment has proven the Renewed Hope Agenda of Mr. President to turn around the port economy by creating the Marine and Blue Economy, which was a step in the right direction.

"The decision of President Bola Ahmed Tinubu to create the Ministry is a monumental step towards harnessing the vast untapped potential of Nigeria's maritime sector. This decision is not only a demonstration of the President's deep understanding of the economic possibilities of the sector, but also a clear indication of his political will to ensure that Nigeria reclaims its rightful place as a key maritime player globally.

"The maritime industry has the potential to transform Nigeria's economy, create jobs and improve livelihoods. With our rich coastline and strategic location, the country is well-positioned to become a key hub for maritime activities in Africa. The creation of this Ministry therefore reflects the government's commitment to building a future where the blue economy plays a major role in national prosperity."

Need to Consolidate Economic Cohesion

In his address, Dantsoho spoke on the need to consolidate the economic cohesion of the region and actualise the interests of member ports.

Stakeholders in the maritime sector, who spoke with *NPT Magazine*, agreed with Dantsoho on the importance of further consolidating the economic cohesion of the region.

A maritime expert, Sunday Agbabiaka, defined economic cohesion as "the establishment of connections between the parts of an economic system, with the goal of creating a productive economy that is environmentally sustainable and well-governed by those in leadership positions."

To him, the benefits of economic cohesion include consistent growth in employment rates and a reduction in unemployment rates, which Agbabiaka

said, “in turn aids in reducing income disparity. Stronger economic growth, which Dr. Dantsoho has promised to lead, will no doubt increase revenue collections at each of the ports in the region and decrease government spending on welfare benefits connected to the current high rate of unemployment and acute poverty in the continent of Africa.”

The pledge made by Dantsoho at the forum, the maritime expert said, has “shown that the new President of PMAWCA will no doubt, foster economic cohesion by reducing regional disparities in each of the ports within the region.”

His appointment, Agbabiaka stated, “will surely lead to the availability of a wide range of instruments for promoting cohesion, such as investments in infrastructure and the productive environment in ports across the region.”

Agbabiaka, however, pointed out that “a generally accepted working definition of economic cohesion is surprisingly not available, despite the importance of its objective.

“Thus, with regard to policy impacts on economic cohesion, two related but different dimensions can be described: (a) the redistributive impact at a defined period of time and (b) the change of the redistributive impact over time.”

Agbabiaka urged Dantsoho to ensure that “theoretical as well as empirical work on the relation between PMAWCA’s policies and the economic cohesion of the region should incorporate the impacts on both of these dimensions.”

The expert proposed a measurement concept in which policy impacts on disparities in individual ports across the region are distinguished from policy impacts over time, i.e., on convergence.

Dantsoho Advocates Partnership with Landlocked Countries:

In his speech at the conference, Dr. Abubakar Dantsoho advocated, among other measures, the sustained pursuit and completion of international highways and rail routes cutting across the hinterland and coastal states, such as Niamey, Lagos, Tema and Abidjan, to ensure service provision to landlocked states at reduced costs.

The PMAWCA President pointed out that, out of the 44 landlocked countries globally, Africa accounts for 16. He, therefore, emphasized that it is a moral duty for coastal states to provide access to the sea for landlocked countries.

According to him:

“The question posed by emerging trends and the current roundtable is more about servicing the hinterland without scrambling for the service on one hand and how to build shared capacity by coastal states to ensure service provision to the landlocked states efficiently and at reduced costs.”

Setting his agenda further, he told the conference:

“In doing the above, there should be a sustained and sincere agenda to engage in the following: leveraging on the strengths of each other to improve trade facilitation

to landlocked countries, sharing ideas and information on advancements in technology that can enhance service delivery and establishing technological connectivity between littoral states to expedite transit cargo transportation, particularly where multiple transit by water is required within the sub-region.”

“Establish multilateral agreements and trading partnerships with neighbouring coastal countries and other regional partners, as well as coordinate investments in port infrastructure and transportation networks. The proposed Abidjan-Lagos highway by ECOWAS Heads of State which will link the most economically dynamic cities and ports and the most urbanised areas in West Africa, is a welcome development.”

He also highlighted the need to align policies and procedures to facilitate smooth cargo movement. This, Dantsoho said, “is critical for transshipment cargoes, joint initiatives for security, safety and environmental protection. This is essential for attracting and sustaining economic development, combining cargo volumes to negotiate better rates with shipping lines and aligning vessel schedules to reduce congestion and increase efficiency. Ports in the region, particularly the Shippers’ Councils, must continue to work together on this,” he added.

Best Practices for Terminal Operations:

Proper terminal management, Dantsoho said, is a critical component of the logistics and supply chain industry, with its efficiency directly impacting the flow of global trade. Optimised terminal operations reduce bottlenecks, enhance safety and contribute to environmental sustainability.

He elaborated on best practices in terminal management through automation and technology integration.

According to him, findings revealed that the adoption of automation in terminal operations has revolutionised the maritime industry. Technologies such as Automated Guided Vehicles (AGVs), Automated Stacking Cranes (ASCs) and advanced Terminal Operating Systems (TOS) reduce human error and increase operational speed. For example, the Port of Rotterdam has automated container terminals, which have significantly increased cargo-handling capacity while lowering operational costs practices that ports in the region need to adopt.

Dantsoho, therefore, called for “sharing best practices for terminal operations and capacity utilisation, collaborating on rail, road and inland waterway connections, emergency response planning through joint contingency measures for accidents or disruptions and engaging in diplomatic and cultural exchange programs. Good relationships foster trust and cooperation.”

He stressed that benefits such as increased efficiency, improved competitiveness, enhanced customer satisfaction, reduced costs and better



comprehensive employee training and the use of advanced surveillance systems.”

The Port of Antwerp, he pointed out, “has implemented a robust safety management system that includes real-time monitoring of hazardous materials, leading to a substantial reduction in accidents.” He urged the new leadership in PMAWCA to adopt

utilisation of resources can be achieved if strategic and operational complementarities are synergised.

“From the foregoing, it is clear that the relationship between maritime shipping and the hinterland is interdependent, which implies that surmounting the challenges of fluidity of port operations requires a strong nexus between the maritime space and the hinterland as the two constitute the domain of global freight circulation.

“In conclusion, ensuring the full optimisation of hinterland connectivity requires a diverse approach that combines infrastructure development, digital advancement and diplomatic cooperation measures, which I believe PMAWCA is thoroughly equipped and poised to foster,” he added.

More Areas That Need Attention:

Stakeholders are calling the attention of the leadership of PMAWCA to data-driven decision-making.

Leveraging on data analytics, the former Acting President of the Association of Nigerian Licensed Customs Agents (ANLCA), Dr. Kayode Farinto, said, “is essential for optimising terminal operations in every port in the region. By analysing real-time data, terminals will enhance resource allocation, predict maintenance needs and improve decision-making.”

The Port of Singapore, Farinto said, “uses data analytics to streamline berthing schedules and container movements, reducing waiting times and boosting throughput.”

The ANLCA chief also spoke on the need for environmental sustainability among member states.

“As environmental concerns rise across the globe, ports and terminals are adopting sustainable practices to minimise their carbon footprint. This includes using electric vehicles, energy-efficient equipment and green building techniques.”

The Port of Los Angeles, Farinto said, “has been a leader in green terminal operations, utilising electric-powered equipment and renewable energy, resulting in a significant reduction in greenhouse gas emissions.”

Safety and Security Protocols:

Farinto said ensuring the safety and security of ports and terminal operations in the region is paramount. Best practices, he noted, “include regular safety audits,

similar systems in their member ports.

Customer-Centric Operations:

Farinto challenged ports and terminals to prioritise customer satisfaction by offering reliable services, transparent communication and flexible solutions.

The Port of Hamburg, he said, “provides digital platforms for real-time cargo tracking and service bookings, leading to higher customer satisfaction.”

Last Line:

Achieving this will involve the buy-in and ownership of national governments through the ports, as well as the commitment of agencies such as Customs, Immigration Services, the Police, clearing agents and others, ensuring smooth operations from the port to the hinterland and vice versa.

Regional development needs to be at the centre of PMAWCA’s ports focus, beyond the competition for cargo from the hinterlands. PMAWCA’s regional development must also include increased consideration for smaller countries and ports, such as São Tomé and Príncipe, Guinea Bissau and others, by offering collaborative support to promote port efficiency and increase the region’s competitiveness through best practices.

As the Managing Director of NPA and President of PMAWCA, Dantsoho is set to transform the fortunes of the association. Stakeholders emphasized that his leadership must focus on effective port and terminal management, which is vital for the success of regional and global trade. Every port in the region must embrace best practices such as automation, data-driven decision-making, sustainability, safety and customer-centric operations to significantly enhance efficiency and competitiveness.

The success stories of the Ports of Rotterdam, Singapore, Los Angeles and Antwerp demonstrate how these practices lead to tangible improvements in operations and sustainability. As the logistics industry continues to evolve globally, ports and terminals in West and Central Africa must catch up with the rest of the world. Adopting these best practices will be essential for PMAWCA’s leadership to address future challenges and elevate the performance of ports and terminals in the West and Central African sub-region.

Acceptance Address Delivered By The New Chairman Of The Port Management Association Of West And Central Africa (PMAWCA) And Managing Director Of The Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, At The 44th Annual Council Of PMAWCA In Conakry, Republic Of Guinea, On Thursday, November 21, 2024

The former Chairman of the Board of Directors, The Secretary General of the West and Central Africa Port Management Association (PMAWCA), The Directors General of ports of West and Central Africa. Experts and representatives of national, sub-regional and international institutions and organization. Other Distinguished delegates to this council meeting, Ladies and Gentlemen.

It is with great honour and privilege that I stand before my friends from the countries of West and Central Africa today to accept the mantle of leadership of our great association; the Port Management Association of West and Central Africa (PMAWCA) to serve as its chairman.

I would like to seize this occasion to affirm Nigeria's will and determination clearly demonstrated by the Hon Minister of Marine & Blue Economy; Alhaji Adegboyega Oyetola in line with the Renewed Hope Agenda of President Ahmed Bola Tinubu, GCFR to sustain the momentum established by my predecessor Mr Martin Boguikuoma Managing Director of Gabon Ports Authority and to continue to put all efforts needed in order to further consolidate the economic cohesion of the region and to actualize the interests of member ports .

Furthermore, I must commend the professionalism and commitment of the Secretary General; Mr Jean-Marie Koffi and other colleagues who have managed the affairs of the Association over the years. My assurance to you is that I will do all in my capacity to uphold the objectives of the association towards enhancing the role of the maritime sector as an enabler of economic development and sustainability

Our role has become particularly important against the backdrop of the turbulence that has characterized the global economy in the recent past like the COVID 19, the war in Ukraine, etc, as well as the uncertainty that such headwinds have triggered.

Therefore, I will be seeking your usual cooperation and advice in helping to ensure that we continue to develop the maritime sector in our various countries and the West and Central African sub-region in general. It is only through robust commitment and collaboration that we can achieve our mandates.

As stated in my presentation during the course of this conference, there is the need for the timely completion of international highways and railways linking our region. This is based on the conviction that such inter-connectivity will not only reduce the cost of doing business, but will also link together coastal and landlocked African nations, and generally enhance economic development across the continent.

The fact that out of 44 landlocked countries worldwide, Africa accounts for 16, makes hinterland connectivity very imperative. The pursuit of this goal will be a major thrust of my tenure as PMAWCA chairman. This also demands the collective involvement of all stakeholders.



For us in Nigeria, today represents a significant milestone in the continuing march of West and Central Africa Maritime states towards global competitiveness and delivery of world-class services.

The Nigerian Government commitment to a revolutionary turnaround of our maritime industry, has been characterized by reforms in critical segments of our industry, including port rehabilitation and modernization, infrastructure, digitization and automation.

These measures would undoubtedly boost operational efficiency as well as revenue generation, while augmenting Federal Government's efforts to diversify the economy by boosting non-oil exports.

Recalling our deliberations at the Board of Directors' meeting, the need to relocate the PMAWCA headquarters to a more visible and befitting place in Lagos, Nigeria, the training needs of the association and the Port Community System is dear to my heart and will do my very best in this direction to achieve these goals.

Before I conclude, I want to commend our host- the Managing Director of Guinea Ports Authority for a rewarding council meeting and especially the rare privilege of experiencing the exemplary leadership exhibited by the President of Guinea Conakry which is being reflected at the on-going Simadon Port project that we visited yesterday.

Ladies and Gentlemen, I would like to conclude this short speech by stating that what we are advocating today is just one of several measures meant to sustain and deepen the pivotal role of our industry in global trade and commerce. All hands must be on deck for us to succeed.

Thank you for your time and may God bless PMAWCA.



In this interview with NPT Magazine, the Secretary General of PMAWCA; Mr Jean-Marie Koffi gives an insight into what PMAWCA expects from the new leadership of the association.

As the Secretary General of PMAWCA, can you tell us; what are the strengths and challenges of the Ports in the West and Central African region, vis a vis international best practice?

I would say that the ports of the region have several strengths due to several factors. They have a strategic geographical position. The region's ports are located near the main shipping routes, which allow them to play an important role in international trade and benefit from

a competitive position. Due to their strategic location, these ports have become essential hubs for transit of goods, thus facilitating international trade. This also allows them to attract large players in the maritime sector, including ship owners and shippers seeking to optimize their trade routes.

In addition, the proximity of major maritime routes allows the region's ports to reduce logistics cost and transport times, thereby, offering a significant

competitive advantage over the regions of the world. This geographical location also favors the development of modern ports infrastructure, supporting the competitiveness of ports in terms of services and operational efficiency. In short, the region's ports are not only crossing points, but key players in the world trade, with considerable potential to strengthen their competitive position in the international market.

Additionally, the ports of West and Central Africa also enjoy significant and continuous investments. The governments of the region have invested heavily in the modernization and extension of port infrastructure, which has improved the quality of services offered and strengthened the competitiveness of our ports. These investments have made it possible to meet the challenges posed by the increase in shipping traffic and container volumes, which requires more modern and efficient infrastructure to be managed. For example, ports such as Abidjan, Lomé, Onne, Douala have seen their capacity to receive and process goods increase considerably, thanks to investment in modernization.

These efforts have also fostered the adoption of new technologies to improve the management of port operations, reduce logistics costs and increase the speed of cargo processing. The improvements in the quality of services, particularly in terms of safety, container management and efficiency in processing of goods, has strengthened the competitiveness of the region's ports, especially in Asia and Europe.

These investments also aim to integrate the region's ports into global value chains, allowing the region to capture a greater share of world trade. This reflects a desire to improve the attractiveness of African Ports for international ship owners, investors and customers, in order to face the growing competition from another major global logistics platform.

What is the place of manpower in these ports?

Ports of West and Central Africa have skilled workforce. Our member ports have an abundant, qualified and experienced workforce in their sector of activity, which is an important asset for ports, and allows them to meet the needs of ship owners and shippers. Indeed, the ports of the region employ a wide variety of professionals trained in fields as diverse port infrastructure management, logistics, security, merchandise flow management, as well as port management computer systems.

In addition, this skilled workforce has been strengthened by continuing education initiatives, often supported by governments and regional institutions, which aim to adapt workers' skills to technological developments and new market requirements. Many ports have developed partnerships with academic institutions and specialized companies to ensure that their staff are at the forefront of innovation, whether in the management of new equipment, the adoption of advanced technologies or the implementation of advanced security practices.

The experience gained over the years in the management of complex port infrastructures, often in high traffic environments, has allowed the region to develop unique expertise. This allows ports to operate smoothly and ensure a quality service that meets the expectations of international trade players. Labor is also a key factor in ensuring rapid and efficient management of port operations, reducing ship wait times and improving supply chain efficiency.

Finally, the ability of port workers to adapt to new market realities, particularly in terms of sustainable development, maritime safety and risk management, is another strength that strengthens the competitiveness of the region's ports. This allows the region to play a strategic role in global trade while ensuring the safety of port operations and the satisfaction of stakeholders.

We will like to have an insight into the internal structural workings of PMAWCA member ports?

Our ports also have structured internal organization. The ports of West and Central Africa are grouped within a port association without common measure with a vision, a collaboration that calls for emulation despite their different sizes, extensions and configurations. The regions' ports are grouped under the aegis of PMAWCA; which is a strong inter-professional organization that plays a key role in the coordination of efforts and the implementation of joint initiatives for the development of the port sector in West and Central Africa. This organizational structure allows better management of the challenges and opportunities faced by the ports, while providing a framework for collaboration and exchange of information between members.

Despite the differences in size and configurations of the ports, PMAWCA succeeded in establishing a dynamic of cooperation and emulation among its members. Each port, whether large or medium-sized, plays a specific role depending on its assets, but also benefits from the experience and best practices of the other members which strengthens the entire network. This structure makes it possible to overcome disparities and promote a common vision of development and optimization of port infrastructure and services.

Thus, PMAWCA embodies an organization capable of federating ports around strategic projects, whether it is the modernization of infrastructures, the implementation of innovative technologies, or the training of personnel. In addition, the association contributes to the harmonization of port policies in the region, which strengthens the collective competitiveness of ports in the face of global challenges.

The collaborative aspect and the pooling of resources and know-how create an environment conducive to the emergence of common solutions to regional problems, such as maritime safety, pollution issues or adaptation to new international standards. This cooperation is not limited to a simple exchange of information, but also encourages large-scale projects, such as the creation of cross-border logistics corridors, the digitization of port



Despite the differences in size and configurations of the ports, PMAWCA succeeded in establishing a dynamic of cooperation and emulation among its members



Now that Nigeria is occupying the seat of the Chair of the Association, what are the deliverables expected in terms of the milestones that you would want to see PMAWCA achieve within the period?

We expect several high-impact actions. It should be noted that the “body” determines the “content”. We are pleased that the Nigerian Ports Authority headquarters port presides over the destiny of the association for two years. Under the mandate of Nigeria, the first since the creation of the association, the PMWCA must strengthen itself and equip itself and scale-up its ambition. The

port, which has never failed in its duty, must redouble its efforts to invite its peers Director General to be more present at the annual meetings.

We expect PMAWCA to strengthen cooperation between member-states to improve the competitiveness of the region's ports, particularly in terms of sharing experiences, training and development of port infrastructure. It must strengthen its collaboration with the Maritime Administrations and the association in charge of the inspection of boats, to curb the harmful effects of pollution in all its forms.

Many stakeholders have also raised issues concerning ageing port infrastructure. What is your take on this?

On the issue of modernization of port infrastructure, we expect PMAWCA to work with member-states to modernize port infrastructure and improve the quality of services offered, including in terms of freight flow management, container handling capacity and safety and security. But also, and especially with dealers who have more and more exploitation.

We also expect an improvement in safety and security. In this case, we expect our association to work with member states to improve safety and security in the region's ports, particularly in the fight against piracy, terrorism and smuggling. To this end, it is necessary to strengthen the power of our port commanders to work with the other administrations in charge of the protection of our territorial and maritime waters.

One area that we also look up to the new leadership of PMAWCA is training and capacity development. We expect collaboration with member states to develop the training and capacity of professionals in the port sector, in particular, port management, security and security and merchandise flow management. The upgrading of port actors is essential to ensure informational monitoring in order to curb threats and delays in upgrading our port infrastructures.

operations or the establishment of common standards.

Finally, this structured internal organization allows ports to collectively prepare for future challenges, anticipating global maritime market trends and working together to attract more maritime traffic, despite the diversity of infrastructure and local priorities. This creates a healthy emulation where each port is encouraged to improve its performance, while benefitting from the support of the entire regional network.

Please, what are the areas of challenges confronting these ports?

Yes, the region's ports also face several challenges, top among which is increased competition between the region's ports; this is increasing, forcing ports to constantly improve the quality of their services to remain competitive and attract ship owners and shippers. This may seem antagonistic, but it calls for the competitiveness of ports.

Added to this is infrastructural constraints. Despite the large investments, the port infrastructures of the region are still often inadequate to meet the growing needs of international trade, especially in terms of container processing capacity and management of good flows, which are often imposed by the size of the weapons and especially compared to the new generations Asian ports.

How safe and secure are these ports?

Yes, the region's ports face significant safety and security challenges, including piracy, terrorism and smuggling, which requires ports to strengthen their safety and security measures to protect ships, goods and people. This is essentially one of our great weaknesses, but efforts are being made for continuous improvement.



Under the mandate of Nigeria, PMWCA must strengthen and equip itself and scale-up its ambition

Presentation By The Managing Director, NPA; Dr Abubakar Danstoho

Between Cooperation & Connection: What Strategic & Operational Complementaries Between Port Authorities On Shared Hinterlands? Being Paper Presented By Managing Director, Nigerian Ports Authority, Dr. Abubakar Dantsoho at the 44th Annual Council and 19th Roundtable of Directors' General of Port Management Association of West & Central Africa (PMAWCA), Conakry, Guinea.

Cooperation on its own, refers to collaboration and coordination among neighbouring countries or regions to achieve common goals, address shared challenges and promote mutual benefits. This cooperation can take various forms, including economic cooperation e.g., trade agreements, common markets, infrastructure cooperation, including transport/energy.

The theme of this year's roundtable "Optimizing Hinterland Connectivity: Challenges of Connectivity, Fluidity and Reliability, speaks to the need for Coastal State to comply with the provisions of UNCLOS Articles 124 and 125 regarding rights of Hinterland Countries access to the coast for engagement in International Trade through the water resources of littoral states.

It is a known fact that out of the 44 landlocked Countries Globally Africa accounts for 16. It is therefore a moral duty for the Coastal States to provide access to the sea for the landlocked countries.

The question thrown by emerging trends and the current roundtable is more like servicing the Hinterland without scrambling for the service on one hand and how to build shared capacity by coastal states to ensure service provision to the landlocked states efficiently and at reduced cost.

In doing so, there should be sustained and sincere agenda to engage in the following:

Sustained pursuit and completion of the International Highway routes cutting across Hinterland and Coastal, such as the Niger, Lagos, Tema and Abidjan International Highways.

Sustained creation of common International Rail routes cutting across Hinterland and Coastal States.

Leveraging on the strength of each other to improve on trade facilitation to landlocked countries.

Sharing of ideas and information on advancement in technology that can result to enhancement of service delivery.

Technological connectivity between littoral states to expedite transit cargo transportation particularly where multiple transit by water is required within the sub region.

Establish multilateral agreements and trading partnerships with neighbouring coastal countries and other regional partners.

Cargo consolidation: combining cargo volumes to negotiate better rates with shipping lines.

Infrastructure planning: coordinating investments in port infrastructure and transportation networks. The proposed Abidjan to Lagos highway by ECOWAS Heads of State which will link the most economically dynamic cities and ports and the most densely populated urban areas in West Africa is a welcome development.

Regulatory harmonization: Aligning policies and procedures to facilitate smooth cargo movement. This is critical for transshipment cargo.

Security cooperation: Joint initiatives for security, safety, and environmental protection. This is critical for attracting and

sustaining economic development.

Scheduling coordination: aligning vessel schedules to reduce congestion and increase efficiency. Ports in the region, particularly the Shippers' Councils must continue to work together on this.

Terminal optimization: sharing best practices for terminal operations and capacity utilization.

Intermodal connections: collaborating on rail, road and inland waterway connections.

Emergency response planning: Joint contingency planning for accidents or disruptions.

Engaging in diplomatic and cultural exchange programs: Good relationships foster trust and cooperation.

Derived Benefits

If the above strategic and operational complementarities are synergized, the benefits below can be derived:

- Increased efficiency.
- Improved competitiveness.
- Enhanced customer satisfaction.
- Reduced cost.
- Better utilization of resources

Challenges

We must, however, address our minds to some of the following challenges:

1. Trust and cooperation barriers
2. Competing interests and priorities
3. Different governance structures
4. Regulatory complexities
5. Information sharing concerns
6. Security challenges in the region.

Key Success Factors

PMAWCA member States and Port Authorities must keep in view the following benefits that can be achieved:

1. Strong institutional relationships-such as obtains in PMAWCA, MOWCA can be sustained
2. Clear communication and trust- particularly in dealing with the external trading and economic blocs.
3. Shared goals and objectives- Regional aspirations such as the Africa Continental Free Trade Area (AfCFTA).
4. Flexible governance structures- this should enable collaborative efforts.
5. Continuous monitoring and evaluation - this should guide future projects

Final Tips

From the foregoing, it is clear that the relationship between maritime, shipping and the hinterland is interdependent, which implies that surmounting the challenges associated with fluidity of Port operations requires a strong nexus between the maritime space and the hinterland as the two constitute the domain of global freight circulation.

Conclusively, ensuring the full optimization of Hinterland Connectivity, requires a diverse approach that combines infrastructure development, digital advancement and diplomatic cooperation measures which I believe PMAWCA is thoroughly equipped and is poised to foster.



Port Management
Association of West
and Central Africa



Associação de Gestão
dos Portos da Africa
do Oeste E Centro

Association de Gestion
des Ports de l'Afrique
de l'Ouest et du Centre

FINAL COMMUNIQUE OF THE PMAWCA MANAGING DIRECTORS ROUND TABLE

44TH PMAWCA COUNCIL..... 19TH MD'S ROUND TABLE
18TH – 19TH NOVEMBER 2024

As part of the activities marking the annual meeting of the 44th PMAWCA Council, the Managing Director's Round Table was held on November 18th and 19th November 2024, the venue was the “CHAPITEAU BY ISSA” in Conakry, Republic of Guinea, the theme was: “Optimizing Hinterland Connectivity: Challenges of Connectivity, Flexibility, and Reliability”. The Council meeting and Conference, organized by the Port of Conakry, performed on all expectations and witnessed the participation of more than four hundred (400) delegates and experts from various works of life, including:

1. ABUJA MOU
2. World Bank (WB)
3. Tanger Med
4. Webb Fontaine
5. Tchad
6. France
7. Morocco
8. Canada
9. Belgium
10. Burkina Faso
11. Mali
12. Niger
13. Sierra Leone Port Authority (Sierra Leone),
14. Port of Kribi (Cameroun),
15. Port of Douala (Cameroun),
16. National Port Authority (Cameroun),
17. Port of Cotonou (Benin),
18. Port of Abidjan (Côte d'Ivoire),
19. Port of San Pedro (Cote d'Ivoire)
20. Administracion de Puerto de Guinea Ecuatorial (Equatorial Guinea),
21. Port of Pointe Noire (Congo Brazzaville),
22. Empresa Nacional de Administracao dos Portos EP (Cape Verde),
23. Empress Portuairia de Luanda (Angola),
24. Nigerian Ports Authority (Nigeria),
25. Ghana Ports and Harbours Authority (Ghana),
26. Port of Lomé (Togo),
27. Port of Conakry (Guinea),

28. Administracao dos Portos da Guinee-Bissau (Guinea Bissau)
29. Gambia Ports Authority (The Gambia),
30. Office Des Ports et Rades du Gabon (Gabon),
31. Port of Dakar (Sénégal),
32. Port of Guinea BISSAU.
33. La Banque Mondiale
34. Economic Operators of the Conakry Community Platform

OPENING CEREMONY

The opening ceremony, held in grand style at the “CHAPITEAU BY ISSA,” highlighted several speeches, including:

- A welcome address by the Managing Director of the Port of Conakry.
- Remarks from the President of PMAWCA and Director General of OPRAG.
- A message of support and goodwill from the sister organization, Abuja MoU.
- The opening speech by the Prime Minister of Guinea, Head of Government

PROGRESSION OF THE CONFERENCE

The Conference was chaired by Mr. Manuel Nazareth, President of APANG, who emphasized the importance of such a meeting and encouraged participants to show their expertise by proposing practicable and pragmatic solutions to port authorities and players in the logistics chain of landlocked countries.

The conference was animated by over 35 speakers, and divided into four sessions, with an introductory background presentation by Mr. Yann Alix,

His presentation accentuated that the African port ecosystem is a crucial leverage for the success of intra-African trade, serving as the bridge between sea and land.

DAY 1 – Morning of Official Opening Ceremony of the Program

His Excellency, Mr. Amadou Oury Bah, Prime Minister and Head of Government, emphasized in his opening address the crucial roles of maritime ports as well as rail and waterway networks. Representing West Africa’s “water ways, the Republic of Guinea expressed its ambition to invest in transport networks so that logistical

transit and commercial transactions benefit inland and landlocked residents. These hinterlands must gain from structural commitments made by the Guinean government and those with coastal access and modern ports.

Mr. Mamadou Biro Diallo, Director General of the Port of Conakry and 2nd PMAWCA Vice-President, reiterated the continued modernization of the Port of Conakry to serve its Guinean and international clients.

Investments in infrastructure must be complemented by essential improvements, such as 24/7 operations, enhancing land productivity and port facilities.

The background session highlighted seven critical scopes to address improved hinterland service conditions systematically:

1. Infrastructure
2. Investment
3. Equipment
4. Services
5. Human Capital
6. AfCFTA (African Continental Free Trade Zone)
7. African hinterland trade

The Conference was divided into four sessions, identifying significant challenges faced by the West and Central African economic community in enhancing connectivity, fluidity, and reliability of hinterland services. To tackle these challenges, a series of measures were proposed to optimize hinterland access and promote economic growth and social development in Africa.

DAY 1 –Session 1

Key highlights of the first session included insights from Ms. Flory Okandju Okonge, Executive Secretary of the Central Corridor (Transit Transport Facilitation Agency). This corridor management institution contributes to the economic development of African hinterlands and serves as an inspiration for managing Major West and Central African transport corridors.

Reducing non-tariff obstacles through PPP mechanisms and tough monitoring and evaluation frameworks are vital lessons drawn for improving the PMAWCA economic and port contexts. EXPERTISE France emphasized the possible support of financial donors in the ongoing quest for better performance in hinterland services.

Several European projects prioritize modernizing port practices and infrastructure to accelerate better logistical integration for inland trade. EXPERTISE France also highlighted the benefits of continuous training and awareness, particularly regarding safety and security, to optimize port operations and management.

Operators and clients from landlocked Sahelian countries accentuated addressing infrastructure deficits through modernization and expansion of land infrastructure. Technology use should also aim at enhancing environmentally friendly practices.

According to Chadian stakeholders, the environmental impacts of transport and logistics are often underestimated. Collaboration among players, ports, transport companies, and local stakeholders—is essential to create synergies, improve coordination, and train logistics chain professionals.

One solution proposed by landlocked shippers is introducing fiscal incentives to encourage transport operators to adopt maintainable practices, such as using less polluting transportation.

DAY 1 –Session 2

Emmanuel Masson, Director General of Conakry Terminal, noted that the Guinean market absorbs 97% of the containerized traffic handled and that hinterland services mainly involve Malian truckers. Transit traffic must use the dry port of Kagbelen, located 35 kilometers from Conakry Terminal, to avoid significant delays entering and exiting Conakry city, which is situated on a geographic peninsula. Improvements in physical infrastructure and transport flow organization over these final kilometers are crucial for competitive logistics and performance.

Dr. Kassoum Traoré, Director General of the Burkina Faso Shippers' Council, highlighted the need for sustainable and competitive transformation of hinterland management. He urged road transport players to professionalize by renewing their fleets. Burkina Faso benefits from a railway line, but its capacity needs enhancement to absorb transit traffic growth.

DAY 2 –Panel 2 & 3

Various port and logistics testimonies animated the morning sessions of the second day.

Summaries were drawn from the contributions of PMAWCA member port representatives, who used these sessions to elaborate on their practices and strategies regarding their hinterlands, including landlocked and interior regions. Mr. Harnaud Mbaya, representing Mr. Martin Boguikouma, Director General of OPRAG, President of PMAWCA, and Executive President of PAPC, emphasized the need for improved cooperation among African Port Authorities to achieve legislative harmonization that would improve corridor fluidity. Joseph N'Guene Nteppe, Director of Strategy and Cooperation at the Port of Douala, emphasized this idea, underlining the independent rights of PMAWCA member ports while supporting equitable partnerships with private investors, whether African or international.

DAY 2 –panel 2 & 3 (continuation)

The Port of Lomé highlighted the importance of mutual trust with its hinterland clients, particularly those in landlocked Sahelian

territories. Permanent representations in Niger, Burkina Faso, and Mali play a vital role in addressing issues and collaborating with clients to optimize transport corridor results. The Nigerian Ports Authority representative accentuated that PMAWCA serves as a neutral body to foster collaborative management among members and improve services and performance along transport corridors and hinterlands.

Mr. Rogers, representing Mr. Yankuba Askia Bio, Director General of the Sierra Leone Ports & Harbours Authority, underscored how developing infrastructure and solutions such as dry ports can encourage competitive dynamics among maritime ports. However, it was noted that a lack of coordination among stakeholders has hindered the full potential of such strategies.

The Port of Antwerp-Bruges, represented by Mr. Erwin, introduced the concept of an ecosystem to illustrate how synergies with clients and partners can be enhanced. European and international experiences were shared to inspire mature solutions for more integrated and efficient transport and logistics systems.

DAY 2 –Session 4

No fewer than eight presentations demonstrated that existing technological and managerial solutions can significantly improve performance, reliability, fluidity, and safety/security—from ship arrivals to the most distant African hinterland clients. Companies like WEBB FONTAINE and PRODEVELOP shared their experiences with PMAWCA members, showing how co-developed solutions personalized to specific needs can optimize African transport chains.

DAY 2 –Session 4 (Continuation & Final)

Arnaud Bouraima emphasized change management to transform projects often perceived as purely technological into broader initiatives for operational modernization. Justine Van Minden highlighted the increasing threat of cyberattacks that could paralyze ports and ecosystems. Through precautionary and targeted interventions, CYBERWINGS operates proactively, while N2SH and FORMATOUR offer tailored solutions leveraging innovation to enhance the resilience of port ecosystems.

YESOD Consulting represented by the Director General, Franck Baye, called on PMAWCA members to explore the immense potential of artificial intelligence (AI). He noted that AI can accelerate problem-solving and generate customized solutions, urging stakeholders to recognize and harness AI's transformative power.

The Burkina Faso Chamber of Commerce and Industry (BFCCI) and CAT Logistics Niger concluded this session by emphasizing that technological and managerial solutions must address client needs.

Emmanuel Yoda advocated for meeting the demands of Burkinabe shippers and Sahelian economic stakeholders. He highlighted that as trade volumes and values grow, logistics services must keep pace with socio-economic development in remote regions. Ali Djimba concluded by praising digitalized practices, citing customs integration between Niger and Benin as an example of efficient interconnectivity along a vital corridor for Niger.

STRATEGIC DIRECTIONS

Seven (7) strategic part ways were identified to optimize hinterland connectivity:

1. Simplify and Harmonize Procedures leverage digital solutions to enhance transparency and facilitate trade, requiring close coordination among port authorities, customs, and other trade players.
2. Sustainable Infrastructure and Transport Investments develop regional and transnational transport plans to unlock the potential of AfCFTA, necessitating collaboration between governments, financial institutions, and private stakeholders.
3. Innovation by Renewed Corridor Governance establish a regulatory authority for corridors to streamline institutional and operational procedures, demanding strong political will and close coordination among stakeholders.
4. Strengthen Strategic and Operational Cooperation enhance strategic and operational collaboration between port authorities and shipper councils to align with client needs and logistical organizers.
5. Encourage Promote Multimodal Transport revitalize rail and river transport potential to improve trade and reduce costs, requiring long-term vision and public-private partnerships.
6. Sensitize institutional and private Players to raise Cybersecurity Awareness. Protect the integrity of African values and trade chains by continuously training stakeholders in cybersecurity best practices.
7. Capitalize on Economic Intelligence and Economic capacity by investing in human capital Build intelligence and strategic capabilities to harness innovations like AI, involving long-term collaboration among governments, universities, and private actors.

CALL TO ACTION

The round table called on governments, international institutions, private companies, and civil society organizations to work together to implement these measures. The goal is to overcome challenges of connectivity, fluidity, and reliability in hinterland services and unlock the region's full potential, paving the way for a more prosperous future for Africa.

**Signed in Conakry
on Tuesday, 19th November 2024.**

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Email Address:
tcipinfo@nigerianports.org

Rivers Port, Port-Harcourt
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Delta Ports, Warri
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Calabar Port Complex, Calabar
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LE NIGERIA REMPORTE LA PRÉSIDENTENCE DE L'AGPAOC APRÈS 52 ANS

**Dantsoho s'engage à stimuler la connectivité de l'arrière-pays*
**Il prépare le terrain pour la transformation régionale*

Ya-t-il une erreur dans la décision du président Bola Ahmed Tinubu de nommer le Dr Abubakar Dantsoho au poste de directeur général de l'Autorité portuaire nigériane (NPA) ? Les parties prenantes du secteur maritime nigérien avaient auparavant salué cette décision. Par la suite, les principaux acteurs de la gestion portuaire de la sous-région ont également exprimé leur conviction que la nomination du Dr Dantsoho a été mûrement réfléchie, en raison de son pedigree. Ils ont confirmé ce point de vue, soulignant la récente nomination de Dantsoho en tant que premier président nigérien de l'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre

(AGPAOC).

Le directeur général de la division des communications institutionnelles et stratégiques et rédacteur en chef, Ikechukwu Onyemekara, et la directrice principale, Victoria Tarfa, qui étaient à Conakry, en Guinée, pour couvrir le récent événement élaboré et l'émergence de Dantsoho en tant que président de l'AGPAOC, rapportent ce qui suit :

Le vendredi 12 juillet 2024, la nouvelle de la nomination du Dr Abubakar Dantsoho au poste de directeur général de l'Autorité portuaire nigériane (NPA) a fait la une des journaux. Pour de nombreux acteurs du secteur maritime



nigérian, la nomination par le président Bola Ahmed Tinubu était appropriée et opportune. Les parties prenantes l'ont décrite comme l'une des meilleures décisions du président et l'ont félicité pour avoir placé des piquets carrés dans des trous carrés.

Cette évaluation est juste, selon les critiques. Pour Dantsoho, à qui Tinubu a confié le mandat de repositionner les ports maritimes pour une plus grande efficacité, des coûts réduits et une plus grande satisfaction des utilisateurs du port et son expérience de plus de 30 ans dans les opérations portuaires et de terminaux sont inestimables.

Sans surprise, le jeudi 22 novembre 2024, environ quatre mois après son entrée en fonctions à l'Autorité portuaire nigériane (NPA), le Dr Dantsoho a été nommé président de l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) par le conseil d'administration de l'association. Il est le premier Nigérian à occuper ce poste. Son mandat, lorsqu'il a assumé la présidence de l'organisme sous-régional, était de revitaliser l'association en favorisant la cohésion économique et en défendant les intérêts des États membres. Il s'agit d'une réalisation importante pour le chef de la

NPA, pour le Nigéria et pour la sous-région.

La bonne nouvelle a été annoncée dans le cadre du 44e Conseil annuel et de la 19e Table ronde des directeurs généraux de l'Association, qui se sont tenus à Conakry, en Guinée. L'événement a réuni plus de 400 délégués venus de plus de 20 pays.

L'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC)

L'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC) a été créée en octobre 1972 sous les auspices de la Commission économique pour l'Afrique (CEA). Elle couvre les ports maritimes de la côte ouest de l'Afrique, de la Mauritanie à l'Angola, sur une zone de navigation d'environ 12 000 km de côtes. Ces ports traitent environ 300 millions de tonnes d'importations et d'exportations maritimes pour la sous-région, hors pétrole brut.

L'association se compose de 20 ports membres réguliers, dont un port hispanophone, trois ports lusophones, cinq ports anglophones et onze ports francophones, huit membres associés et plusieurs membres observateurs d'Afrique et d'Europe dont les langues officielles sont l'anglais, le français et le portugais.

L'objectif de l'AGPAOC est de favoriser la coopération et de partager les connaissances sur les meilleures pratiques en matière de gestion et d'exploitation portuaires. Son objectif est de fournir des services portuaires efficaces et efficaces aux clients, notamment aux propriétaires de navires et de marchandises, tout en préservant une forte culture de sécurité.

Dans le cadre de cette association, les ports membres collaborent pour relever leurs défis et capitaliser sur leurs atouts en réponse aux demandes croissantes du secteur maritime mondial. Les réunions de l'AGPAOC offrent une plateforme pour explorer les moyens de renforcer le développement, d'assurer la compétitivité avec les ports des économies développées et de promouvoir les opportunités économiques pour l'arrière-pays grâce à la libéralisation des échanges.

Compte tenu de la diversité géographique et linguistique de l'AGPAOC, l'Association accorde la priorité aux intérêts commerciaux des États membres afin de favoriser une collaboration harmonieuse et de stimuler le développement durable. Ces efforts comprennent l'intégration et le développement de nouvelles activités telles que le transport maritime de croisière et le cabotage, entre autres.

Depuis sa création en 1972, le Nigéria est le pays hôte de l'AGPAOC et occupe le poste de trésorier. Ce rôle exclut toutefois le Nigéria des postes de direction tels que président ou secrétaire général de l'Association. En 2013, le Nigéria a renoncé au poste de trésorier à la demande du Secrétariat et a négocié un rôle de leadership.

Lors de la réunion du conseil de 2013, l'Association a accordé au Nigéria le droit à la présidence sur la base d'un système de rotation. Par la suite, le Nigéria est devenu membre du conseil d'administration et vice-président. En 2024, le Dr Abubakar Dantsoho est devenu le premier président nigérian de l'AGPAOC, lors de la réunion du conseil en Guinée, 52 ans après la création de l'Association.

Les attentes à l'égard du Nigeria en matière de leadership exceptionnel sont élevées, motivées par le potentiel maritime du pays, son abandon des exportations pétrolières, l'encouragement du contenu local et la création du ministère de la Marine et de l'Économie bleue. Ces facteurs ont attiré une attention particulière sur le Nigeria.

En vertu de sa nomination au poste de Président de l'AGPAOC, le Dr Abubakar Dantsoho assume également la présidence de l'Association panafricaine de coopération portuaire (APCP). En effet, c'est au tour de l'AGPAOC de désigner le prochain Président pour les deux prochaines années, ce qui est une autre première pour le Nigeria.

L'Association panafricaine de coopération portuaire (APCP est l'organe de collaboration des associations portuaires régionales en Afrique qui sont, L'Union des autorités portuaires d'Afrique du Nord (UAPNA) créée en 1974 avec 7 membres, l'Association de gestion des ports d'Afrique de l'Ouest et du Centre (AGPAOC) avec 24 membres et l'Association de gestion portuaire de l'Afrique de l'Est et Australe (AGPAEA) créée en 1973 avec 25 membres.

Qui est Abubakar Dantsoho, le Président de l'AGPAOC ?

Le Dr Abubakar Dantsoho est né en 1969, fils d'Alhaji Dantsoho et de Hajiya Turai. À l'âge de 27 ans (1992), il a obtenu une licence en sciences (B.Sc.) à l'Université de Maiduguri.

Après avoir obtenu son diplôme, il a rejoint la Nigerian Ports Authority (NPA) pour son programme obligatoire du National Youth Service Corps (NYSC).

La chance lui a souri au cours de son long séjour à la NPA. Près de 32 ans plus tard, son portrait est aujourd'hui accroché au mur en tant que directeur général de cette agence stratégique au Nigeria, et il a également été nommé président de l'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC).

Dantsoho a obtenu de nombreux diplômes dans plusieurs établissements d'enseignement



supérieur. Il a obtenu une maîtrise en sciences (M.Sc.) en transport international de l'Université de Cardiff au Pays de Galles en 1999 et un doctorat (Ph.D.) en technologie maritime de l'Université John Moores de Liverpool, au Royaume-Uni, en 2015.

Il a servi la NPA avec mérite avant d'être choisi par le président Bola Ahmed Tinubu pour diriger l'agence.

Grand voyageur, Dantsoho a été délégué à la Conférence mondiale des ports de l'Association internationale des ports (IAPH) à Busan, en Corée du Sud, en 2011 ; à la Conférence des Nations Unies sur l'environnement et le développement (CNUED), également connue sous le nom de Sommet de la Terre à Rio de Janeiro, au Brésil, en 2012 ; et il a participé à la Conférence internationale et logistique à Casablanca, au Maroc, en 2013.

Dantsoho est également très compétent et a réalisé plusieurs études et projets de conseil pour la NPA. Il s'agit notamment d'une étude de conseil réalisée par Crown Agents, Royaume-Uni, sur les concessions et les accords de coentreprise de la NPA, l'initiative du guichet unique, le plan directeur de développement des ports sur 25 ans et une étude de la Banque mondiale sur la participation du secteur privé aux systèmes de transport intégrés.

Pour son service à la NPA, Dantsoho a reçu de nombreuses félicitations de la part de l'Autorité.

Par exemple, il a été félicité pour avoir été membre de l'équipe qui a amarré le navire FPSO Egina dans les eaux nigérianes en 2018.

Juste avant la nomination de Dantsoho :

Juste avant la nomination de Dantsoho à la présidence de l'AGPAOC, les parties prenantes qui se sont entretenues avec NPT Magazine en marge de l'événement ont déclaré que le commerce mondial se développe rapidement, rendant les ports et terminaux maritimes d'Afrique de l'Ouest et d'Afrique centrale plus importants pour l'économie de la région et du monde.

Les ports du monde entier, ont indiqué les parties prenantes, traitent entre 80 et 90 % des marchandises expédiées par voie maritime. Les parties prenantes estiment qu'améliorer leur façon de travailler grâce à un leadership dévoué et compétent est essentiel pour une meilleure efficacité, une réduction des coûts et la fidélisation des clients.

Certains des acteurs qui ont salué l'élection de Dantsoho ont souligné certaines des mesures importantes qu'il a prises jusqu'à présent et qui permettront à la gestion des ports et des terminaux de la région de réussir en tant que nouveau timonier de l'AGPAOC.

L'un des acteurs et avocat maritime, le Dr Dipo Alaka, a souligné l'assurance donnée par Dantsoho lors de son discours d'acceptation de maintenir les objectifs de l'association visant à renforcer le rôle du secteur maritime en tant que catalyseur du développement économique et de la durabilité.

Pour Alaka, il s'agit d'une bonne déclaration politique de la part du nouveau président pour redresser la situation du secteur et de l'Association.

Notant que Dantsoho a été nommé par les principaux opérateurs portuaires sous-régionaux et en présence d'experts et de représentants d'institutions et d'organisations nationales, sous-régionales et internationales, Alaka a déclaré que le président devrait « saisir l'opportunité offerte par l'occasion pour affirmer la volonté et la détermination du Nigéria, telles que démontrées par le ministre de la Marine et de l'Économie bleue, Alhaji Adegboyega Oyetola, conformément à « l'Agenda de l'Espoir Renouvelé » du Président Ahmed Bola Tinubu pour maintenir la dynamique créée par son prédécesseur et directeur général de l'Autorité portuaire du Gabon, M. Martin Boguikuoma. »

Il a conseillé à « Dantsoho de les assurer qu'il continuerait à déployer tous les efforts nécessaires pour consolider davantage la cohésion économique de la région et pour

actualiser les intérêts des ports membres.»

Résumé de ce que Dantsoho a dit au Forum:

Le Directeur Général de l'Autorité portuaire nigériane (NPA) et Président de l'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC), a saisi l'opportunité de son nouveau poste pour rassurer les membres de l'Association et les populations de la sous-région qu'ils représentent. Il a promis de défendre les objectifs de l'Association visant à renforcer le rôle du secteur maritime en tant que catalyseur du développement économique et de la durabilité.

S'adressant aux délégués, aux experts et aux parties prenantes du forum, Dantsoho a déclaré :

« Je me tiens devant mes amis des pays d'Afrique de l'Ouest et du Centre pour accepter le rôle de chef de file de notre grande association, l'Association de Gestion Portuaire d'Afrique de l'Ouest et du Centre (AGPAOC) et pour en être le président.

« Je voudrais saisir cette occasion pour affirmer la volonté et la détermination du Nigéria, clairement démontrées par le Ministre de la Marine et de l'Economie Bleue, Alhaji Adegboyega Oyetola, conformément à l'Agenda de l'Espoir Renouvelé du Président Ahmed Bola Tinubu, de maintenir la dynamique lancée par mon prédécesseur, M. Martin Boguikuoma, Directeur Général des Ports Autonomes du Gabon et de continuer à déployer tous les efforts nécessaires pour consolider davantage la cohésion économique de la région et actualiser les intérêts des ports membres. »

En outre, Dantsoho a déclaré :

« Je tiens à saluer le professionnalisme et l'engagement du Secrétaire Général, Monsieur Jean-Marie Koffi et des autres collaborateurs qui ont géré les affaires de l'Association au fil des années.

« Je vous assure que je ferai tout ce qui est en mon pouvoir pour défendre les objectifs de l'Association en vue de renforcer le rôle du secteur maritime en tant que catalyseur du développement économique et de la durabilité.

« Notre rôle est devenu particulièrement important dans le contexte des turbulences qui ont caractérisé l'économie mondiale ces derniers temps, telles que la pandémie de la COVID-19, la guerre en Ukraine, etc., ainsi que de l'incertitude que ces vents contraires ont déclenchée.

« C'est pourquoi je solliciterai votre coopération et vos conseils habituels pour nous aider à continuer de développer le secteur maritime dans nos différents pays et dans la sous-région de l'Afrique de l'Ouest et du Centre en général. Ce n'est qu'à travers un engagement et une collaboration solides que nous pourrions réaliser nos mandats.



« Comme je l'ai indiqué dans mon exposé lors de la conférence, il est nécessaire d'achever dans les meilleurs délais la construction d'autoroutes et de voies ferrées internationales reliant notre région. Cette démarche repose sur la conviction qu'une telle interconnectivité permettra non seulement de réduire le coût des affaires, mais aussi de relier les pays africains côtiers et enclavés et, de manière générale, de renforcer le développement économique sur l'ensemble du continent. »

En vertu de son poste de directeur général de la NPA, il doit diriger la région dans l'élaboration de stratégies qui conduiront à un développement portuaire de pointe qui stimulera la croissance économique durable des États membres grâce à l'efficacité portuaire, aux meilleures pratiques, à la satisfaction des clients et à la réduction des coûts portuaires.

En tant que président de l'AGPAOC, il a pour mission d'aider les ports membres à mettre en œuvre le programme de l'Association, à mettre en œuvre les résolutions de l'Association internationale des ports (IAPH) et, par l'intermédiaire de leurs ministères, les résolutions de l'Organisation maritime internationale (OMI) ainsi que les résolutions adoptées chaque année par l'Association. Le Dr Dantsoho doit également encourager la participation accrue des responsables des ports aux activités statutaires de l'Association, de l'IAPH et de l'OMI.

Cette responsabilité aura un impact non seulement sur la région mais aussi sur l'Afrique dans son ensemble, car l'AGPAOC est la plus grande organisation de gestion portuaire de la sous-région,

comprenant plus de 20 pays répartis sur toute la côte ouest de l'Afrique, de la Mauritanie au nord à l'Angola au sud, le Burkina Faso, le Mali, le Niger et le Tchad étant entourés des pays côtiers que sont le Bénin, le Togo, le Ghana, la Côte d'Ivoire, la Guinée Conakry, le Sénégal, la Mauritanie, l'Algérie, la Libye, le Soudan, la République centrafricaine, le Cameroun et le Nigéria. Ces pays sont divisés en quatre groupes linguistiques : anglophone, francophone, lusophone et hispanophone.

Le Nigéria, en tant que membre le plus peuplé de la région et doté du plus grand nombre de ports, y compris des ports en eau profonde dotés d'un énorme potentiel maritime, devrait permettre à la région de franchir des étapes importantes qui changeront non seulement la région de l'AGPAOC, mais aussi l'ensemble des ports africains. Cela se fera en traçant des voies pour l'acquisition de savoir-faire technique, le partage d'expertise, en donnant un coup d'accélérateur à la modernisation des ports, à la mise à niveau des infrastructures portuaires, à la numérisation et à l'automatisation des ports, ainsi qu'en établissant des étapes pour l'analyse autour de questions cruciales telles que la production d'énergie alternative, l'atténuation du changement climatique, la pollution par les déchets plastiques, la sûreté et la sécurité et le développement du commerce africain et des États orientés vers l'exportation.

En tête de liste figurent la recherche de financements pour les études techniques, les

partenariats avec les ports et les économies développées, la collaboration avec les ports voisins et le développement d'experts portuaires au sein des organes statutaires de l'Association pour chaque port membre.

Le développement de l'arrière-pays reste essentiel. L'intégration de l'arrière-pays demeure cruciale pour le développement économique régional et doit être envisagée dans le cadre du bon voisinage et du mandat international visant à fournir des moyens de commerce international à tous les arrière-pays, comme le prévoient les articles 124 et 125 de la CNUDM concernant les droits de ces États à accéder au littoral d'autres États. Ce principe a inspiré les discussions lors de la 19e Table ronde des directeurs généraux, qui s'est tenue récemment à Conakry, en Guinée.

Ces discussions ont notamment porté sur le développement des corridors Nigéria-Niger, Côte d'Ivoire-Nigeria, Cameroun-Tchad-République centrafricaine, Côte d'Ivoire-Burkina Faso-Mali et Ghana-Burkina Faso-Mali. Ces initiatives visent à assurer la sécurité, la sûreté et la fluidité du transport de marchandises.

Le gouvernement fédéral félicite Dantsoho. Entre-temps, le ministre de la Marine et de l'Économie bleue, Alhaji Adegboyega Oyetola, au nom du gouvernement fédéral, a félicité le Dr Abubakar Dantsoho pour son élection à la présidence de l'AGPAOC.

Dans un communiqué, Oyetola a déclaré que l'élection de Dantsoho témoigne du fait que les efforts visant à redresser l'économie portuaire du Nigeria sont reconnus par les acteurs mondiaux.

Oyetola a déclaré que cette reconnaissance renforcerait davantage la volonté du Nigéria de retrouver sa place dans le secteur maritime mondial dans le cadre du programme « l'Espoir Renouvelé » du président Bola Tinubu. Il a souligné que la volonté politique du président nigérian de créer le ministère de la Marine et de l'Économie bleue constitue une étape majeure vers l'exploitation du potentiel inexploité du secteur maritime nigérian.

Selon lui :

« C'est une responsabilité dont je suis sûr qu'il saura s'acquitter. Sa nomination a prouvé que le programme de l'espoir renouvelé du Président visant à relancer l'économie portuaire en créant l'économie marine et bleue, ce qui était un pas dans la bonne direction.

« La décision du président Bola Ahmed Tinubu de créer ce ministère est une étape monumentale vers l'exploitation du vaste potentiel inexploité du secteur maritime nigérian. Cette décision démontre non seulement la profonde compréhension du président des possibilités économiques du secteur, mais aussi une indication claire de sa volonté politique de faire en sorte que le Nigéria retrouve sa

place légitime en tant qu'acteur maritime clé à l'échelle mondiale.

« L'industrie maritime a le potentiel de transformer l'économie du Nigeria, de créer des emplois et d'améliorer les conditions de vie. Grâce à notre riche littoral et à notre situation stratégique, le pays est bien placé pour devenir un pôle clé des activités maritimes en Afrique. La création de ce ministère reflète donc l'engagement du gouvernement à construire un avenir où l'économie bleue joue un rôle majeur dans la prospérité nationale. »

Nécessité de consolider la cohésion économique. Dans son discours, Dantsoho a évoqué la nécessité de consolider la cohésion économique de la région et d'actualiser les intérêts des ports membres.

Les acteurs du secteur maritime, qui se sont entretenus avec NPT Magazine, ont convenu avec Dantsoho de l'importance de consolider davantage la cohésion économique de la région.

Un expert maritime, Sunday Agbabiaka, a défini la cohésion économique comme « l'établissement de connexions entre les parties d'un système économique, dans le but de créer une économie productive, durable sur le plan environnemental et bien gouvernée par ceux qui occupent des postes de leadership ».

Selon lui, les avantages de la cohésion économique comprennent une croissance constante des taux d'emploi et une réduction des taux de chômage, ce qui, selon Agbabiaka, « contribue à réduire les disparités de revenus. Une croissance économique plus forte, que le Dr Dantsoho a promis de mener, augmentera sans aucun doute les recettes fiscales dans chacun des ports de la région et réduira les dépenses publiques consacrées aux prestations sociales liées au taux de chômage élevé et à la pauvreté aiguë sur le continent africain ».

L'engagement pris par Dantsoho lors du forum, a déclaré l'expert maritime, « a montré que le nouveau président de l'AGPAOC favorisera sans aucun doute la cohésion économique en réduisant les disparités régionales dans chacun des ports de la région ».

Sa nomination, a déclaré Agbabiaka, « conduira sûrement à la disponibilité d'un large éventail d'instruments pour promouvoir la cohésion, tels que les investissements dans les infrastructures et l'environnement productif dans les ports de la région ».

Agbabiaka a toutefois souligné qu'« il n'existe étonnamment pas de définition pratique de la cohésion économique généralement acceptée, malgré l'importance de son objectif ».

« Ainsi, en ce qui concerne les impacts des politiques sur la cohésion économique, deux dimensions liées mais différentes peuvent être décrites : (a) l'impact redistributif à une période



donnée et (b) l'évolution de l'impact redistributif au fil du temps. »

Agbabiaka a exhorté Dantsoho à veiller à ce que « les travaux théoriques et empiriques sur la relation entre les politiques de l'AGPAOC et la cohésion économique de la région intègrent les impacts sur ces deux dimensions ».

L'expert a proposé un concept de mesure dans lequel les impacts des politiques sur les disparités dans les ports individuels de la région sont distingués des impacts des politiques au fil du temps, c'est-à-dire sur la convergence.

Dantsoho préconise le partenariat avec les pays enclavés :

Dans son discours à la conférence, le Dr Abubakar Dantsoho a préconisé, entre autres mesures, la poursuite et l'achèvement soutenus des autoroutes internationales et des voies ferrées traversant l'arrière-pays et les États côtiers, tels que Niamey, Lagos, Tema et Abidjan, afin de garantir la fourniture de services aux États enclavés à des coûts réduits.

Le Président de l'AGPAOC a souligné que sur les 44 pays enclavés du monde, l'Afrique en compte 16. Il a donc souligné qu'il est du devoir moral des États côtiers de fournir un accès à la mer aux pays enclavés.

Selon lui :

« La question posée par les tendances émergentes et la Table ronde actuelle concerne davantage la desserte de l'arrière-pays sans se battre pour obtenir le service d'une part et la manière de renforcer les capacités partagées des États côtiers pour assurer la fourniture de services aux États enclavés de manière efficace et

à moindre coût. »

Précisant davantage son ordre du jour, il a déclaré à la conférence :

« Pour ce faire, il faut mettre en place un programme soutenu et sincère visant à s'engager dans les domaines suivants : tirer parti des atouts de chacun pour améliorer la facilitation des échanges commerciaux avec les pays enclavés, partager des idées et des informations sur les avancées technologiques susceptibles d'améliorer la prestation de services et établir une connectivité technologique entre les États littoraux pour accélérer le transport de marchandises en transit, en particulier lorsque plusieurs transits par voie maritime sont nécessaires dans la sous-région. »

« Il faut établir des accords multilatéraux et des partenariats commerciaux avec les pays côtiers voisins et d'autres partenaires régionaux, et coordonner les investissements dans les infrastructures portuaires et les réseaux de transport. L'autoroute Abidjan-Lagos proposée par les chefs d'État de la CEDEAO, qui reliera les villes et les ports les plus dynamiques économiquement et les zones les plus urbanisées d'Afrique de l'Ouest, est une avancée positive. »

Il a également souligné la nécessité d'harmoniser les politiques et les procédures pour faciliter le mouvement fluide des marchandises. Selon M. Dantsoho, cela « est essentiel pour les cargaisons de transbordement, les initiatives conjointes pour la sécurité, la sûreté et la protection de l'environnement. Cela est essentiel pour attirer et soutenir le développement économique, combiner les volumes de marchandises pour négocier de meilleurs tarifs

avec les compagnies maritimes et aligner les horaires des navires pour réduire la congestion et augmenter l'efficacité. Les ports de la région, en particulier les conseils des expéditeurs, doivent continuer à travailler ensemble sur ce sujet », a-t-il ajouté.

Meilleures pratiques pour les opérations de terminaux :

Selon Dantsoho, une gestion adéquate des terminaux est un élément essentiel du secteur de la logistique et de la chaîne d'approvisionnement, son efficacité ayant un impact direct sur le flux du commerce mondial. Des opérations de terminaux optimisées réduisent les goulets d'étranglement, améliorent la sécurité et contribuent à la durabilité environnementale.

Il a élaboré les meilleures pratiques en matière de gestion des terminaux grâce à l'automatisation et à l'intégration technologique.

Selon lui, les résultats de l'étude ont révélé que l'adoption de l'automatisation dans les opérations des terminaux a révolutionné l'industrie maritime. Des technologies telles que les véhicules à guidage automatique (AGV), les ponts roulants automatisés (ASC) et les systèmes d'exploitation de terminaux avancés (TOS) réduisent les erreurs humaines et augmentent la vitesse opérationnelle. Par exemple, le port de Rotterdam dispose de terminaux à conteneurs automatisés, qui ont considérablement augmenté la capacité de manutention du fret tout en réduisant les coûts opérationnels que les ports de la région doivent adopter.

M. Dantsoho a donc appelé à « partager les meilleures pratiques en matière d'exploitation des terminaux et d'utilisation des capacités, à collaborer sur les liaisons ferroviaires, routières et fluviales, à planifier les interventions d'urgence par le biais de mesures d'urgence conjointes en cas d'accident ou de perturbation et à s'engager dans des programmes d'échanges diplomatiques et culturels. De bonnes relations favorisent la confiance et la coopération. »

Il a souligné que des avantages tels qu'une efficacité accrue, une compétitivité améliorée, une satisfaction accrue des clients, une réduction des coûts et une meilleure utilisation des ressources peuvent être obtenus si les complémentarités stratégiques et opérationnelles sont mises en synergie.

« De ce qui précède, il ressort clairement que la relation entre le transport maritime et l'arrière-pays est interdépendante, ce qui implique que surmonter les défis de la fluidité des opérations portuaires nécessite un lien fort entre l'espace

maritime et l'arrière-pays, car les deux constituent le domaine de la circulation mondiale du fret.

« En conclusion, assurer l'optimisation complète de la connectivité de l'arrière-pays nécessite une approche diversifiée qui combine le développement des infrastructures, le progrès numérique et les mesures de coopération diplomatique, ce que je crois que l'AGPAOC est parfaitement équipée et prête à favoriser », a-t-il ajouté.

Autres domaines nécessitant une attention particulière:

Les parties prenantes attirent l'attention des dirigeants de l'AGPAOC sur la prise de décision fondée sur les données.

Selon le Dr Kayode Farinto, ancien président par intérim de l'Association des agents des douanes agréés nigériens (ANLCA), l'analyse des données est « essentielle pour optimiser les opérations des terminaux dans chaque port de la région. En analysant les données en temps réel, les terminaux amélioreront l'allocation des ressources, prédiront les besoins de maintenance et amélioreront la prise de décision. »

Le port de Singapour, a déclaré Farinto, « utilise l'analyse des données pour rationaliser les horaires d'accostage et les mouvements de conteneurs, réduisant ainsi les temps d'attente et augmentant le débit ».

Le responsable de l'ANLCA a également évoqué la nécessité d'une durabilité environnementale parmi les États membres.

« Alors que les préoccupations environnementales augmentent partout dans le monde, les ports et les terminaux adoptent des pratiques durables pour minimiser leur empreinte carbone. Cela comprend l'utilisation de véhicules électriques, d'équipements économes en énergie et de techniques de construction écologiques. »

Le port de Los Angeles, a déclaré Farinto, « a été un leader dans les opérations de terminaux écologiques, utilisant des équipements électriques et des énergies renouvelables, ce qui a entraîné une réduction significative des émissions de gaz à effet de serre ».

Protocoles de sécurité et de sûreté :

Farinto a déclaré qu'il était primordial de garantir la sécurité des ports et des terminaux de la région. Les meilleures pratiques, a-t-il noté, « comprennent des audits de sécurité réguliers, une formation complète des employés et l'utilisation de systèmes de surveillance avancés ».

Le port d'Anvers, a-t-il souligné, « a mis en place un système de gestion de la sécurité robuste qui comprend une surveillance en temps réel des matières dangereuses, ce qui a conduit à une réduction substantielle des accidents ». Il a exhorté la nouvelle direction de l'AGPAOC à adopter des systèmes similaires dans ses ports membres.



Opérations centrées sur la clientèle :

Farinto a mis au défi les ports et les terminaux de donner la priorité à la satisfaction des clients en offrant des services fiables, une communication transparente et des solutions flexibles.

Le port de Hambourg, a-t-il déclaré, « fournit des plateformes numériques pour le suivi du fret en temps réel et les réservations de services, ce qui conduit à une plus grande satisfaction des clients ».

Mots de fin :

Pour y parvenir, il faudra l'adhésion et l'appropriation des gouvernements nationaux par l'intermédiaire des ports, ainsi que l'engagement d'agences telles que les douanes, les services d'immigration, la police, les agents de dédouanement et autres, garantissant le bon déroulement des opérations du port vers l'arrière-pays et vice versa.

Le développement régional doit être au cœur des préoccupations des ports de l'AGPAOC, au-delà de la concurrence pour le fret en provenance de l'arrière-pays. Le développement régional de l'AGPAOC doit également inclure une plus grande considération pour les pays et les ports plus petits, tels que São Tomé-et-Principe, la Guinée-Bissau et d'autres, en offrant un soutien collaboratif pour promouvoir l'efficacité portuaire et accroître la compétitivité de

la région grâce aux meilleures pratiques.

En tant que directeur général de la NPA et président de l'AGPAOC, Dantsoho est sur le point de transformer le destin de l'Association. Les parties prenantes ont souligné que son leadership doit se concentrer sur la gestion efficace des ports et des terminaux, ce qui est essentiel pour le succès du commerce régional et mondial. Chaque port de la région doit adopter les meilleures pratiques telles que l'automatisation, la prise de décision basée sur les données, la durabilité, la sécurité et les opérations centrées sur la clientèle pour améliorer considérablement l'efficacité et la compétitivité.

Les exemples de réussite des ports de Rotterdam, Singapour, Los Angeles et Anvers démontrent comment ces pratiques conduisent à des améliorations tangibles des opérations et de la durabilité. Alors que le secteur de la logistique continue d'évoluer à l'échelle mondiale, les ports et les terminaux d'Afrique de l'Ouest et du Centre doivent rattraper le reste du monde. L'adoption de ces meilleures pratiques sera essentielle pour que les dirigeants de l'AGPAOC puissent relever les défis futurs et améliorer les performances des ports et des terminaux de la sous-région de l'Afrique de l'Ouest et du Centre.

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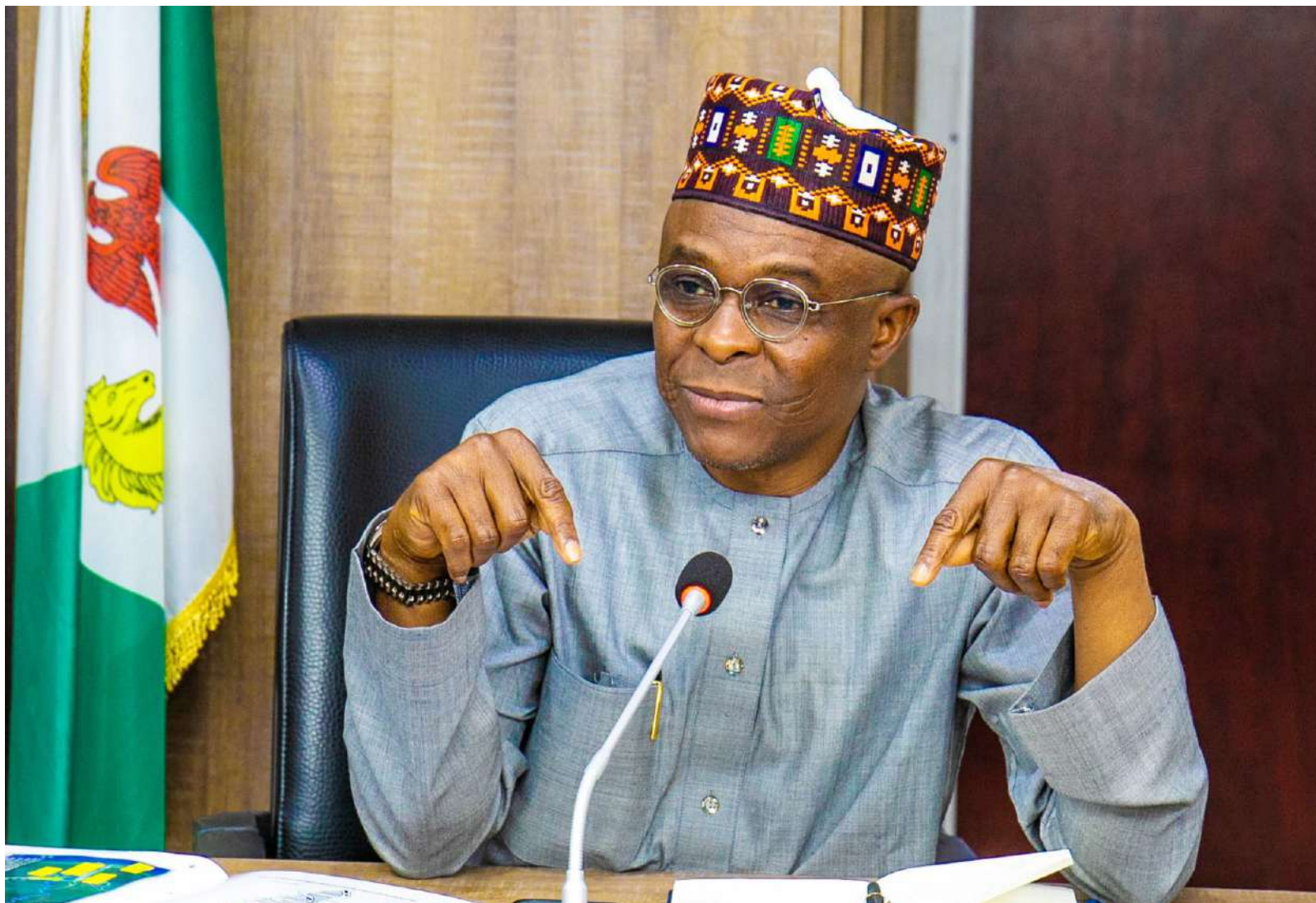
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Discours d'acceptation prononcé par le nouveau président de l'Association de Gestion des Ports de l'Afrique de l'Ouest et du Centre (AGPAOC) et directeur général de Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, lors du 44^e Conseil annuel de l'AGPAOC à Conakry, en République de Guinée, le jeudi 21 novembre 2024

L'ancien président du conseil d'administration, Monsieur le Secrétaire Général de l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC), Mesdames et Messieurs les Directeurs Généraux des ports d'Afrique de l'Ouest et du Centre. Les experts et représentants des institutions et organisations nationales, sous-régionales et internationales. Les autres distingués délégués à cette réunion du conseil.

Mesdames et Messieurs,

C'est avec un grand honneur et un grand privilège que je me tiens aujourd'hui devant mes amis des pays d'Afrique de l'Ouest et du Centre pour

accepter le rôle de chef de file de notre grande association, l'Association de Gestion des Ports d'Afrique de l'Ouest et du Centre (AGPAOC) et d'en être le président.

Je voudrais saisir cette occasion pour affirmer la volonté et la détermination du Nigéria, clairement démontrées par l'honorable ministre de la Marine et de l'Économie Bleue, Alhaji Adegboyega Oyetola, conformément à l'Agenda Espoir Renouvelé du président Ahmed Bola Tinubu, GCFR, pour maintenir l'élan créé par mon prédécesseur, M. Martin Boguekuoma, directeur général de l'Autorité Portuaire du Gabon, et pour continuer à déployer tous les efforts nécessaires

afin de consolider davantage la cohésion économique de la région et d'actualiser les intérêts des ports membres.

En outre, je tiens à saluer le professionnalisme et l'engagement du Secrétaire général, M. Jean-Marie Koffi, et des autres collègues qui ont géré les affaires de l'Association au fil des années. Je vous assure que je ferai tout ce qui est en mon pouvoir pour défendre les objectifs de l'Association en vue de renforcer le rôle du secteur maritime en tant que vecteur de développement économique et de durabilité.

Notre rôle est devenu particulièrement important dans le contexte des turbulences qui ont caractérisé l'économie mondiale dans un passé récent, comme le COVID 19, la guerre en Ukraine, etc., ainsi que l'incertitude que ces tumultes ont déclenchée.

C'est pourquoi je solliciterai votre coopération et vos conseils habituels pour nous aider à continuer de développer le secteur maritime dans nos différents pays et dans la sous-région de l'Afrique de l'Ouest et du Centre en général. Ce n'est qu'avec un engagement et une collaboration solide que nous pourrions réaliser nos mandats.

Comme je l'ai indiqué dans mon exposé au cours de cette conférence, il est nécessaire d'achever dans les meilleurs délais la construction d'autoroutes et de voies ferrées internationales reliant notre région. Cette conviction est fondée sur le fait que cette interconnectivité permettra non seulement de réduire le coût des activités commerciales, mais aussi de relier les pays africains côtiers et enclavés et, de manière générale, de favoriser le développement économique sur l'ensemble du continent.

Le fait que l'Afrique compte 16 pays enclavés sur 44 dans le monde rend la connectivité de l'arrière-pays très impérative. La poursuite de cet objectif sera l'un des axes majeurs de mon mandat de président de l'AGPAOC. Cela exige également l'implication collective de toutes les parties prenantes.

Pour nous au Nigéria, ce jour représente une étape importante dans la marche continue des États maritimes d'Afrique de l'Ouest et d'Afrique Centrale vers la compétitivité mondiale et la fourniture de services de classe mondiale.

L'engagement du gouvernement nigérien en faveur d'un redressement révolutionnaire de notre industrie maritime a été caractérisé par des réformes dans des segments critiques de notre industrie, notamment la réhabilitation et la modernisation des ports, les infrastructures, la numérisation et l'automatisation.



Ces mesures renforceraient sans aucun doute l'efficacité opérationnelle ainsi que la génération de revenus, tout en renforçant les efforts du gouvernement fédéral pour diversifier l'économie en stimulant les exportations non pétrolières.

Rappelant nos délibérations lors de la réunion du Conseil d'administration, la nécessité de délocaliser le siège de l'AGPAOC vers un endroit plus visible et plus approprié à Lagos, au Nigéria, les besoins de formation de l'association et du système communautaire portuaire me tiennent à cœur et je ferai de mon mieux dans cette direction pour atteindre ces objectifs.

Avant de conclure, je tiens à féliciter notre hôte, le Directeur Général de l'Autorité Portuaire de Guinée, pour une réunion du conseil enrichissante et surtout pour le rare privilège d'avoir pu faire l'expérience du leadership exemplaire dont a fait preuve le Président de la Guinée Conakry, qui se reflète dans le projet en cours du port de Simadon que nous avons visité hier.

Mesdames et Messieurs, je voudrais conclure ce bref discours en affirmant que ce que nous préconisons aujourd'hui n'est qu'une des nombreuses mesures destinées à soutenir et à renforcer le rôle central de notre industrie dans le commerce et les échanges mondiaux. Tout le monde doit être prêt pour que nous réussissions.

Merci pour votre temps et que Dieu bénisse l'AGPAOC.



L'AGPAOC doit renforcer la coopération entre les États-membres

Lors de cet entretien avec le magazine NPT, le secrétaire général de L'AGPAOC, M. Jean-Marie Koffi, donne un aperçu de ce que l'AGPAOC attend du nouveau leadership de l'association.

En tant que Secrétaire Général de l'AGPAOC, pouvez-vous nous dire quels sont les atouts et les défis des ports de la région de l'Afrique de l'Ouest et du Centre par rapport aux meilleures pratiques internationales ?

En tant que Secrétaire Général de l'AGPAOC, je dirais que les ports de la région ont plusieurs forces du fait de plusieurs facteurs combinés, notamment :

Une position géographique stratégique : les ports de la région sont situés à proximité des principales routes maritimes, ce qui leur permet de jouer un rôle important dans le commerce international et de bénéficier d'une position compétitive. En raison de leur emplacement stratégique, ces ports deviennent des hubs incontournables pour le transit de marchandises, facilitant ainsi les échanges internationaux. Cela leur permet non seulement de capter une part importante des échanges commerciaux mondiaux, mais aussi d'attirer de grands acteurs du secteur maritime, y compris des armateurs et des chargeurs qui cherchent à optimiser leurs routes commerciales.

De plus, la proximité des grands axes maritimes permet aux ports de la région de réduire les coûts logistiques et les délais de transport, offrant ainsi un avantage concurrentiel notable par rapport à d'autres régions du monde. Cette situation géographique favorise également le développement d'infrastructures portuaires modernes, soutenant la compétitivité des ports en matière de services et d'efficacité opérationnelle. En somme, les ports de la région ne sont pas seulement des points de passage, mais des acteurs clés du commerce mondial, avec un potentiel considérable pour renforcer leur position compétitive sur le marché international.

Des investissements importants et continus : les gouvernements de la région ont investi massivement dans la modernisation et l'extension des infrastructures portuaires, ce qui a permis d'améliorer la qualité des services offerts et de renforcer la compétitivité des ports. Ces investissements ont permis de répondre aux défis posés par l'augmentation du trafic maritime et des volumes de conteneurs, qui nécessitent des infrastructures plus modernes et efficaces pour être gérés. Par exemple, les ports comme ceux d'Abidjan, de Lomé, d'Onne ou de Douala ont vu leurs capacités d'accueil et de traitement de marchandises considérablement augmenter grâce à des investissements en modernisation.

Ces efforts ont également favorisé l'adoption de nouvelles technologies pour améliorer la gestion des opérations portuaires, réduire les coûts logistiques et augmenter la vitesse du traitement des cargaisons. L'amélioration de la qualité des services, en particulier en matière de sécurité, de gestion des containers, et d'efficacité dans le traitement des marchandises, a

renforcé la compétitivité des ports de la région par rapport aux autres ports internationaux, notamment en Asie et en Europe.

Enfin, ces investissements visent à intégrer les ports de la région dans les chaînes de valeur mondiales, en permettant à la région de capter une part plus importante du commerce mondial. Cela reflète une volonté d'améliorer l'attractivité des ports africains pour les armateurs internationaux, les investisseurs et les clients, dans le but de faire face à la concurrence croissante d'autres grandes plateformes logistiques mondiales.

Quelle est la place de la main-d'œuvre dans les ports ?

Une main-d'œuvre qualifiée : les ports membres de l'AGPAOC comptent une main-d'œuvre abondante, qualifiée et expérimentée dans leur secteur d'activités, ce qui constitue un atout important pour les ports et leur permet de répondre aux besoins des armateurs et des chargeurs. En effet, les ports de la région emploient une grande variété de professionnels formés dans des domaines aussi divers que la gestion des infrastructures portuaires, la logistique, la sécurité, la sûreté maritime, la gestion des flux de marchandises, ainsi que dans les systèmes informatiques de gestion portuaire.

De plus, cette main-d'œuvre qualifiée a été renforcée par des initiatives de formation continue, souvent soutenues par les gouvernements et les institutions régionales, qui visent à adapter les compétences des travailleurs aux évolutions technologiques et aux nouvelles exigences du marché. De nombreux ports ont développé des partenariats avec des institutions académiques et des entreprises spécialisées pour garantir que leur personnel soit à la pointe de l'innovation, que ce soit dans la gestion de nouveaux équipements, l'adoption de technologies de pointe, ou la mise en œuvre de pratiques de sécurité avancées.

L'expérience acquise au fil des années dans la gestion des infrastructures portuaires complexes, souvent dans des environnements à forte densité de trafic, a permis à la région de développer une expertise unique. Cela permet aux ports de fonctionner de manière fluide et d'assurer un service de qualité, qui répond aux attentes des acteurs du commerce international. La main-d'œuvre est également un facteur clé pour garantir une gestion rapide et efficace des opérations portuaires, ce qui réduit les délais d'attente des navires et améliore l'efficacité des chaînes logistiques.

Enfin, l'aptitude des travailleurs portuaires à s'adapter à de nouvelles réalités du marché, notamment en matière de développement durable, de sécurité maritime et de gestion des risques, constitue un autre point fort qui renforce la compétitivité des ports de la région. Cela permet à la région de jouer un rôle stratégique dans les échanges commerciaux



mondiaux tout en garantissant la sécurité des opérations portuaires et la satisfaction des parties prenantes.

Nous aimerions avoir un aperçu du fonctionnement structurel interne des ports membres de l'AGPAOC.

Une Organisation Interne Structurée : Les ports de l'Afrique de l'Ouest et du Centre sont regroupés au sein d'une Association Portuaire sans commune mesure avec une vision, une collaboration qui appelle à l'émulation malgré leurs tailles, étendus et configurations différentes. Les ports de la région sont regroupés sous l'égide de l'AGPAOC, une organisation interprofessionnelle forte qui joue un rôle clé dans la coordination des efforts et la mise en œuvre des initiatives communes pour le développement du secteur portuaire en Afrique de l'Ouest et du Centre. Cette structure organisationnelle permet une meilleure gestion des défis et des opportunités rencontrés par les ports, tout en offrant un cadre pour la collaboration et l'échange d'informations entre les membres.

Malgré les différences de taille, d'étendue et de configurations des ports, l'AGPAOC réussit à instaurer une

dynamique de coopération et d'émulation parmi ses membres. Chaque port, qu'il soit grand ou de taille moyenne, joue un rôle spécifique en fonction de ses atouts, mais bénéficie également de l'expérience et des meilleures pratiques des autres membres, ce qui renforce l'ensemble du réseau. Cette structure permet de surmonter les disparités et de favoriser une vision commune de développement et d'optimisation des infrastructures et des services portuaires.

L'AGPAOC incarne ainsi une organisation capable de fédérer les ports autour de projets stratégiques, qu'il s'agisse de la modernisation des infrastructures, de la mise en place de technologies innovantes, ou de la formation du personnel. De plus, l'Association contribue à l'harmonisation des politiques portuaires dans la région, ce qui permet de renforcer la compétitivité collective des ports face aux défis mondiaux.

L'aspect collaboratif et la mutualisation des ressources et des savoir-faire créent un environnement propice à l'émergence de solutions communes aux problématiques régionales, comme la sécurité maritime, les questions de



pollution ou encore l'adaptation aux nouvelles normes internationales. Cette coopération ne se limite pas à un simple échange d'informations, mais encourage également des projets d'envergure, comme la création de corridors logistiques transfrontaliers, la digitalisation des opérations portuaires ou la mise en place de standards communs.

Enfin, cette organisation interne structurée permet aux ports de se préparer collectivement aux défis futurs, en anticipant les tendances du marché maritime mondial et en travaillant ensemble pour attirer davantage de trafic maritime, et ce, malgré la diversité des infrastructures et des priorités locales. Cela crée une émulation saine, où chaque port est incité à améliorer ses performances, tout en bénéficiant du soutien de l'ensemble du réseau régional.

Quels sont les domaines de défis auxquels sont confrontés ces ports, s'il vous plaît ?

Cependant, les ports de la région font également face à plusieurs défis, notamment :

La concurrence accrue : la concurrence entre les ports de la région est de plus en plus accrue, ce qui oblige les ports à améliorer constamment la qualité de leurs

services pour rester compétitifs et attirer les armateurs et les chargeurs. Cela peut apparaître antagoniste, mais elle appelle à la compétitivité des Ports.

Les contraintes infrastructurelles : malgré les investissements importants, les infrastructures portuaires de la région sont encore souvent inadéquates pour répondre aux besoins croissants du commerce international, notamment en termes de capacité de traitement des conteneurs et de gestion des flux de marchandises qui sont souvent fois imposées par la taille des Armements et surtout comparés aux ports asiatiques de nouvelles générations.

Dans quelle mesure ces ports sont-ils sûrs et sécurisés ?

La sécurité et la sûreté : les ports de la région doivent faire face à des défis importants en matière de sécurité et de sûreté, notamment la piraterie, le terrorisme et la contrebande, ce qui oblige les ports à renforcer leurs mesures de sécurité et de sûreté pour protéger les navires, les marchandises et les personnes. C'est essentiellement l'une de nos grandes faiblesses mais des efforts sont faits pour une amélioration continue.

Maintenant que le Nigéria occupe le siège du Président de l'Association, quels sont les résultats attendus en termes d'étapes que vous souhaiteriez voir l'AGPAOC atteindre au cours de cette période ?

Maintenant que le Nigeria occupe le siège de la présidence de l'AGPAOC, nous nous attendons à plusieurs actions à fort impact.

Il faut noter que le « Corps » détermine le « Contenu ». Nous sommes heureux que le Nigerian Ports Authority, port siège préside aux destinées de l'Association pour deux ans. Sous la mandature de Nigéria, la première depuis la création de l'Association, l'AGPAOC doit se renforcer et se doter d'un siège à la dimension de son ambition. Le Port qui n'a jamais failli à son devoir doit redoubler d'efforts pour convier ses pairs Directeurs Généraux à être plus présents lors des assises annuelles. Ces chantiers souhaités doivent concourir à :

L'amélioration de la coopération régionale : nous nous attendons à ce que l'AGPAOC renforce la coopération entre les Etats membres pour améliorer la compétitivité des ports de la région, notamment en matière de partage d'expériences, de formation et de développement des infrastructures portuaires. L'AGPAOC doit renforcer sa collaboration avec les Administrations Maritimes et l'Association en charge de l'inspection des Bateaux pour juguler les effets nocifs de la pollution sous toutes ses formes.

La modernisation des infrastructures portuaires : nous nous attendons à ce que l'AGPAOC travaille avec les Etats membres pour moderniser les infrastructures portuaires et améliorer la qualité des services offerts, notamment en matière de gestion des flux de marchandises, de capacité de traitement des conteneurs et de sécurité et de sûreté. Mais aussi et surtout avec les concessionnaires qui ont de plus en plus l'exploitation.

L'amélioration de la sécurité et de la sûreté : nous nous attendons à ce que l'AGPAOC travaille avec les Etats membres pour améliorer la sécurité et la sûreté dans les ports de la région, notamment en matière de lutte contre la piraterie, le terrorisme et la contrebande. A cela, il faut renforcer le pouvoir de nos commandants de Ports pour travailler avec les autres administrations en charge de la protection de nos eaux territoriales comme maritimes.

Le développement de la formation et de la capacité : nous nous attendons à ce que l'AGPAOC travaille avec les Etats membres pour développer la formation et la capacité des professionnels du secteur portuaire, notamment en matière de gestion portuaire, de sécurité et de sûreté, et de gestion des flux de marchandises. La mise à niveau des acteurs portuaires est indispensable pour assurer une veille informationnelle afin de juguler les menaces et les retards dans la mise à niveau de nos infrastructures portuaires.



2024 IN RE

OLUSOLA AKOSILE

NPA BERTHS LARGEST CONTAINER VESSEL AT LEKKI PORT TO FACILITATE TRADE

The largest container carrier to sail on Nigerian territorial waters birthed in January, 2024, at the Lekki Deep Seaport by the Nigerian Ports Authority (NPA).

The vessel, christened 'Maersk Edirne', measures 367M in length and a breadth of 48.2. It was laden with a Gross Registered Tonnage (GRT) of 142,131 metric tonnes and a Dead Weight Tonnage (DWT) of 147,340 metric tonnes, constituting 3,376 total cargo onboard. It was navigated to safety by pilots of the Nigerian Ports Authority (NPA).

Appraising the milestone achievement, our former Managing Director, Muhammed Bello-Koko hailed the Minister of Marine and Blue Economy, Adegboyega Oyetola, for the consistent support and endorsement of the authority's initiatives and investments in employee upskilling and equipment renewal which made this milestone seamlessly achievable.

Before this time, the largest commercial vessels to sail on Nigerian waters were 'MV Stadelhorn' and 'MSC Maureen' at Onne Port and TinCan Island Port Complexes. Thus, the berthing of a ship measuring 367 meters at Lekki deep

seaport represents a quantum leap forward.

Traders said, the Lekki deep seaport has, by this feat, in addition to its pioneering of full automation and facilitation of transshipment, proven its readiness to exceed stakeholders' expectations.

TINUBU APPOINTS DANTSOHO AS NPA MD NAMES SEN. ADEYEYE CHAIRMAN

President Bola Ahmed Tinubu on 12th July, 2024, approved the appointment of Dr. Abubakar Dantsoho as the Managing Director of the Nigerian Ports Authority (NPA), and

Senator Adebayo Adeyeye as Chairman of the NPA Board during the period under review.

After their appointment, the Seaport Terminal Operators Association of Nigeria (STOAN) and other stakeholders expressed appreciation to President Tinubu for deeming it fit to appoint a professional, Dr. Abubakar Dantsoho from within the Nigerian Ports Authority (NPA), to head the Authority.

STOAN Chairman, Princess Vicky Haastrup in a statement congratulated Dantsoho on his appointment as the new Managing Director of NPA.

Haastrup expressed confidence in the ability of the new NPA Managing Director to reposition the Authority for



TROSPECT

improved efficiency and increased revenue generation.

“On behalf of the Seaport Terminal Operators Association of Nigeria (STOAN), we extend our warmest congratulations to Dr Abubakar Dantsoho on his well-deserved appointment as the Managing Director of the Nigerian Ports Authority. The appointment is a testament to his hard work, dedication, and expertise in the industry.

“I have no doubt that he will excel in leading the Nigerian Ports Authority to greater heights. His leadership and vision will undoubtedly have a profound impact on the Authority and the industry as a whole.

“We celebrate this well-deserved appointment and welcome Dr Dantsoho’s leadership. His expertise and vision will undoubtedly propel NPA and the ports forward,” Princess Haastrup said, in the statement

Dr. Abubakar Dantsoho brings a wealth of experience to the role, having served in various positions within NPA, including Assistant General Manager, Technical Assistant to the Managing Director, Port Manager at Onne Port, and Principal Manager of Tariff & Billing.

Our new MD holds a Doctorate degree in Maritime Technology from Liverpool John Moores University and a Master’s degree in International Transport from Cardiff University, both in the United Kingdom.

Senator Adeyeye is a seasoned lawyer, journalist, and politician. He is a former Minister of State for Works and former Senator representing Ekiti South Senatorial District.

REMOVAL OF APAPA GRIDLOCK BY NPA, OTHERS EXCITES STAKEHOLDERS

In the period under review, the leadership of the Lagos Chamber of Commerce and Industry (LCCI) commended the management of NPA for collaborating with other stakeholders in removing the perennial gridlock in Apapa permanently.

Speaking at the meeting, the LCCI Chairman, Hon. Nohoesu Yenukunme Abiodun commended the NPA management for the initiatives that culminated in the clearance of the perennial gridlock that hitherto made access to and fro the Lagos Ports in Apapa and Tin-Can difficult.

The meeting also focused on deepening synergies geared towards continually improving the operational dynamics of Terminal Operators and the Export Processing Terminals with special emphasis on growing the number of export boxes in a concerted bid to improve the nation’s balance of trade.



EASTERN PORT BERTHS ANOTHER BIG VESSEL

The Onne Port Complex on Saturday, April 27, 2024, demonstrated its capacity and readiness for large ship calls, with the successful berthing of another large container vessel with length overall (LOA) of 300 meters. The Singapore flagship vessel is christened “KOTA CEMPAKA” with International Maritime Organization (IMO) registration number 9638965. Coming after the berthing earlier of vessel “Maersk Stadelhorn” also measuring 300 meters LOA and “MV Lady Jane” with 295 meters LOA, this development shows Onne Port is poised to sustain its growing fortunes.

INFRASTRUCTURE RENEWAL TOPS DANTSOHO'S AGENDA AS NPA MD

Last year, our Managing Director promised to improve revenue generation through efficiency and productivity. Dr. Abubakar Dantsoho therefore, took unscheduled operational visit to the Tin-Can Island and Lagos Port Complexes.

Addressing reporters during the visit, Dantsoho stressed that “Port competitiveness is dependent on sound infrastructure, and we are going to deliver on that necessity as soon as possible in order to better service Nigeria’s domestic cargo needs and those of our landlocked neighbours,” he said.

According to him, “as you are aware upon my appointment, His Excellency President Bola Ahmed Tinubu GCFR mandated us ‘to enable efficient port services and improved industry outcomes, and we are poised to do just that as quickly as possible. 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 said.

FEDERAL EXECUTIVE COUNCIL APPROVES ELECTRONIC CALL-UP FOR ONNE PORT

The Management of the Nigerian Ports Authority (NPA) has expressed its readiness to implement the Electronic Call-Up System for the Onne Port Complex following the approval given by the Federal Executive Council.

Speaking when the Executive Team of Call-up Technology Services Limited and Forge Concepts Limited, the operators of the electronic solution paid a Pre-Implementation visit to the NPA Headquarters, Dr. Dantsoho said “In line with the directive of the Honourable Minister, we are poised to provide the support necessary to fast track the automation of truck traffic for Onne before the end of this quarter.”

The NPA helmsman stated further that “we would ensure that the operators structure their Information Technology deployments in a manner that seamlessly plugs into the Port Community System (PCS) and the forthcoming National Single Window (NSW) whilst also emphasising sustainable use of alternative sources of energy.”

The Onne Port Complex which houses the Federal Ocean Terminal (FOT) and Federal Lighter Terminal (FLT) and is also the largest Oil & Gas logistics base in West and Central Africa, has in recent times been recording unprecedented growth in vessel and cargo traffic. Abubakar 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.

NPA COMMISERATES WITH THE GOVT, PEOPLE OF BORNO OVER FLOOD DISASTER

In its corporate humanitarian gesture, the Management and Staff of the Nigerian Ports Authority identified the victims of devastating floods that ravaged communities in



Borno State last year, with a donation of Two Hundred Million Naira (200,000,000.00).

In a letter he signed, the Managing Director/CEO of the NPA, Dr. 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 of 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 in Maiduguri on Friday 20th September 2024 by the trio of the Executive Director Engineering & Technical Services, Engr. Ibrahim Abba Umar, Executive Director Finance & Administration, Ms. Vivian Richard Edet and Executive Director Marine & Operations, Engr. Olalekan Badmus.

WORLD MARITIME DAY

The Managing Director, Dr. Dantsoho, represented by the Executive Director, Engineering and Technical Services, Engr. Ibrahim Abba, earlier joined industry stakeholders to celebrate the 2024 World Maritime Day.

The Managing Director, while acknowledged the significance of the theme, “Navigating the Future: Safety First,” says it aptly captures the high-impact day-to-day contributions that the maritime sector makes to international trade and the global economy. This role often comes at great exposure to risk, which we are all duty-bound to mitigate by adequately equipping the

specialised sector that propels the world,” he said.

With over 90 per cent of global trade, which accounts for half of the world’s economic output, constituting an important economic driver that helps to spur development and reduce poverty going by sea,

every member of the maritime community and indeed the global community is directly or indirectly a beneficiary of the services of the maritime sector. So it makes sense to especially commemorate this day dedicated to this all-important sector.

Beyond the fanfare, however, the Managing Director charged every stakeholder to arise from this celebration with a stronger commitment to take actions that create a better world for this distinguished calibre of men and women who power the maritime sector. Cognisant of the impact of the seafarers who propel the maritime sector on our port ratings, the Authority last year urgently reconstructed and fully equipped the Mission to Seafarers facility in Lagos to regional best-in-class status to provide Shore Leave for Seafarers. Realizing that automation is the linchpin of port efficiency, the Nigerian ports is at conclusive stages of the deployment of the Port Community System (PCS), which actually sets the pace for the

operationalisation of the National Single Window Project of the Federal Government.

This is in addition to the comprehensive modernization of port infrastructure and equipment to enhance competitiveness. Indeed, making global port operations healthier, safer, and more secure while actualizing the other noble objectives of the World Ports Sustainability Program rests heavily on our shoulders as policy framers, investors, and



I have no doubt that he will excel in leading the Nigerian Ports Authority to greater heights. His leadership and vision will undoubtedly have a profound impact on the Authority and the industry as a whole.



stakeholders in its broadest ramification. I have said all of these to establish the irrefutable fact that the maritime sector is not just pivotal to national economic prosperity, but to global economic sustainability.

ONE-STOP-SHOP FOR THE SALE OF PETROLEUM PRODUCTS IN NAIRA DOMICILED IN NPA COMMENCES WORK.

The Managing Director, Dr Dantsoho says the implementation of the Federal Government's directive for the NPA to coordinate service provision from all regulatory, security, and other stakeholders for the smooth implementation of the initiative to sell crude oil and petroleum products to the Dangote Refinery in Naira has commenced.

Speaking when he chaired the inter-agency stakeholders meeting on the One-Stop-Shop (OSS) at the NPA headquarters in Lagos, Dantsoho said: "We are poised to collaborate and provide the efficiencies necessary to deliver on this national imperative of ensuring the availability of Premium Motor Spirit (PMS) and other petroleum products". "We are also setting up a One-Stop Shop that will coordinate service provision from all regulatory, and security agencies, and other stakeholders to ensure a smooth implementation of this initiative". This is in line with the directive of Federal Government of Nigeria for the One-Stop-Shop to be domiciled with the Nigerian Ports Authority (NPA).

NPA APPOINTS ONYEMEKARA, OTHERS AS GMS

In a move geared towards repositioning Nigeria's foremost trade facilitation platform for greater efficiency and renewed contribution to the national economy, the Nigerian Ports Authority appointed new

general managers to support the administration of Dr Dantsoho. The management also announced Ikechukwu Onyemekara as the image maker of the Authority.

"The appointments which take immediate effect reorganized some Divisions to align with the direction of the Federal Ministry of Marine & Blue Economy retained Dr (Mrs) Chinwe Nwokolo, Pharmacist Hadiza Sani and Mr. Babatunde Gbotolorun as General Managers Medical, Abuja Liaison and ICT Divisions respectively," NPA said.

Other appointees named to head various divisions include Jerome Angyunwe, Richard Unde, Mukhtar Isa, Anthony Edosomswan, Dapo Adekunle, Victor Gofwan, Rabi Dambatta, Priscilla Maduka, Sarah Ballah, Zainab Dantiye, Anas Suleiman, and Adeayo Oni.

Also appointed are Abdulkadir Gusau, RAB Salau, Nurrudeen Abdulkadir, Seyi Iyawe, Ethel Uduehi, Nansel Zhimwan, Ahmad Wanka, Fatai Oladapo, Ibrahim Lukman, Abdul Isah, and Charles Okaga.

NPA said the appointments were made towards repositioning "Nigeria's foremost trade facilitation platform for greater efficiency and renewed contribution to the national economy."

Speaking after the appointments, the Managing Director said the changes represent NPA's deliberate strategy to deploy the wealth of experience of the appointees to national advantage.

PRESIDENT TINUBU LAUNCHES NATIONAL SINGLE WINDOW PLATFORM

President Bola Tinubu in the year under review launched the National Single Window initiative, a transformative project that is expected propel the nation's economy to new heights.

The initiative is another bold testament to the President's commitment to breaking long-standing

developmental barriers in advancing the progress, prosperity, and well-being of every Nigerian.

Speaking at the launch of the initiative at the State House, President Tinubu said the National Single Window is a game-changer that will revolutionize the way trade is conducted in the country, and with the Office of the President overseeing the steering committee that will drive the reform process forward. Outlining the benefits of the initiative, the President said by simplifying government trade compliance through a digital platform, Nigeria will unlock the doors to economic prosperity, adding:

“This initiative will link our ports, government agencies, and key stakeholders, creating a seamless and efficient system that will facilitate trade like never before.” The President further explained that paperless trade alone is estimated to bring an annual economic benefit of around \$2.7 billion, noting that countries like Singapore, South Korea, Kenya, and Saudi Arabia have already seen significant improvements in trade efficiency after implementing Single Window systems.

“It is time for Nigeria to join their ranks and reap the rewards of a streamlined, digitized trade process.

As your President, I have always believed in the immense potential of our great nation. We are a people blessed with resilience, creativity, and an unwavering spirit of enterprise. However, for far too long, our economic growth has been hindered by existing complexities and inefficiencies in our trade processes. Today, we say no more!” Imagine a Nigeria where businesses can save time and resources, where small enterprises can reach global markets, and where the informal eCommerce sector is brought into the fold, increasing our tax revenue base. This is the Nigeria we are building with the National Single Window.” “We cannot afford to lose an estimated \$4 billion annually due to red tape, delays, and corruption at our ports.

The National Single Window will address these issues head-on, preventing revenue leakage and facilitating effective trade. By doing so, we will create a more transparent, secure, and business-friendly environment that will attract investment and spur economic growth,” the President said.

President Tinubu emphasised that the implementation of the National Single Window would not be an overnight process as it would require dedication, collaboration, and a phased approach in view of continental ramifications that extend far beyond national development imperatives alone.



Port competitiveness is dependent on sound infrastructure, and we are going to deliver on that necessity as soon as possible in order to better service Nigeria's domestic cargo needs



44th Annual PMAWCA Council In Perspective

PAUL ERAKHIFU

The conference started with the registration of delegates and participants at the center with each receiving his or her identification tag.

During the official opening ceremony, the Director General of Port Authority of Conakry,

Biro Diallo welcomed the delegates and participants to the 44th Annual PMAWCA conference.

In his address, His Excellency, Prime Minister and Head of Government of the Republic of Guinea, Mamadou Oury Bah commended the delegates from the 20 PMAWCA member countries for coming to his country for the conference.

The Prime Minister officially declared the council meeting opened with the opening of the exhibition stands by some PMAWCA countries.

Earlier, there was a video presentation of the Port of Conakry and documentary on the Republic of Guinea. It was a comprehensive show of the Port and Guinea.

After the meeting was declared open, there was a tea/coffee break, where cocktail was served, while delegates and participants exchanged pleasantries. That lasted for about 35 minutes.

Commencement of the Round Table Conference

The Secretary General of the Port Management Association of West and Central Africa (PMAWCA), Jean Marie Koffi mounted the podium and recognised the Managing Directors and delegates of the 20 countries participating in the council meeting.

The PMAWCA scribe x-rayed the activities lined up for the conference. His exit from the podium marked the commencement of the 19th Managing director's round table.

The theme of the round table is "Optimising Access to the Hinterland Challenges of Connectivity, Fluidity and Reliability"

Three (3) sessions of the Managing Director's roundtable conference were held on the first day. Board of Director Meeting (MDS Heads of Delegations and PMAWCA Member Organisation). There was the board of Director's meeting sessions, where vital discussions and decisions were taken on behalf of the PMAWCA's member ports.



All Managing Directors/ Director General of PMAWCA where all in attendance. Technical committees of the Association, Finance and Economic Studies (FES), Maritime Security, Environment Protection and Operations (MSEPO), Technical Studies, Infrastructure and Development (TSID), Administrator and Legal Affairs (ALA) and Liaison Offices (LOI), as well as the Harbour Masters Network and PFSOS (HBN) and Professional Network of Women in Maritime and Port (RFPMP), participated actively in the fertilisation of information and ideas which were focused on during the plenary council.

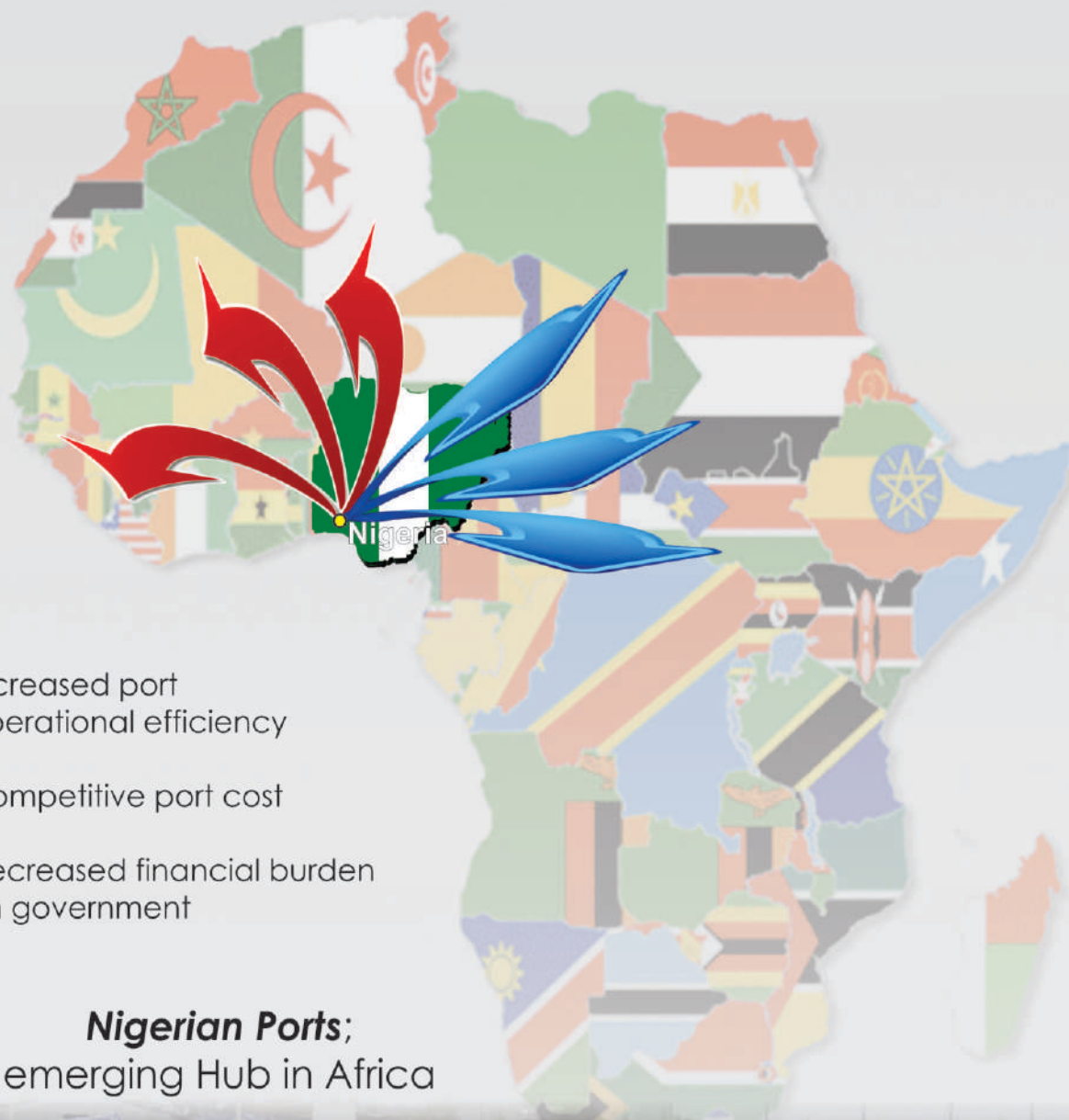
The Technical committees and networks collated and harmonised their reports for the 44th council. Plenary Session of the 44th Council-Reading of Committee Reports of the Network. The heads of each technical committee came one after the other to the podium to read their reports.

Closing Ceremony

The Communique of the 44th PMAWCA Council was read and adopted. The climax of the PMAWCA Council Conference was the official handing over of power to the new President of PMAWCA, Dr. Abubakar Dantsoho. Interestingly, Dr. Dantsoho is the first Nigerian to hold the position. The closing speech was made by the Prime Minister and head of government of the Republic of Guinea, Mamadou Oury Bah.

Dinner Gala and 8th Edition of the African Ports Awards

The venue for the dinner and gala night took place at the prestigious Palm Camayenne Five-star hotel in Conakry. Awards were given to deserving Ports and there was enough to eat and drink while delegates interacted, appreciating the trado- African display which heralded the PMAWCA Council ending amidst appreciation and applause from member's countries.



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NPA Commits to Port Modernization, Electronic Integration, and Economic Diversification

THE Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho has unveiled plans to enhance the infrastructure and modernization of Nigerian ports. This move is part of a broader effort to establish Nigeria as a leading maritime hub in West and Central Africa.

During his familiarization tour of the Lagos ports (comprising of Lagos Ports Complex, LPC and TinCan, Dr. Dantsoho emphasized that this plan will increase container traffic from the current 2 million containers per year to over 7 million.

He reaffirmed the NPA’s commitment to transforming Nigerian ports into a regional hub, highlighting the importance of modernizing port infrastructure and adopting advanced technology to increase efficiency and container traffic.

Dr. Dantsoho noted that Lagos is the largest part of NPA’s operations, contributing significantly to the economy. He stressed that the current handling of only 2 million containers annually is insufficient for a country with over 200 million people.

The Chief Executive Officer emphasized the need for port modernization to attract global shipping giants, such as Maersk Line, which currently delivers only 500,000 containers to Nigeria annually out of their 7 million global containers.

Speaking during the visit Dantsoho said “I would like to implore all terminal operators to take advantage of the investor-friendliness of His Excellency President Bola Ahmed Tinubu and put in more investment. Given Nigeria’s huge population, Nigerian Ports definitely deserve greater investment than what is currently obtainable.”

“In alignment with the World Ports Sustainability program, this Management is keen on Ports eco-friendliness, and we will insist on investor compliance with this global imperative. On our part as a regulator we assure you of all the facilitation necessary to protect your investment and guarantee return on investment.

“As you are aware, with the commitment of the Honourable Minister of Marine & Blue Economy, the NPA has concluded the final phase of the Port Community System (PCS) which will provide the linkage backbone for the forthcoming National Single Window (NSW) project”.

The NPA boss confirmed ongoing efforts to secure the Federal Government’s approval for a port modernization project worth millions of dollars.

In a related development the Managing Director of the apex maritime Authority of the NPA has resolved to galvanize port


concessionaires and terminal operators into increasing their In-Country investments in Port infrastructure equipment, the Managing Director also undertook an operational and investment campaign tour of Onne and Rivers Port Complexes.

He said, dredging activities and enhanced technological integration are in progress, disclosing that the NPA is striving for full electronic integration through the Port Community System, which will advance into a National Single Window system, enhancing efficiency and transparency.

The tour covered BRAWAL Oil Services Ltd, Onne Multipurpose Terminal, INTELS, INDORAMA, West African Container Terminal (WACT) and NOTORE and the terminals at Rivers Port Complex Port Harcourt

MARITIME CROSSWORD

Seasons Greetings



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ANCHORAGE	CENTRALAFRICA	CONAKRY	DIGITALIZATION	FACILITIES
INITIATIVES	MODERNIZATION	SHIPPING	OPERATIONAL	VESSEL
AUTOMATION	CHRISTMAS	CULTURE	EFFICIENCY	HUB
JEANMARIE	REHABILITATION	PMAWCA	STAKEHOLDER	TRADE
BLUEECONOMY	COLLABORATION	DANTSOHO EXPORT		OFFSHORE
MARINE	INFRASTRUCTURE	WINTER	WESTAFRICA	NPA

SEE SOLUTION ON PAGE 50

By: ABUBAKAR MOHAMMED

By Akinseloyin Joachim & Orem Albert

The Nigerian Ports Authority (NPA) is determined to become Africa's top maritime logistics hub by providing sustainable port services and efficient cargo delivery. To achieve this goal, the NPA has taken advantage of the annual Lagos International Trade Fair to educate and inform its stakeholders and the general public.

The trade fair, which took place recently at Tafawa Balewa Square in Lagos, Nigeria, is an annual event that brings together businesses, organizations and individuals to showcase trade, commerce and innovation.

The Managing Director, Dr. Abubakar Dantsoho represented, by Mr. Asuquo Okor, Principal Manager, Tariff & Billing Division, lauded this year's trade fair theme "Connecting Businesses, Creating Value" as being in line with the NPA's agenda to promote non-oil exports in a simpler and more impactful way.

He said, "The Export Process Terminals (EPTs) which operates in conjunction with the Nigerian Export Promotion Council (NEPC) serves as a one-stop shop for stuffing, packaging and certification of export-bound cargo with a quick turnaround time in a bid to ensure Nigerian exports are competitive in the international market."

Furthermore, Dantsoho emphasized NPA's commitment to enhancing hinterland connectivity and creating opportunities for Small and Medium Scale Enterprises (SMEs) to thrive in the value chain. This will be achieved through the integration of EPTs with Domestic Export Warehouses (DEWs) in partnership with the NEPC and other relevant stakeholders.

Dantsoho also assured stakeholders that the NPA and its team are actively working towards complete process automation through the Ports Community System (PCS). He added that this will pave the way for the implementation of the National Single Window (NSW), a globally recognized strategy for streamlining processes and facilitating ease of doing business by connecting all stakeholders.

During the opening ceremony, Deputy Governor Femi Hamzat of Lagos State warmly welcomed the exhibitors and expressed his hope of making the conference a memorable and enjoyable experience. He also pledged future support for the event.

The President of the Lagos Chamber of Commerce and Industry, Mr. Gabriel Idahosa was also present and expressed his delight at the continuous support from the Nigerian Ports Authority (NPA), while emphasising the

NPA Pledges Commitment to Sustainable Port Services ... Leads Charge on Economic Diversification



*Dr. Abubakar Dantsoho

importance of a practical and proactive approach in addressing issues in the maritime sub-sector. Additionally, he urged the NPA and LCCI to work together towards a more prosperous economy.

One of the highlights of the event was NPA's question-and-answer session, where gifts were presented to the winners. This was followed by an opportunity for corporate organizations, dignitaries and guests to share their opinions, lodge complaints and make inquiries.

Similarly, the (NPA) pavilion at the 45th Kano International Trade Fair 2024 was a major draw, attracting a steady stream of visitors eager to make inquiries about the agency and how to collaborate and contribute to the nation's GDP.

The two-week fair, organized by the Kano Chamber of Commerce, Industry, Mines and Agriculture (KACCIMA) from November 23rd to December 7th, 2024, aligns with the NPA's vision of economic diversification, themed "Non-Oil Export for Economic Prosperity."

According to a statement from the Managing Director, Nigerian Ports Authority, Dr. Abubakar Dantsoho, who was represented by Mrs Eunice Mbah, Principal Manager, Corporate and

Strategic Communications Division, the NPA pavilion actively engaged visitors with designated help desks addressing inquiries.

"As Nigeria's foremost trade facilitation platform, the Nigerian Ports Authority is proud to be associated with the noble cause that this fair represents, especially since trade remains a crucial tool for achieving national economic prosperity and social-cultural cohesion," Dr. Dantsoho stated.

He added that, "Kano has historically been a hub for agro-allied produce, which holds the key to diversifying the national economy from oil to non-oil. The Authority places a high premium on this fair and is committed to deepening its collaboration with KACCIMA, Dala Inland Dry Port (DIDP) and other stakeholders to facilitate the transition of the national economy from import-dependent to export-led."

A visit to the NPA stand revealed significant engagement, particularly from businessmen and farmers, who were eager to explore new growth opportunities available in the NPA. The business development team of the NPA also had interactive sessions with stakeholders.

At the opening of the Kano International Trade Fair, the Minister of Defence, Mohammed Badaru Abubakar, highlighted the importance of Public Private Partnerships in developing the Nigerian economy.

He reaffirmed the Federal Government's commitment to restoring peace and stability and urged Nigerians to continue supporting the government with prayers and confidence in the security forces.

The President of the Chamber, Alhaji Garba Imam, commended participants in the Kano International Trade Fair for their support and partnership. The Director General of KACCIMA, Alhaji Sabiu Umar Yola, praised the relationship between KACCIMA and the Nigerian Ports Authority, stating that the theme of the fair encourages Nigerians to explore alternative commodities for export beyond crude oil.

Adedeji Commends NPA, OSS Team for Smooth Crude Oil Sales in Naira

President Bola Ahmed Tinubu’s initiative to sell crude oil in Naira has achieved remarkable success, earning commendation from Zacc Adedeji, Chairman of the Technical Sub-Committee on domestic sales of crude oil and refined products in Naira led by the Nigerian Ports Authority (NPA) and One-Stop-Shop (OSS) team, for ensuring smooth operations.

Speaking when he visited the NPA Headquarters recently, Adedeji who is also the Executive Chairman of the Federal Inland Revenue Service (FIRS), thanked the team led by NPA for “playing a pivotal role in the successful implementation of the presidential directive on the domestic sales of crude oil and refined products in Naira”

Adedeji said: “We recognize that this pioneering effort is a significant achievement, and no doubt reflects your commitment and patriotism”.

“Thus, we encourage you to maintain the hard work and dedication that has made this initiative a success. We also extend our gratitude to all participating agencies for their invaluable cooperation and support.”


Responding to the remark, the Managing Director Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho said “This commendation can only spur us to do more in advancing this noble initiative. Let me seize this moment to especially appreciate the Honourable Minister of Marine & Blue Economy, Adegboyega Oyetola for providing the leadership that catalyzed our success on this venture.”

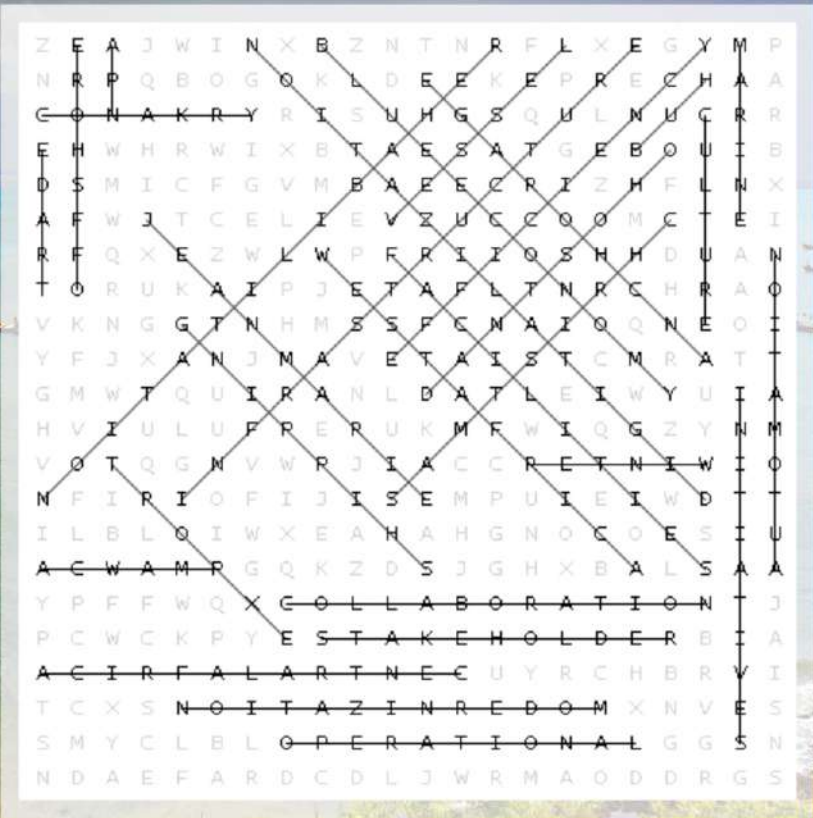
With the success of this audacious initiative to sell crude and allied products in Naira to domestic refiners, President Ahmed Tinubu has in addition to saving losses running into billions of Naira, guaranteed national energy security, deepening the balance of trade and creating jobs, also sustainably put an end to the scarcity of petroleum products and the excruciating queues that hitherto characterized the yuletide season.

This development is coming on the heels of the announcement by Dangote Petroleum Refinery of a reduction in the ex-deport price of its Premium Motor Spirit (PMS) to N899.50 per liter.

Other members of the team are drawn from the Nigerian Maritime Administration and Safety (NIMASA), Nigerian Midstream and Downstream Petroleum Regulatory Authority (NMDPRA), Nigerian Upstream Petroleum Regulatory Commission (NUPRC), Deport and Petroleum Marketers Association of Nigeria (DAPMAN), Independent Petroleum Marketers Association of Nigeria (IPMAN), Major Energies Marketers Association of Nigeria (MEMAN).

MARITIME CROSSWORD SOLUTION





ANCHORAGE	CENTRALAFRICA	CONAKRY	DIGITALIZATION	FACILITIES
INITIATIVES	MODERNIZATION	SHIPPING	OPERATIONAL	VESSEL
AUTOMATION	CHRISTMAS	CULTURE	EFFICIENCY	HUB
JEANMARIE	REHABILITATION	PMAWCA	STAKEHOLDER	TRADE
BLUEECONOMY	COLLABORATION	DANTSOHO	EXPORT	OFFSHORE
MARINE	INFRASTRUCTURE	WINTER	WESTAFRICA	NPA

By: ABUBAKAR MOHAMMED

NPA MD Harps On Efficiency And Productivity

UGWU UCHECHI EMMANUELLA &
NWABUEZE IFEOMA BLESSING
(Youth Corper)

To boost Port efficiency at the Nation's seaports, stakeholders in the sector have been urged to contribute most meaningfully towards the Nigerian Ports Authority's efforts at ensuring productivity in operations and efficiency across the board. This admonition came from the Managing Director of Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, who recently commissioned the Maritime Workers' Union of Nigeria's (MWUN) Secretariat Annex building in Apapa Lagos piloted district.

Addressing stakeholders at the event, Dr Abubakar Dantsoho stressed that NPA's desire to ensure operational efficiency is heightened to enshrine Competitiveness in the sub-regions. He stated that the country, being the Giant of Africa, cannot be generating fewer containers than other smaller countries, adding that increasing container traffic would indicate higher productivity in operations, creating greater employment opportunities for youths and improved international recognition for the country.

To address these underlying challenges, the Managing Director outlined several solutions stressing the urgent need for improved infrastructure, stating that relying on outdated facilities built in 1958 for Apapa and 1977 for Tin Can is no longer viable. He called for the expansion and modernization of both ports, reaffirming the commitment of the current government as it concerns port infrastructural renewal. According to Dantsoho, **"In a not-so-distant future, you will see new events towards improving infrastructure in Apapa and Tin-Can."**

Furthermore, the Nigerian Ports Authority helms person pointed out that the agency of Government must acquire the necessary variables to enhance its technological capabilities. He

urged all stakeholders to adopt new trends in operations, asserting that it is essential for Nigeria to reclaim its rightful position in the global maritime terrain.

Appreciating the board of the Maritime Workers Union of Nigeria (MWUN) and expressing his eagerness to collaborate, he emphasized the importance of staff welfare. The (NPA) Managing Director stated that encouraging employees leads to increased productivity. He further urged the workers to put in more effort to generate greater revenue. Dantsoho solicited the support of the MWUN in the quest to anchor the sector along the lines of best practices.

Earlier, the President General of the Maritime Workers Union of Nigeria (MWUN) Comrade Adewale Adeyanju welcomed the Managing Director of NPA, alongside other stakeholders to the occasion while acknowledging him as the new and first Nigerian to serve as the President of the Port Management Association of West and Central Africa (PMAWCA). He presented the union as "organised and reformed" and no longer regarded as a touts group.



Grimaldi Group Expands Green Fleet with 13th Eco-Friendly Ro-Ro Vessel

On 3rd December, Grimaldi Group welcomed ECO SALERNO, the 13th Ro-Ro cargo vessel in the Grimaldi Green 5th Generation (GG5G) series. The hybrid Ro-Ro vessel was delivered by Jinling Shipyard in Nanjing, China.

ECO SALERNO is an 18,100 dwt Italian-flagged vessel with a length of 238 meters, a beam of 34 meters, and a carrying capacity of 67,311 tons gross tonnage.

These Ro-Ro vessels in the GG5G series are designed with advanced technology to minimize environmental impact. These vessels are equipped with electronically

controlled engines and systems to clean exhaust gases. This technology reduces the harmful emissions such as sulphur and particulate matter, making the vessels more environmentally friendly.

Moreover, these ships, when docked at port, reach the Zero emission at port target. This is achieved by using the electricity stored in large lithium batteries that have a collective capacity of 5 megawatt-hours (MWh), ensuring no pollution during the port operation. The batteries get recharged during the ship's voyage using shaft generators and 350 m2 of solar panels.

NPA Moves To Facilitate Increased Solid Minerals Exports With Activation Of Burutu Port

Poised to consolidate the gains made in the facilitation of exports, the Management of the Nigerian Ports Authority has assured of providing the technical guidance and allied support necessary for the operationalization of Burutu Port in Delta State.

Dr. Abubakar Dantsoho, the Managing Director/CEO of NPA gave the assurances when he received the Chairman and Executives of Akewa Colmar Terminal Limited (ACTL), the concessionaire of Burutu Port on recently at the NPA Headquarters in Lagos.

Speaking during the meeting, Dantsoho said "To deepen our competitiveness, we must deepen our capacity to attract and retain huge investments in our Port infrastructure. I say this in view of the transformational developments being witnessed in the maritime countries along the coast of West and

Central Africa".

"Whilst we are working assiduously to optimize the Warri channel, we cannot allow the potential of the navigable waters around the Delta Port clusters which can bolster Nigeria's solid minerals export go to waste. We therefore set to progress this auspicious project to its next milestone once the report of the technical team is submitted in two weeks".

Located at the coastal end of the River Niger with linkages to other ports along the Niger / Benue Rivers, Burutu Port was Commissioned in 1887 as the first modern Port in Africa and was the main logistics port for British trade with Nigeria. The Port became moribund after the civil war but was given a Master Concessionaire status by the NPA under approvals from the Infrastructure, Concession & Regulatory Commission (ICRC) and Federal Executive Council (FEC) in 2023.



Middle East's 1st Electric Tug Sets Guinness World Record For Most Powerful Tugboat

SAFEEN Group has set a Guinness World Record for the most powerful electric tugboat. The record was set by testing the tug's ability to pull with an impressive strength of 78.2 tonnes, a first for an all-electric vessel.

The tugboat, named Bu Tinah, was built by Damen Shipyards Group and is the first of its kind in the Middle East. This powerful tugboat was tested and certified at the AD Ports Group flagship facility, Khalifa Port.

The announcement of the achievement was made at ADIPEC, the world's largest energy

conference, which this year focused on energy transition and sustainability in the maritime industry.

Bu Tinah, is a key contributor in reducing the carbon footprint of the maritime industry. The electric tug operates with zero emissions from the Tank to the Propeller.

Apart from its environmental benefits, the vessel is more cost-effective than standard diesel-powered tugboats due to lower maintenance and fuel costs.

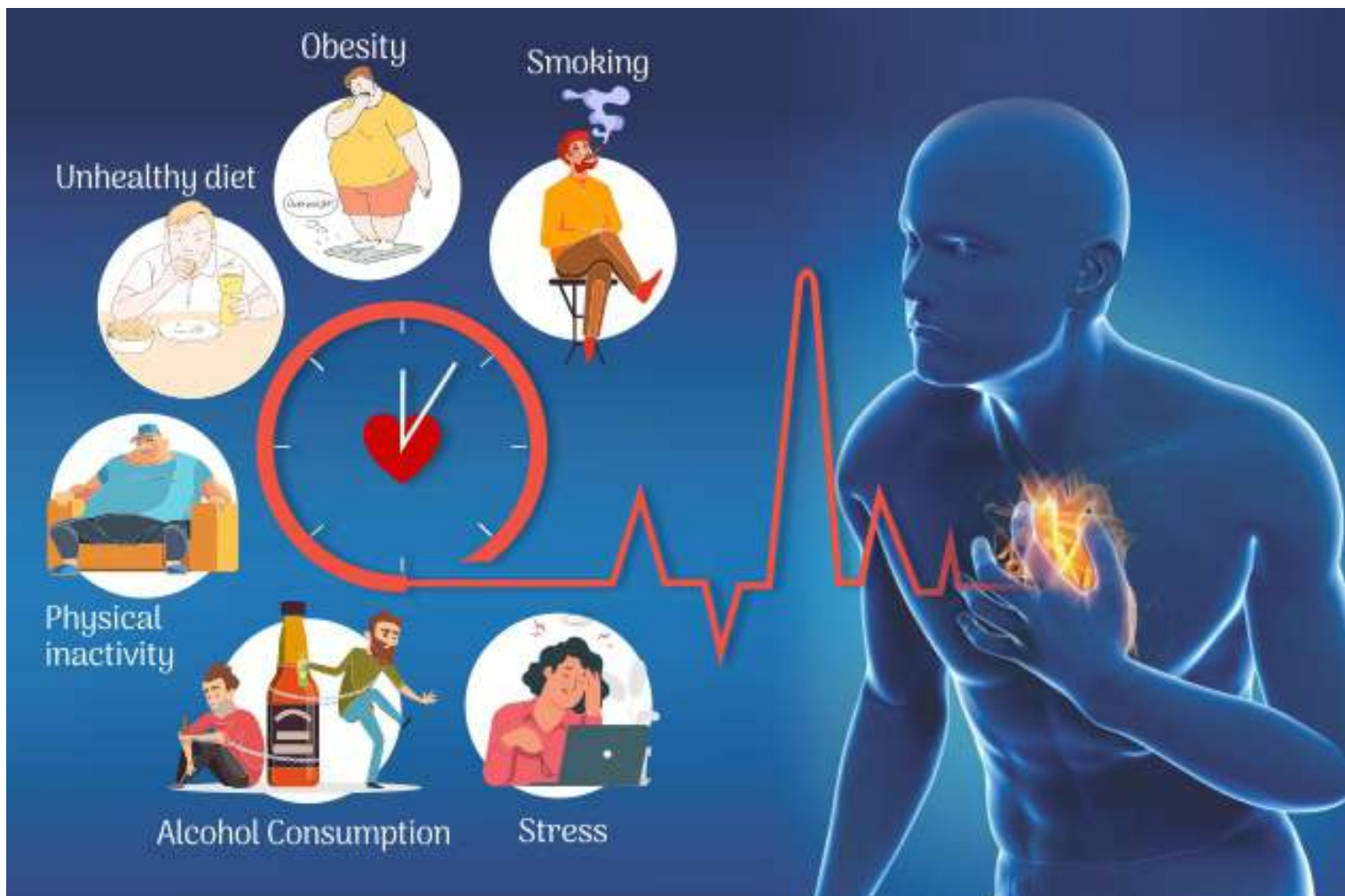
The CEO of AD Port Group's Maritime & Shipping Cluster, Captain Ammar Mubarak Al Shaiba, said that the world record shows that the shift to alternative energy does not have to compromise performance.

He expressed pride that Bu Tinah, as the region's first electric tug, is setting a global standard for performance and sustainability.

On the other hand, the CEO of Damen Shipyards Group was equally enthusiastic about the partnership, saying that it reflects the common objective of advancing sustainable solutions within the industry.

After a successful trial period at Khalifa Port, Bu Tinah is now permanently part of the port's operations.

The tugboat is expected to continue setting new standards for green, cost-effective maritime operations with advanced electric hybrid battery systems and plans for more shore power .



Cardiovascular Diseases (CVD)

'Heart Health'

Cardiovascular disease (CVD) is a general term for all types of conditions affecting the blood circulatory system, including the **heart and blood vessels** which carry the blood around the body. The term 'heart disease' is limited to disease of the heart (angina, heart attack, heart failure), while cardiovascular diseases include conditions beyond the heart, like stroke, where blood supply to part of the brain is cut off, leading to brain damage or death. This is not a heart disease but a cardiovascular disease. It is one of the major causes of health complications and can lead to death. Although all heart diseases are cardiovascular diseases, not all cardiovascular diseases are heart diseases.

Cardiovascular disease diagnosis and treatment are very complex, especially in developing countries, due to the unavailability of efficient diagnostic tools a shortage of medical professionals and other resources and poor access to healthcare affect the proper diagnosis and treatment of

patients with these conditions. Moreover, a substantial portion of the increasing global impact of cardiovascular disease is attributable to economic, social, and cultural changes that have led to an increase in risk factors for the disease.

HOW BIG IS THE PROBLEM OF CARDIOVASCULAR DISEASE(CVD)?

Very big! many studies show that inadequate preventive measures and a lack of experienced or skilled medical professionals in the field are the leading contributing factors to the increasing incidence of cardiovascular diseases. Although a large proportion of heart diseases are preventable, they continue to rise mainly because preventive measures are inadequate. Cardiovascular diseases (CVDs), principally ischemic heart disease (IHD) also commonly called "heart attack" and stroke, are the leading cause of global deaths and a major

contributor to disability.

In our community, we are seeing a gradual increase in cases of sudden deaths attributable to cardiovascular diseases. A large number of people suffer from the CVD related conditions ranging from hypertension to diabetes and other metabolic diseases such as high levels of bad cholesterol and other fats (lipids).

Globally, the number of people living with these conditions nearly doubled from 271 million in 1990 to 523 million in 2019, and the number of deaths steadily increased from 12.1 million to 12.6 million in 1990, reaching 18.6 million to 19.7 million in 2019.

In sub-Saharan Africa, the leading CVD cause of death and disability in 2010 in was stroke CVD has a strong link with a history of hypertension, diabetes, and overweight/obesity.

The global picture is almost replicated in sub-Saharan Africa, Nigeria and other low-income and middle-income countries where the leading causes of sudden death are cardiovascular diseases. Studies over the past 20 years show rising cases of CVDs (such as hypertension and heart failure) which are attributable to increasing risk factors such as obesity, bad lipids (fats) and diabetes.

Increased awareness and education of the general population on prevention and control of risk factors added to training of health professionals on appropriate diagnosis and management of cardiovascular diseases is very needful.

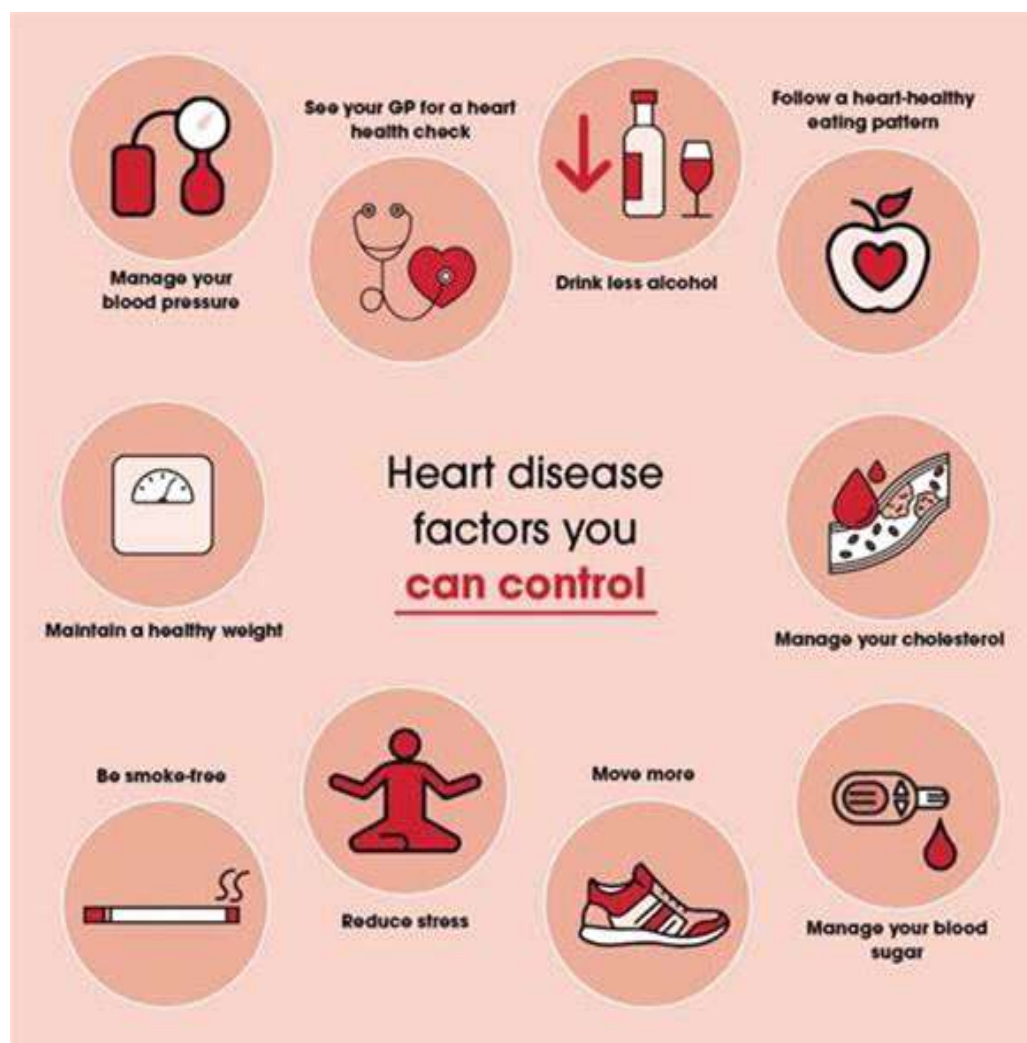
RISK FACTORS FOR CARDIOVASCULAR DISEASE.

A **risk factor** is something that increases the chance of developing a disease. Risk factors for cardiovascular disease include particular habits, behaviours, circumstances or conditions that increase a person's risk of developing cardiovascular disease.

Risk factors for cardiovascular disease can be split into two categories:

1. **Non-modifiable cardiovascular risk factors** are those that cannot be changed. These include a) **age** b) **ethnicity** c) **family history**.

Older people are at greater risk of developing cardiovascular disease. Much of the disease and disability burden from CVDs affects people under the



age of 70 years in low- and middle-income countries. However, there is an increasing trend of CVD deaths in sub-Saharan Africa occurring even at younger ages than in the rest of the world.

Statistics suggest that people of South Asian, African and Caribbean descent have a greater risk of developing cardiovascular disease. This may be due to the prevalence of type 2 diabetes among this group.

There is a genetic element to CVD meaning a family history of the condition is considered to be a risk factor especially if a first-degree relative developed cardiovascular disease at a relatively young age, before age 55. A family history of hypertension, high cholesterol and type 2 diabetes also increases one's chance of developing these conditions.

Sex is a factor as cardiovascular diseases are common in men. However, with increasing age, women tend to develop CVD which is thought to be linked to hormonal changes that follow menopause.

2. Modifiable risk factors for cardiovascular disease

Modifiable risk factors are those risk factors that can be reduced or controlled with altered behaviour. By making certain lifestyle changes, people are able to reduce the chances of cardiovascular disease. An example is smoking

tobacco which damages and narrows arteries making angina and heart attack more likely. Soon after quitting smoking, health benefits such as improved circulation, better taste and smell and a stronger immune system can usually be noticed.

Other modifiable risk factors are **high blood pressure, physical inactivity, obesity and diet**. The components of Life's Essential 8 include; Diet, physical activity, nicotine exposure, sleep health, body mass index, blood lipids, blood glucose (sugar), and blood pressure.

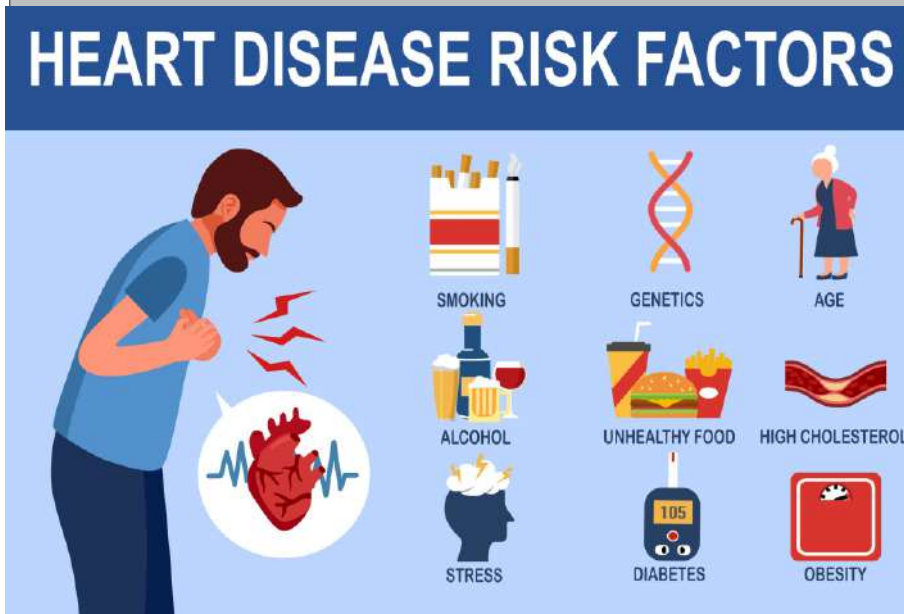
High blood pressure, high blood glucose (sugar), increased blood cholesterol level, and high BMI are risk factors for cardiovascular diseases and some of these factors increase the risk of chronic kidney disease and diabetes. High blood pressure is a leading risk factor for deaths due to cardiovascular diseases, chronic kidney disease, and diabetes in every region, causing more than 40% of worldwide deaths from these diseases; high BMI and glucose were each responsible for about 15% of deaths, and high cholesterol for more than 10%.

Lowering cardio-metabolic risks through dietary, behavioural, and pharmacological interventions should be a part of the global response to the diseases. Furthermore, there has always been a need for public awareness and educational programs for a healthy lifestyle, intake of nutritional food, and increased physical activity to improve health conditions and reduce the risk of cardiovascular diseases.

RISK ASSESSMENT OF CARDIOVASCULAR DISEASE

Appropriate recommendations for tackling the burden of these health conditions are based on cost-effective, culturally sensitive, and evidence-based interventions essential to reducing the burden of this health issue. The following assessments are important to determine the risk of cardiovascular disease.

1. BMI (Weight and Height)
2. Abdominal girth (circumference)
3. Waist circumference
4. Blood pressure measurements
5. ECG (for high-risk employees)
6. Blood glucose level



7. Lipid profile (total cholesterol) etc
Frequent monitoring and regulating of these parameters go a long way in reducing cardiovascular conditions.

CONCLUSION

Cardiovascular disease is a huge health problem. The need for aggressive and adequate sensitisation to reduce the burden cannot be overemphasised. Regular awareness and screening for risk factors especially modifiable ones is strategic for prevention and control.

Kindly visit any of our staff clinics closest to you for further enquiry.

Workplace wellness committee, NPA medical division.



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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:
tcipinfo@nigerianports.org

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

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

Onne Port Complex, Onne
Onne Port Complex,
P.M.B. 6199 Onne
Rivers State
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onneinfo@nigerianports.org

Delta Ports, Warri
P.M.B. 1054, Warri
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Email Address:
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Water Hyacinth Invasion

Its Impacts And Solutions



Abbas Abbas fishes in the Orontes River in April 2024, the beginning of the water hyacinth's growing season. Across the river stands the border wall with Turkey. Image by Abd Almajed Alkarh for Mongabay.



YETUNDE AGORO (MRS)
PRINCIPAL MANAGER
POLLUTION CONTROL

INTRODUCTION
Water Hyacinth (*Eichhornia crassipes*) has destructive environmental and economic impact with its spread to many other tropical and sub-tropical regions, invading freshwater waterways, displacing native species, reducing biodiversity and deteriorating water quality. It disrupts human activities, acts as a breeding ground

for disease vectors and continues being a pest in the aquatic environment. Managing water hyacinth through physical, mechanical, chemical, and biological means causes additional complications. Herbicides used in the chemical cleansing of water hyacinth will pollute water bodies and may bioconcentrate, bioaccumulate and biomagnify in the aquatic food web, potentially eliminating non-target organisms. Introducing a predator, the weevil beetle, for the weed to gain biological control might lead to a secondary catastrophic impact, besides the long duration required to achieve significant success. The most practical means is physical and mechanical interventions for clearing the marine debris at a cost, being labour intensive.

Water hyacinth is native to the Amazon in South America and especially to Brazil and Argentina.

Initially intended to be given as gifts, it was introduced worldwide and has spread both accidentally and deliberately into the natural environment. Invasions have been reported in Africa, Asia, Europe, Central America, North America and the Caribbean. Successful weed invasions are due to the optimum conditions provided by the invaded areas, especially in terms of temperature and nutrient levels, among other relevant factors.

Water hyacinth has also been proven to reduce the biodiversity of the invaded area, according to four biodiversity indices. Water hyacinth invasion was observed to reduce the overall biodiversity in terms of species richness and evenness. Various other factors may either promote and accelerate or limit and slow a water hyacinth infestation. These include temperature, nutrients, salinity, light, wind, water currents, carbon dioxide levels, waves, turbidity and changes in water levels. In general, higher temperatures and greater nitrogen and phosphorus content are important factors promoting water hyacinth growth. Higher salinity levels inhibit water hyacinth proliferation by inducing growth reduction and an increase in its mortality rate, which hamper invasions in coastal areas. A higher flow velocity reduces the probability that water hyacinth can become established. Consequently, a higher level of dissolved oxygen derived from the turbulence similarly limits the plant's growth. Water hyacinth has also been reported to reduce phytoplankton productivities due to the fall in dissolved oxygen and chlorophyll-a levels in water bodies covered by the plant. These have major ecological impacts on the infested water as the aquatic food web becomes disrupted, leading to a drop in aquatic species composition and biodiversity.

Despite the extensive knowledge of the inhibiting factors of the plant, the water hyacinth invasion rate can be uncontrollable, especially when aided by continuous inputs of nutrient pollution from agricultural activities. The mechanical harvesting of water hyacinth requires a weed harvester, an excavator and other heavy machinery. Physical harvesting may refer to the same process or involve manual harvesting.

IMPACTS ON RURAL COMMUNITIES

The invasion of water hyacinth has a major impact on the rural people affected, especially those who depend on water bodies for their livelihoods, such as fishing and riparian communities. A water hyacinth invasion has negative impacts on the hydrology and

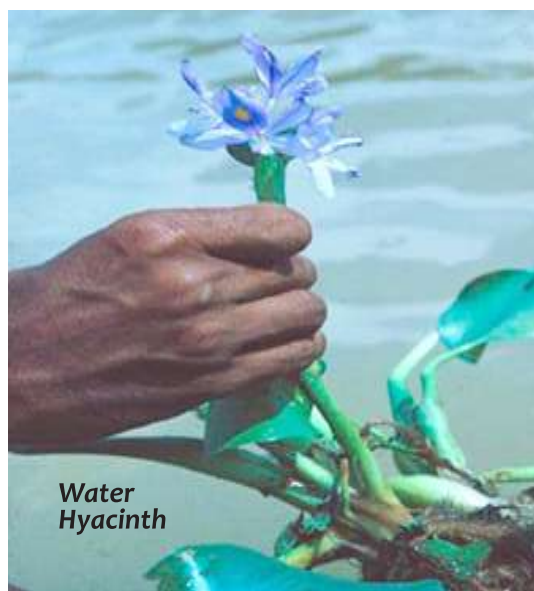


Water hyacinth located on an abandoned fish farm on the Volta River

environment, resulting in subsequent socio-economic impacts, as it disrupts human daily activities and health. The increase in evapotranspiration compared to surface evaporation disrupts the hydrological water balance in the infected areas, which could disrupt local rainfall events. Reduced water flows in rivers due to water hyacinth

blockages will promote sedimentation, deoxygenation and water quality deterioration. Weed canopies on lakes reduce sunlight penetration. This increases the water turbidity and reduces variability in temperatures, as well as other similar water quality concerns. Consequently, all these events lead to a reduction in fish and other aquatic organism populations as their habitat becomes less habitable. Instead, the proliferation of disease vectors such as mosquitoes and snails will occur, as the plant hosts a variety of these species.

Dense weed mats mean limited access to waterways, leading to conflicts among the affected communities to gain access to watercourses. As water hyacinth is buoyant and not anchored, it moves



Water Hyacinth



with the wind. This is especially disruptive to Ship navigation due to entanglement with the vessel's propeller, making boat navigation harder, delaying fishing preparation and resulting in fishing net entanglements and damage to other equipment. It restricts access to water for recreation, fisheries, and tourism. It physically interferes with water transport, communication and access. costs of fuel and repairs to boats on infested waterways was approximately three times that on un-infested waterways. Water hyacinth was perceived to affect fisheries through reduced levels of production, a reduction in species diversity, poor quality fish, rising cost of operation resulting in lower income to fishers and higher prices to consumers.

WATER HYACINTH IMPACTS ON HUMAN WELLBEING

E. crassipes may reduce water quality in various ways and encourage mosquitoes, snails and other organisms associated with human illnesses, including malaria, schistosomiasis, encephalitis, filariasis and cholera. It also increased health hazards

i.e. incidence of malaria and schistosomiasis and represents an environmental problem as well and indirectly a public health concern, since it may create a microhabitat suitable for the breeding of many vectors of human diseases and for hosting poisonous snakes.

In places with hydroelectric dams, the invasion has led to damaged generators and coolers and threats to the electricity supply. Hence, locals' livelihoods are disrupted as many lose their source of income, incur costs due to damage and are further inconvenienced in many ways.

Coping strategies for water hyacinth invasion can be described as reactive - or recovery-based. Affected communities tend to be reactive, for instance, by joining clean-up activities to remove the weed or simply halting their daily routine during the invasion peak. On the other hand, some communities have been reported to adopt alternative sources of income when interrupted by water hyacinth. Such actions are considered recovery-based, as locals recover their livelihoods through other means, such as switching to agriculture. From the rural perspective, water hyacinth has only negative impacts on communities. Livelihood security concerns may hinder the prospects for water hyacinth to be explored by a rural community, especially without support from relevant authorities, which can provide information and technical and financial aid. Thus, a community tends to adopt alternatives to overcome its hardship. Consequently, the water hyacinth problem remains unresolved.

CONCLUSION AND RECOMMENDATION

Biological alien invasions are a major driver of biodiversity loss worldwide. Water hyacinth (*Eichhornia crassipes*) is common and widely distributed all over the world, is challenging the ecological stability of freshwater ecosystems. The spread of invasive alien species is neither easy to manage nor easy to reverse. They are threatening not only biodiversity but also economic development and human wellbeing. Threats are destruction of biodiversity; oxygen depletion and reduced water quality; breeding

ground for pests and vectors; blockage of waterways hampering agriculture, fisheries, recreation and hydropower; fishing, grazing and other agricultural activities by forming impenetrable thickets and hindering movements of humans and animals, and destroying and replacing natural biodiversity.

Proliferation of water hyacinth is a symptom of broader watershed management and pollution problems. The water hyacinth invasion and menace can be curbed by critically looking into ways that it can be controlled. The problem tends to recur because fully eradicating the plant appears to be impossible as it rapidly expands its territory. The key goal here, will be to find a lasting solution in terms of continuous and successful clearing of the water hyacinth with empowerment programs for affected communities.



On the other hand, some communities have been reported to adopt alternative sources of income when interrupted by water hyacinth



Health Benefits of Soursop

Soursop is a member of the Annonaceae family, also known as the custard apple family. The fruits, which grow on trees, are large and oval-shaped. The green exterior, which has spines on it, covers a white, fibrous flesh. They grow up to 8 inches and can weigh up to 10 pounds. Soursop's flavor can best be described a cross between mango and pineapple

Soursop has many uses in traditional medicine, and it has been used to treat a wide range of health conditions and ailments. With its strong nutrient profile, it provides a variety of health benefits.

Soursop is high in vitamin C, an antioxidant known to boost immune health. The vitamin strengthens your immune system, improving its ability to defend against pathogens. It also promotes the destruction of free radicals, which can help to protect your skin and cells from environmental oxidative damage. One whole soursop fruit contains 215% of your recommended daily allowance of vitamin C.

The fruit and leaves contain many other antioxidants, including phytosterols, tannins, and flavonoids. Antioxidants play a role in your overall health and may help to protect against a variety of health conditions.

Other health benefits of soursop include:

Healthy digestion: One whole soursop fruit contains around 83% of your recommended daily allowance of fiber, which is a vital nutrient for your digestive health. Fiber helps to promote

regularity and prevent digestive issues such as constipation.

Potential anti-carcinogenic effects: While most research is limited to test-tube studies, soursop may be beneficial in helping to fight and prevent cancer. One study found that a soursop extract could reduce the size of breast cancer tumors and kill cancer cells. A second study found that an extract could stop the formation of leukemia cells.

Fights inflammation: Antioxidants fight free radicals, reducing the damage to your cells caused by oxidative stress. One of the side effects of oxidative stress is inflammation. The antioxidants in soursop may, therefore, help to reduce inflammation in the body.

Stabilizes blood pressure: High blood pressure may lead to serious issues like heart disease and heart attack. A contributing factor to high blood pressure is sodium intake. Potassium helps your body to get rid of sodium and eases the tension in the walls of your blood vessels, both of which can help to lower your blood pressure. A whole soursop fruit offers approximately one-third to one-half of your recommended daily allowance of potassium.

May fight against bacteria: Soursop may provide antibacterial effects. One study found that an extract may be able to kill many different types of bacteria, including strains that cause gum disease and cavities. Another study found that soursop extracts may help to fight cholera and Staphylococcus bacteria. While these were test-tube studies, the results are promising, and further research is needed.

**Culled from WebMD Editorial Contributor - Poonam Sachdev.*

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How to Keep Your Work wear Dust-Free and Presentable During Harmattan

The harmattan season is known for its dry air, strong winds, and an abundance of dust. For port workers, this season can make maintaining a professional and polished look especially challenging. Between moving through open spaces and navigating dusty environments, your clothes are constantly exposed to the elements. However, with a little effort and strategic planning, you can stay neat, presentable, and comfortable throughout the day.

In this article, we'll share tips on how to select the right clothing, maintain it during work hours, and care for it afterward to ensure your style isn't compromised by the harmattan season.



1. Choose Dust-Resistant Fabrics

Not all fabrics are created equal when it comes to harmattan conditions. Some materials, like velvet and wool, tend to trap dust and dirt, making them unsuitable for work at the ports during this season. Instead, opt for fabrics like polyester blends, treated cotton, or denim, which repel dust and are easier to clean.

Pro Tip: Select dark or neutral shades like navy blue, charcoal gray, and brown.

These colors mask dust better than lighter hues, which can highlight every speck.

2. Prioritize Layering for Functionality

The harmattan weather is unpredictable, with chilly mornings, hot afternoons, and windy evenings. Smart layering ensures you're comfortable at all times while also protecting your clothing from direct exposure to dust.

Pro Tip: Wear breathable inner wear, like a cotton undershirt, to wick sweat and keep you cool when temperatures rise.

Add a dust coat, lightweight jacket, or blazer. These act as a barrier, protecting your main outfit from accumulating dirt.

Remember, outer layers can be easily removed and dusted off when you need to freshen up.

3. Invest in Protective Accessories

Accessories are not just for style; they can serve a functional purpose during





harmattan.
Sunglasses or Safety Glasses: These protect your eyes from dust particles while adding a touch of sophistication to your look.
Hats or Caps: A wide-brimmed hat or a stylish cap shields your hair and scalp from dust. Look for washable options to ensure easy maintenance.

4. Maintain Your Clothes During the Day

Keeping your clothes neat while working at the ports requires vigilance and quick fixes.
Carry a Lint Roller or Dust Brush: These portable tools are great for quick cleanups during breaks or before meetings.
Use a Handkerchief: A damp handkerchief can wipe off light dust from your shoes, bags, or outerwear.
Avoid Sitting on Dusty Surfaces: Place a clean cloth or plastic sheet on chairs or surfaces before sitting to prevent dirt from transferring to your clothes.

5. Choose the Right Footwear

Shoes are often the first to show signs of harmattan dust, especially at the ports,

“
Harmattan dryness affects not just your environment but also your skin and hair

where movement is constant.
Opt for Closed-Toe Shoes: Leather boots or sturdy sneakers are ideal for keeping your feet protected from dust and cold.
Use Shoe Protectors: Waterproof sprays can also create a barrier, preventing dust from sticking.
Keep a Cleaning Rag Handy: A quick wipe-down during breaks can keep your shoes looking polished.

6. End-of-Day Maintenance

What you do after work is just as important as what you wear during the day.
Harmattan dust settles quickly, so regular maintenance is essential to keep your wardrobe fresh and presentable.
Shake It Off: Before entering your car or home, shake off your outerwear and shoes to remove loose dust.
Frequent Washing: Use gentle detergents to wash work clothes more frequently during harmattan, ensuring they remain dust-free and odorless.
Deep Clean Your Accessories: Don't neglect items like scarves, hats, and bags, which also accumulate dust over time.

7. Hydration: The Hidden Fashion Hack

Harmattan dryness affects not just your environment but also your skin and hair.
Staying hydrated internally and externally helps maintain your overall look. Apply moisturizing lotions to your hands and face and use hydrating sprays for your hair to prevent that “dusty” look caused by dryness.
Looking neat and professional during harmattan doesn't have to be a struggle, even for port workers dealing with open-air environments and constant movement. By choosing the right fabrics, layering strategically, and investing in simple maintenance tools, you can stay stylish, comfortable, and ready for anything the season throws your way.

Panama has started cancelling the registrations of six vessels that were recently added to the United Kingdom's sanctions list.

The decision comes after the new president of Panama, José Raúl Mulino, issued a decree in October that orders the removal of ships that are tied to international sanctions.

Sanctions are restrictions or penalties imposed by one country or group of countries on another country or individuals, often as a way to punish them for certain actions, like illegal activities or involvement in conflicts.

The UK imposed sanctions on these six vessels, which means they are banned from certain operations, and Panama must remove them from its registry to comply with these international rules.

The six ships were added to the UK's "sanctioned vessels" list on

Panama Removes Six Vessels From Its Registry After UK Sanctions

November 25, 2024. Panama, which has the world's largest ship registry, is now acting immediately to cancel its registrations.

This means the ships will no longer be allowed to operate under Panama's flag, which is important because Panama's ship registry is one of the most respected worldwide.

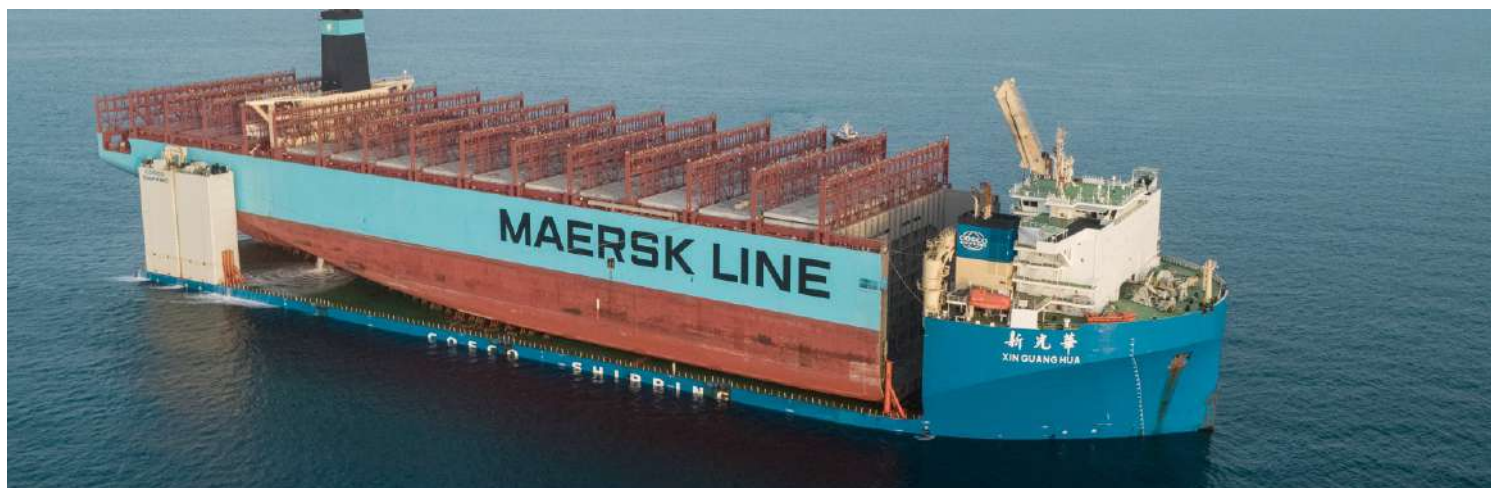
Panama passed a law called Executive Decree 512 in October, which gave the Panama Maritime Authority the power to act quickly. This new rule allows Panama to immediately cancel the registration and licenses of ships linked to sanctions.

Ramón Franco, the director general of Panama's Merchant Marine, says

Panama's government is responsible for protecting its ship registry and ensuring it's not connected to any ships that could damage its reputation.

He said, "The state must ensure the well-being of the Panamanian registry by keeping it free from international sanctions and protecting the prestige of our flag," adding that this is one of the government's main priorities.

This isn't the first time Panama has taken such action. Since the decree was introduced, Panama has already cancelled the registration of three other ships and is working on removing eight more.



Maersk Orders 20 More Dual-Fuel Newbuildings – On Course For Fleet Renewal By 2030

Maersk's fleet replacement programme took a step toward completion this morning when it revealed it had ordered 20 new containerships.

The orders, placed with three Chinese and South Korean shipyards, will see the "fleet renewal" project finalised when the vessels are delivered between 2028 and 2030.

In August, Maersk unveiled plans to acquire another 800,000 teu in vessel capacity, through a combination of owned ships and long-term charters.

"Maersk has now finalised these charter contracts across several tonnage providers", it said, adding that these deals covered some 500,000 teu in capacity and, "when phased in, the charter vessels will replace existing capacity".

The 20-vessel order announced today comprises: six 17,000 teu vessels and two of 9,000 teu to be built at China's Jiangsu Yangzijiang shipyard; six 15,000 teu ships from South Korean yard Hanwha Ocean; and six, also of 15,000 teu, from China's New Times Shipbuilding.

"We are pleased to have signed agreements for 20 vessels and thereby completed the acquisition of 300,000 teu

capacity, as announced in August," Anda Cristescu, head of chartering & newbuilding at Maersk, said.

"These orders are a part of our ongoing fleet renewal programme and in line with our commitment to decarbonisation, as all the vessels will have dual-fuel engines, with the intent to operate them on lower-emissions fuel," she added.

And she reiterated that the newbuildings were part of a replenishment strategy, rather than adding to Maersk's total fleet capacity of around 4.4m teu.

"Due to their different sizes, the vessels will be able to fill many roles and functions within our future network and give us a lot of deployment flexibility when they are ready to enter our fleet. Once phased in, they will replace existing capacity in our fleet," she explained.

According to Alphaliner, the Danish carrier already had 34 vessels under construction, amounting to a combined 474,500 teu of capacity and representing 10% of its existing capacity. Today's order takes that number to 54, for a combined capacity of 775,000 teu, and takes Maersk's fleet-to-orderbook ratio up to 17.6%.



Evergreen Orders 60,500 New Containers For Growing Liner Fleet

Evergreen has ordered 60,500 new containers at a cost of nearly \$187m.

Filings to the Taiwan Stock Exchange say 23,000 containers have been ordered from CXIC Group, 21,000 from Guangdong Fuwa Equipment Manufacturing and 16,500 from Dong Fang International, the latter a unit of Cosco Shipping Development.

Container manufacturers, predominantly in China, have reported surging orders as the Red Sea crisis absorbs shipping and equipment supply, with many factories occupied until year-end.

It is Evergreen's second round of substantial capital expenditure this year. In June, the seventh-largest box line ordered six 2,400 teu methanol, dual-fuelled ships from CSSC Huangpu Wenchong Shipbuilding, for \$348m, and 50,000 containers from Dong Fang, China International Marine Containers and Singamas, spending around \$162m.

And last week, Alphaliner reported that the carrier had asked major shipbuilders to submit quotes for 11 methanol dual-fuelled 24,000 teu ultra-large container vessels.

The Taiwanese operator said it needed more containers in line with its fleet growth, and announced the order after last week's disclosure that net profit for the first nine months of 2024 had tripled from the year-ago period, to \$3.5bn, on revenue up 68%, to \$11bn. The Red Sea crisis driving

container freight rates to levels not seen since Covid.

On Friday, EMC chairman Chang Yen-I, Taiwan's minister for transportation and communications, Chen Shih Kai, Kaohsiung mayor Chen Chi Mai and Taiwan International Ports Corp chairman Lee Hsien-Yi, officially opened Kaohsiung port's Terminal 7, the first fully automated container terminal on the island. The 149ha

facility, occupying 2.4km of coastline, will be Evergreen's home base in Kaohsiung.

The terminal has five deepwater berths and can accommodate up to four 24,000 teu ships at the same time. Currently, it has an annual processing capacity of 4.5m teu.

Terminal 7 took four years to build, at a cost of approximately \$1bn, of which the government invested around \$642m and Evergreen contributed the rest.

Cargo Ship Banned From Australian Ports By The AMSA For Repeated Offenses

The Australian Maritime Safety Authority (AMSA) has banned the general cargo vessel MARSGRACHT from entering any Australian port for 180 days. The AMSA has cited repeated offenses of the MARSGRACHT as the reason for the drastic measure.

The MARSGRACHT was initially detained at PORT ALMA in Australia on 6th February earlier this year. The vessel was detained for the improper storage of dangerous cargo aboard the vessel. The storage methods were reported to be in violation of the International Maritime Dangerous Goods (IMDG) Code issued by the IMO.

Around nine months later, on 14th November, the vessel was detained again at the same port when a Port State Control inspection revealed improper storage of dangerous goods yet again.

In addition to this, the operator of the vessel, Spliethoff's Bevrachtungskantoor B.V. has had four detentions for its vessels at Australian ports. The AMSA tracks operators that have a poor track record and has reported that the Spliethoff's Bevrachtungskantoor B.V. has a detention rate of 12.6%, which is well above average.

The AMSA claimed that they enforce International Minimum Standards and that they take sw

Gizzard is found in Chicken and Turkey it is commonly eaten across some states in Nigeria. It can be served with rice, yam, potatoes or plantain. Gizzards sauce with fried potatoes and vegetables can be enjoyed as breakfast, lunch or when one needs a light dinner. Fried gizzards or gizzards sauce can also be served on their own as appetizers at socials gathering or as snacks at home.



Ingredients:

Gizzards ½ kilo
Tomato 3 medium size
Pepper bell peppers
Tomato paste
Groundnut oil
Ginger – 1 medium size
Garlic – 4 cloves
Onion – 1 large
Paprika
Thyme
Curry
Bay leaves
Black pepper
White pepper
Maggi
Water
Salt (Optional)

Preparation

Trim the excess fat from gizzards and wash thoroughly with warm water
Boil gizzards; add bay leaves, little ginger, little garlic, some onion, thyme, maggi and
Salt to taste (optional)
Allow it boil for 5 minutes and keep, add water as preferred and
boil for 30- 40 minutes until

tender.
Remove Gizzards from heat and reserve a cup of stock (breath).
Grind Tomatoes and pepper (it should not be smooth) also
Chop few of the tomatoes and pepper.
Heat oil in a pan over medium heat; add chopped onion and garlic until golden brown.
Turn in the chopped, grinded tomatoes and pepper allow cooking for a while.
Stir at intervals, this should not be more than 5-10 minutes.
Add tomato paste, curry powder, paprika, black and white pepper allow cooking for 3-4 minutes.
Add the boil gizzards into the sauce mixture, stir thoroughly.
In a low heat, pour the reserved stock into the pan, stir and taste to see if it needs more

adjustment, cook for 10 minutes and remove from heat.

Preparation for Potatoes

Peel potatoes and wash
Chop into preferred sizes
Put in a bowl fill with water
Wash thoroughly and add salt (Optional) and set aside
Heat oil for 2-5 minutes remove from water and fry.
Slice half Onion, tomatoes, cucumber and Lettuce (vegetable)
Garnish the Gizzards sauce and fried potatoes with the vegetables and serve.
Enjoy your meal.
Please note that the whole process can take 1 hour or more depending on your preferred heat.

PARLONS FRANÇAIS

By Victoria Tarfa

LECON TRENTE QUATRE (Lesson 35)

Welcome back on parlons français.

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

Lesson 35, will take us through simple words we encounter when travelling abroad. Let's keep in mind that these are words used on day-to-day bases.

Let's start with revision from our lesson 34.

Say these in English

Je parle à mon patron

Elles parlent à ses collègues

Il parle du tablier de quai

Nous parlons de zone portuaire

Elle parle de ma voisine

Say these in French

Unemployment

my boss

my neighbour

A doctor

A lawyer

Freight rate

Shipping rate

Port Area

Ports and Harbours

Quay Apron

Day to Day words (particularly as you travel across the border of your country)

A name/first name

A surname/last name

Male/Female

Date of birth

Place of birth

Nationality

An identification card (ID Card)

Finger prints

A passport

Marital status

Married

Divorced

Safe trip

Boarding

Disembarkation

Welcome

-un prénom

-un nom/ nom de famille

-Masculin/Féminin

-date de naissance

-place de naissance

-Nationalité

-une pièce d'identité

-les empreintes digitales

-un passeport

-situation de famille / état civil

-marié

-divorcé

-Bon voyage

-embarquement

-débarquement

-bienvenue

Let's use practice by putting these words into sentences.

Vous voulez mon nom de famille ? -do you want my surname?

Est-ce-que vous voulez mon nom ? -do you (plural) want my surname ?

Est-ce-que vous voulez sa coordonnée ? -do you want his details

Voici ma carte d'identité - this is my identity card

Est-ce-que tu connais son prénom ? -do you know his name ?

Connaissez-vous son prénom? -do you (plural) know his name

Let us practice with some words from our lesson 34.

My brother is a lawyer

- Mon frère est avocat

Are you a doctor?

- Vous êtes médecin?

I am a married with children

- Je suis marié et j'ai des enfants.

Are you married?

- Vous êtes marié?

No, she is not divorced

- Non, elle n'est pas divorcée

My neighbour is a good man

- Mon voisin est un homme bien

I am going to the port area.

- Je vais dans la zone portuaire.

On se verra (See you in next lesson)

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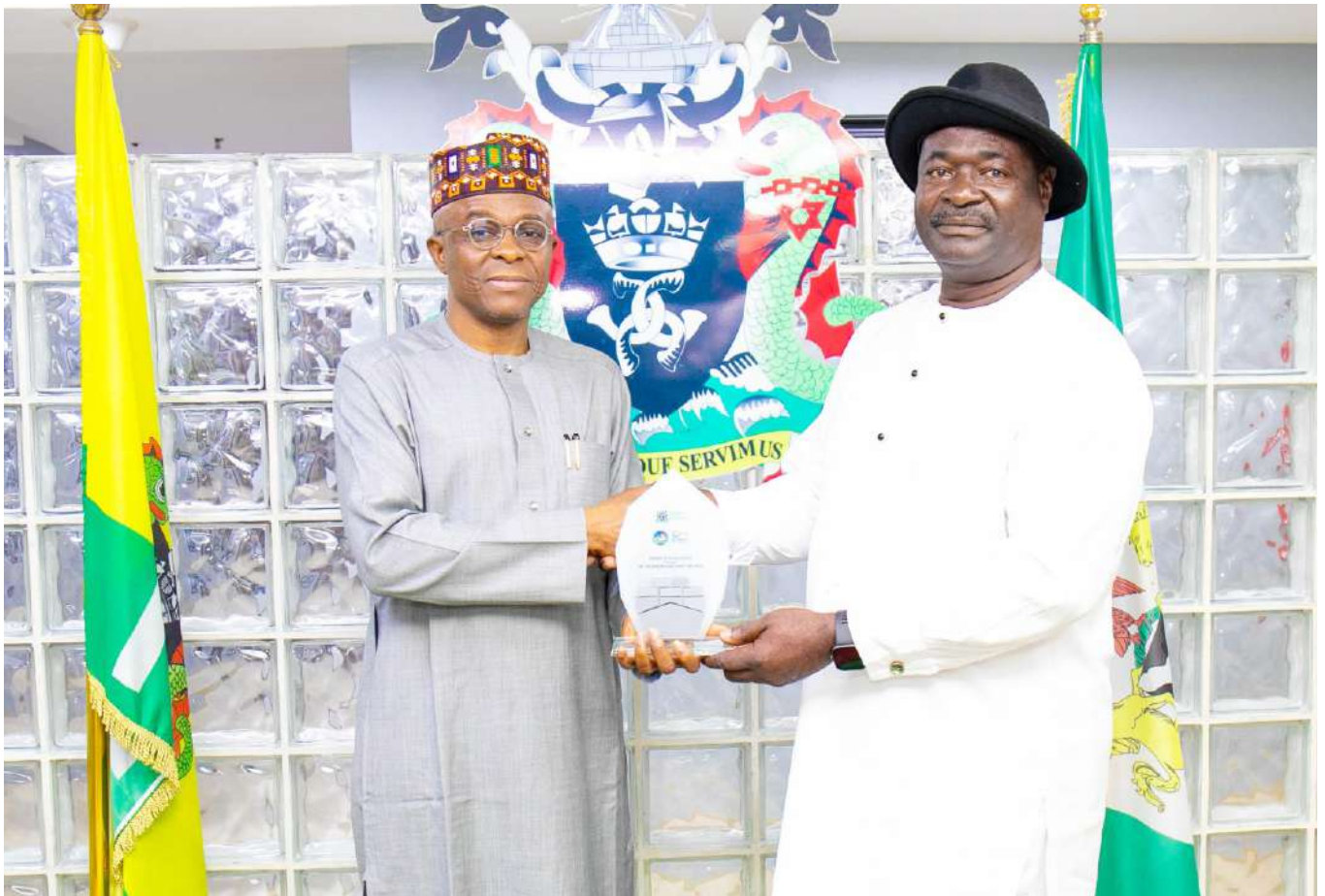
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Officials Of Burutu Port Visits NPA Management In Lagos









MD NPA PLAYS HOST TO LEKKI PORT TEAM



MD NPA PLAYS HOST TO SG PMAWCA IN LAGOS



NPA Management Tours Rivers Port





ONE STOP SHOP (OSS) MEETS IN LAGOS





OFFICIALS OF NIGERDOCK ON A WORKING VISIT TO NPA HQ IN LAGOS





MD TOUR OF TCIP & LPC



OYETOLA:

Unlocking Nigeria's Blue Economy

OREM ALBERT

Stakeholders have over the years called on relevant Authorities in the country on the need to maximise the potentials present within the Marine and Blue Economy towards enhancing the nation's Gross Domestic Product (GDP) as well as other aspects of the economy.

With the coming into office by the President Bola Ahmed Tinubu (GCFR) government, the Ministry under the command of Adegboyega Oyetola has made significant progress in harnessing Nigeria's rich marine potential and resources for economic development.

The Ministry has engaged all stakeholders, including experts, academia and research institutions to assess the current state of the sector and finalize work on the final draft of the National Policy on Marine and Blue Economy. This policy will drive the policy and strategic direction for the ministry to unlock potential in the maritime sector and create a more enabling environment for growth and development.

The Ministry has already achieved a significant revenue increase from the 1st quarter one of 2024 compared to 2023. This has been achieved by blocking revenue leakages, enhancing revenue generation from established sources and rolling out new revenue sources. The Ministry has also been recognized as the overall 'Best-performing Ministry' in the country by the Presidential Enabling Business Environment Council (PEBEC) during its national awards in July.

The Nigerian Ports Authority (NPA), an agency under the ministry, was also named the best Agency for ease of doing business, quality service delivery and consistency. The Special Adviser to the President of PEBEC, Dr. Jumoke Oduwole, commended the Minister for his commitment to ensuring that all agencies under the Ministry improve their service delivery consistently.

With its vast coastline, abundant water resources and blue economy potential to spur overall economic growth and prosperity, this is good news for Nigeria. The Ministry is on the right track to fostering a dynamic, inclusive and blue economy that improves national revenue and harnesses the country's rich marine resources to improve



FEATURES

livelihoods.

Beyond official accolades, a thriving Marine and Blue Economy sector that contributes significantly to the country's GDP and increasing national revenue, will further help Nigeria to diversify its largely oil-based economy.

Earlier in June this year, Oyetola noted that the President Tinubu's administration remains committed to addressing industry challenges to unlock the full potential of the maritime sector.

"We want to create an enabling environment that could foster investor confidence, promote transparency, attract the needed investments, and facilitate growth," he said.

While the blue economy comprises of activities such as maritime shipping; shipbuilding, repairs, ports infrastructure and services; coastal tourism; fishing & aquaculture; offshore renewable energy generation, among others; the maritime shipping, port services, fisheries and aquaculture subsectors are currently the most developed.

This is the reason why tapping into the country's abundant fishery resources, improving maritime sector and port services are major areas that the Ministry under Oyetola is paying premium attention to.

For instance, harnessing the country's coastline stretching over 850 kilometres and its abundant fishery resources from Lagos to the Niger Delta and beyond will not only create more jobs and empower Micro, Small and Medium Enterprises (MSMEs), but it will attract foreign investments and improve revenue generation for sustainable economic growth.

The Minister pointed out that by promoting intra-African trade through the removal of national barriers, doors of opportunities will open to businesses to reach continental markets thereby fostering industrialisation, job creation and economic growth.

"To support the successful implementation of the AfCFTA, the Federal Ministry of Marine and Blue Economy has taken bold and decisive steps to significantly enhance the efficiency and competitiveness of Nigerian ports. The licensing of Export Processing Terminals (EPTs) will greatly increase the export of Nigerian commodities and will simplify the shipment of goods under the GTI/AfCFTA. Our pursuit of the establishment of more inland dry ports is another initiative to bring shipping closer to the people and facilitate trade."

Oyetola also announced that Nigeria is positioning itself to become a major exporter of fish as part of its strategic blue economy push. This was disclosed in a statement on Wednesday by the Head of Press for the Ministry of Marine and Blue Economy, Muhammad Zakari.

At the 39th Annual National Conference and General Meeting of the Fisheries Society of Nigeria, President Bola Ahmed Tinubu, represented by Oyetola, stressed that Nigeria is moving towards becoming a major exporter of fish products while also working to achieve self-sufficiency.

"The establishment of this ministry marks the beginning of a



The Minister has said that a critical component of unlocking the full potential of the country's Maritime sector is the integration of Intermodal transportation.

new era for the fisheries and aquaculture sub-sector. In line with Mr President's vision, the ministry is committed to achieving self-sufficiency in fish production and positioning Nigeria as a leading exporter of fish and fisheries products."

The Minister noted that the theme of this year's conference, "Unlocking the Investment Potential of Nigeria's Blue Economy: Advancing the Fisheries and Aquaculture Sector for Sustainable Development," aligns with the President's goal of expanding the nation's economic opportunities.

"The theme of this year's conference is particularly significant, as it aligns with the President's vision for sustainable economic diversification, reflected in the establishment of the Ministry of Marine and Blue Economy. This focus has been reinforced by the recent transfer of the Department of Fisheries and Aquaculture to this Ministry, which will now

directly oversee all fisheries-related matters."

Oyetola further stated that, "The Ministry is implementing various initiatives to manage fisheries, enhance investment in fisheries and aquaculture, improve post-harvest infrastructure, promote innovation, leverage technology, and foster multi-stakeholder collaborations."

The Minister highlighted the commitment to fully utilise



Nigeria's marine resources, noting the sub-sector's potential to boost food production, create jobs and drive economic development for Nigerians.

He added that, "Fisheries and aquaculture are central to the broader vision for Nigeria's Blue Economy sector. The Ministry's strategic focus is to upscale fish production sustainably, tapping into the full spectrum of our marine resources.

"This sub-sector has the potential to unlock long-term resources, increase food production, provide job opportunities and drive sustainable development across our coastal and inland waters. This, in turn, offers long-term prosperity and security for future generations."

Oyetola mentioned that, since the department's transfer to the ministry nine months ago, significant progress has been made across several areas, including boosting local feed production while reducing imports, engaging stakeholders to identify growth needs, enhancing public-private partnerships to attract investment, studying best practices from countries like Morocco, and collaborating with international organisations such as the FAO.

Similarly, The Minister has said that a critical component of unlocking the full potential of the country's Maritime sector is the integration of Intermodal transportation.

He said this at the recently concluded 2024 Transport Summit organized by the Transport Correspondents Association of Nigeria (TCAN) with the theme "Intermodal Transport: Prospects and Challenges".

The intermodal Transport system also aligns with our broader objective of reducing congestion, lowering carbon emissions and enhancing the overall efficiency of our logistics chain.

Oyetola added that the Ministry had embarked on several initiatives aimed at unlocking the vast potential of the marine resources.

According to the Minister, "We have developed a comprehensive policy framework to enhance Maritime safety, boost investment in Port infrastructure and promote sustainable fishing practice".

The Ministry has also established the National Strategy on Blue Economy which is aimed at regulating and promoting sustainable use of our marine resources.

He noted that the strategy was validated with the support and collaboration of the Inter-African Bureau for Animal Resources (AU-IBAR) and the Kingdom of Norway.

Additionally, Nigeria has been re-certified to export shrimp to the United States, European Union and other global markets to achieved a historic 100 percent score in certifying the Turtle Excluder Device.

However, the country's fisheries sector has been plagued by inadequate infrastructure, outdated fishing tools and equipment as well as poor regulatory framework, which has stunted its growth for decades. With the mandate of the Marine and Blue Economy ministry in full gear, the fisheries sector is expected to witness a change and positive transformation in the next few years. Under Oyetola's leadership, the Ministry has continued to prioritized strategic reforms to enhance operational efficiency and attract investments.

Recently, the Minister led a federal government delegation to honour the invitation of Moroccan government through its Minister of Agriculture, Fisheries and Water Resources. The purpose of the visit was to observe and gain insights into Morocco's advanced fisheries management practices, port efficiency, infrastructure and blue economy initiatives while fostering bilateral cooperation between Nigeria and Morocco. The Ministry is now finalizing strategies for implementing key insights from that August visit.

Beyond fisheries, the Minister has reiterated at different fora, the Federal Government's commitment to enhance the country's port infrastructure, which is one of its four pillars for transformation and advancing the country's blue economy over four years.

Under this pillar, the Ministry aims to rehabilitate and modernise existing port infrastructure while facilitating the development of new deep seaports, inland dry ports and river ports, while also ensuring the connectivity of ports to roads, rail and inland waterways.

At the first ministerial brief to the Federal Executive Council (FEC) on the Marine and Blue Economy last year, the Minister noted that "Opportunities abound to significantly enhance the contribution of the marine and blue economy to the country's economic development agenda. This will help enhance government revenue; create jobs and sustainable livelihoods as well as support the transition to renewable energy, among others."

After just over a year of its establishment, it is safe to state that the Ministry of Marine and Blue Economy under Oyetola's leadership is on the right track.



Balez African Du Guinea

BY PAUL ERAKHIFU

Africa has rich and diverse culture. Africa countries are not only unique in culture and tradition, but are also good in music and entertainment.

At the just concluded 44th PMAWCA council in Conakry Guinea. The musical band, Balez African du Guinea, were seen outside the hall entertaining delegates and guests to the council meeting.

The leader of the 30-man band said they have been together for the past 28 years and they travel to any country in the world to entertain guests in party, conferences, exhibitions etc.

VISIT TO PRIMA MALL

Some delegates to the 44th Annual PMAWCA Council after the closing ceremony, visited the prestigious and famous prima mall in Conakry, Guinea. An iconic location in the capital city.

The mall is an edifice, well designed and built with many shopping malls. Its similar to the Ikeja mall which houses supermarkets such as Shoprite in Nigeria. At the mall, there are various types of items, such as goods as well several activities take place at the mall. There are SPA/cosmetics, eatery, clothes, jewellerys and shoes shop amongst others.

ABOUT GUINEA

Guinea is a French speaking country. Conakry is the capital of the Republic of Guinea. It's a coastal country in west Africa. It's borders the Atlantic Ocean to the west,



Guinea Bissau to the north west, Senegal to the north, Mali to the northwest, cote d'Ivoire to the south east while Sierra Leone and Liberia to the south.

Republic of Guinea has a population of 14 million people. The country runs unitary presidential government under a military junta. Mamady Dounbouya is the interim president while the prime minister is Bah Oury.

Guinea has a diverse and unique culture, couple with music, dance, arts amongst others. Guinea is endowed with minerals; they have one of the world producer of bauxite. The country is blessed with numerous natural resources.

Some of the tourist attractions in Conakry guinea include grand mosque de Conakry, wrangler business store, wakanda beach, Jardins du 2 Octobre, general lansana conte university amongst others



Ademola Lookman

Crowned 2024 CAF Player of the Year

Super Eagles winger, Ademola Lookman, has been named the CAF Footballer of the Year 2024.

The 27-year-old was announced the winner of the gong at the gala held in Marrakesh, Morocco, recently. Lookman garnered the highest votes to defeat Achraf Hakimi, Simon Adingra, Ronwen Williams and Serhou Guirassy to win the coveted individual prize for male African footballers.

The Atalanta winger followed the footsteps of Victor Osimhen, who won the prize in 2023.

The last time Nigerian players won

consecutive CAF men's best player prizes was over 27 years ago. Nwankwo Kanu had won the award in 1996 then Victor Ikpeba claimed the gong the following year.

Lookman had an impressive 2023/24 season for both club and country. The winger scored 17 goals and provided 11 assists in all competitions last season for Atalanta, which retained its status as one of the best in Serie A.

He scored a hattrick in the Europa League final against Bayer Leverkusen, winning Atalanta's first-ever European title.

Lookman was one of Nigeria's best

players at the African Cup of Nations (AFCON) in Cote d'Ivoire. He scored three goals as the Eagles won silver at the tournament. He was also named in the competition's best XI alongside captain Willian Troost-Ekong.

Zambia's Barbra Banda beat Chiamaka Nnadozie to the women's best player prize.

However, Nnadozie claimed the Golden Glove as the best goalkeeper for the second year in a row. The Super Falcons are named the women's national team of the year.

FEPSGA 2024: NPA clinches 19 gold medals ...becomes third time overall winner in a row

The 43rd edition of the Federation of Public Service Games (FEPSGA) which took place recently in the Garden City of Port Harcourt, Rivers State, has come and gone but the memories linger.

The FEPSGA Games which was tagged, Simplified Rivers 2024 was attended by 57 teams of Ministries, Departments and Agencies across the country. Participants competed in various categories of sports such as Long Jump, Swimming, Squash, Basketball, Table Tennis, Athletics, etc.

The Dantsoho Jets who represented the Nigerian Ports Authority won 19 Gold, 14 Silver and five Bronze medals to emerge as the overall winner of tournament for the third consecutive time. The Dantsoho Jets went home with 38 medals in all.

The second place position went to the Federal Inland Revenue Service (FIRS) with 11 Gold, six Silver and 12 Bronze medals.

Earlier in her welcome address, the Deputy Governor of Rivers State, Ngozi Nma Odu said sports was meant to unite, inspire and transform society and participants also noting that this year's edition would meet the classic template for sporting engagement.

The deputy governor disclosed that FEPSGA Games started in 1981 as a way to promote national cohesion, sociocultural integration, showcasing the talents of public servants while enhancing their well-being.

She quoted the African icon and freedom fighter and former President of South Africa, Nelson Mandela, who said that "Sports has the power to change the world. It has the power to unite people in a way that nothing else does".

She urged the participants to take advantage of their presence during the tournament to forge friendships, network and build a healthy mind and body which are essential for higher productivity.

In his own address to NPA participants, the Managing Director of NPA, Dr. Abubakar Dantsoho, urged the participants to keep the NPA flag flying by being good Ambassadors in all their respective sporting events and to bring home the trophy.

The Managing Director who was represented by the Team Manager and General Manager, Operations, Dr. Charles Okaga, charged the NPA Sports family to continue to uphold the values of sportsmanship, maintain the spirit of


togetherness and bring home the trophy.

Dr. Okaga paid homage to some individuals and personalities who have contributed immensely to the growth and development of NPA sports.

A major highlight of the tournament was the birthday celebration of the TM, Dr. Okaga. Team officials and participants paid tribute to his unrelenting efforts to put NPA sports on the world map through sports. They applauded him for his fatherly role and inspiration in guiding them through difficulties. They noted that it was through his singular efforts that the NIPOSA Games were revived. They prayed for God's mercy, all-round increase, sound health and prosperity for him and wished him well.

It would be recalled that the NPA Sports team has continually made giant strides in previous FEPSGA and Maritime competitions, taking home the first place trophy at various times. This can be attributed to the immense support of the NPA top management and the General Manager, Human Resources and NIPOSA Exco who oversees the team.



A map of the African continent is shown in light gray. Nigeria is highlighted in dark blue. A dotted blue line starts from a point in Europe labeled 'ipsant' and curves around the Atlantic Ocean to a point on the Nigerian coast labeled 'Sjnnelknp' with an anchor icon. Several dashed lines radiate from the 'ipsant' point across the map.

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