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NIGERIAN

PORTS**Today**

Web: www.nigerianports.gov.ng

*VOL. 13 No 40;

* ISSN: 2276-6413

...The Hub of Maritime News...



Driving Economic growth with National Single Window

Stimuler la croissance économique
Avec le Guichet Unique National



**Our
Scorecard**
— Oyetola (CON)



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Welcome to the 2nd Quarter Edition of Nigerian Ports Today (NPT)!

In line with our commitment to progressively improve Nigerians' understanding of the working of the Nigerian Ports Authority (NPA), we bring you well-curated stories aimed at providing quality information about some of the most important developments in the last few months.

Our stories in this edition reflect the pulse of our Ports, the passion of our people, and the progress of our nation.

From the growth and transformation that the National Single Window (NSW) project is set to unleash, to the competitiveness that the 15% hike in our port tariffs will harbingers, this edition unravels the interconnectedness between automation, infrastructure and equipment renewal and the delivery of world class Port services.

Our Team also highlighted the achievements of our supervising ministry, the Federal Ministry of Marine and Blue Economy under the forward-thinking leadership of His Excellency, Adegboyega Oyetola, (CON).

Our lens on blue economy potentials visited the Baracudda Beach in Lagos and shines the light on the beauty of coastal tourism with sustainable practices, and how this helps to minimize environmental impact and promote local communities.

Also unpacked in this edition are happenings in Calabar, Delta, Lekki and Tinian Island Port Complexes, as well as business development advocacy to the hinterland of Northern and Eastern Nigeria through our partnership with the Kaduna and Enugu Chambers of Commerce, Industry, Mines & Agriculture (KADCCIMA / ECCIMA), which culminated in our frontline participation in the Kaduna and Enugu International Trade Fairs respectively with a clarion call to Small and Medium Scale value producers to leverage the simplified export processes across Nigerian Ports.

All the stories in this edition including regular columns reflect our avowed mission to inform, engage and inspire stakeholders in the industry and beyond for greater participation in our collective affairs. I hope that this edition leaves you better-informed and more connected to the heartbeat of the industry.

As always, please enjoy every page of NPT, your magazine!

Ikechukwu Onyemekara Ksc
Editor-in-chief



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MOT DU RÉDACTEUR EN CHEF

Bienvenue à l'édition du 2e trimestre de Nigerian Ports Today (NPT)! Conformément à notre engagement à améliorer progressivement la compréhension des Nigériens sur le fonctionnement de l'Autorité Portuaire Nigérienne (NPA), nous vous proposons des articles bien organisés visant à fournir des informations de qualité sur certains des développements les plus importants de ces derniers mois.

Nos récits dans cette édition reflètent le poulx de nos ports, la passion de notre peuple et le progrès de notre nation.

De la croissance et de la transformation que le projet de guichet unique national (GUN) est sur le point de déclencher, à la compétitivité que la hausse de 15 % de nos tarifs portuaires laisse présager, cette édition dévoile l'interconnexion entre l'automatisation, le renouvellement des infrastructures et des équipements et la fourniture de services portuaires de classe mondiale.

Notre équipe a également souligné les réalisations de notre ministère de tutelle, le ministère fédéral de la Marine et de l'Économie bleue, sous la direction avant-gardiste de Son Excellence, Adegboyega. Oyetola, (CON).

Pour placer notre loupe sur les potentiels de l'économie bleue, nous avons visité la plage de Baracudda à Lagos et mis en lumière la beauté du tourisme côtier avec des pratiques durables, et comment cela contribue à minimiser l'impact environnemental et à promouvoir les communautés locales.

Cette édition présente également les événements survenus dans nos complexes portuaires de Calabar, Delta, Lekki et Tincan Island, ainsi que notre plaidoyer en faveur du développement commercial dans l'arrière-pays du nord et de l'est du Nigéria grâce à notre partenariat avec les chambres de commerce, d'industrie, des mines et de l'agriculture de Kaduna et d'Enugu (KADCCIMA / ECCIMA), qui a abouti à notre participation de première ligne aux foires commerciales internationales de Kaduna et d'Enugu respectivement, avec un appel clair aux producteurs de petite et moyenne valeur pour tirer parti des processus d'exportation simplifiés dans les ports nigériens.

Tous les articles de ce numéro, y compris nos chroniques régulières, reflètent notre mission: informer, mobiliser et inspirer les acteurs du secteur et d'ailleurs pour une plus grande participation à nos affaires collectives. J'espère que ce numéro vous permettra d'être mieux informés et plus connectés au cœur de l'industrie.

Comme toujours, profitez de chaque page de NPT, votre magazine!

Ikechukwu Onyemekara
Rédacteur En Chef



NIGERIAN PORTS Today
Web: www.nigerianports.gov.ng
VOL. 13 No 40 * ISSN: 2276-8413
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NATIONAL SINGLE WINDOW

Driving Economic growth with National Single Window

Stimuler la croissance économique Avec le Guichet Unique National

Our Scorecard
— Oyetola (CON)

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Distinguished Stakeholders,

As always, it's a delight to connect with you from the pages of our flagship publication, the "Nigerian Ports Today" (NPT) which gives up-to-date insight into our corporate efforts at translating the rich potentials of our ports, into actualities for the benefits of our dear country, Nigeria.

This edition brings to the fore the progress being made in our drive towards sustainable operational efficiency, infrastructure and equipment renewal which has commenced through the Port Community System (PCS). The NPA has propelled the PCS to conclusive stages in readiness for the plug-in of relevant stakeholders as the implementation of the National Single Window project of the Federal Government gains momentum.

In our unwavering resolve to sustain the gains made with the attainment of national trade surplus for three consecutive quarters now, we have intensified our creation of enablers for increased exports and have indeed taken our advocacy to the hinterland by partnering with entrepreneurial groups and inviting them to leverage the simplified processes that we have put in place. This is aimed at linking local producers of valued exports in the remotest part of the hinterland, to farthest international centers of demand.

We seized the opportunities that were provided by the two International Trade Fairs which held in Kaduna and Enugu respectively, to further offer incentives to importers, so as to boost Nigeria's export drive. Our ports are central to achieving success in the Federal Government's export growth drive. We are committed to this!

Let me seize this opportunity to inform you of the remarkable improvements we are recording in the performance ratings of the Presidential Enabling Business Environment Council (PEBEC). This upswing is largely due to the policy implementation support and backing that we continue to receive from our amiable Minister, Alhaji Adegboyega Oyetola CON.

I am persuaded that your reading of this edition of Nigerian Ports Today, with its insightful offerings will leave you more informed and also renew your resolve to contribute your quota towards the advancement of the frontiers of global trade.

I wish you a happy reading and look forward to having you in the next edition.

Dr Abubakar Dantsoho
Managing Director/CEO



MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Messieurs et Mesdames, honorables partenaires,

Nous avons le plaisir de vous retrouver une fois de plus ici, sur les pages du « Nigerian Ports Today » (NPT), notre publication phare qui offre une perspective actualisée de nos efforts qui traduit le riche potentiel de nos ports en réalités au profit de notre cher pays, le Nigéria.

Ce numéro met en relief les progrès substantiels que nous réalisons dans notre quête d'efficacité opérationnelle durable, de renouvellement des infrastructures et des équipements. Tout cela a débuté par le biais du Système de la Communauté Portuaire (PCS). La NPA a hissé le PCS à des stades concluants en vue de la connexion et de l'intégration des parties prenantes, alors que la mise en œuvre du projet de Guichet Unique National du gouvernement fédéral s'intensifie.

Dans notre détermination à pérenniser les acquis réalisés avec l'obtention d'un excédent commercial national depuis maintenant trois trimestres consécutifs, nous avons intensifié la création de facilitateurs pour accroître les exportations et avons, en fait, porté notre plaidoyer dans l'arrière-pays en établissant des partenariats avec des groupes d'entrepreneurs et en les invitant à tirer parti des processus simplifiés que nous avons mis en place. L'objectif est de relier les producteurs locaux d'exportations de valeur dans les zones les plus reculées de l'arrière-pays, aux centres de demande internationaux les plus éloignés.

Nous avons saisi les opportunités offertes par les deux foires commerciales internationales qui ont eu lieu respectivement à Kaduna et à Enugu, pour mieux encourager les importateurs, et ainsi stimuler les exportations du Nigeria. Nos ports sont essentiels à la réussite de la campagne de croissance des exportations du gouvernement fédéral. Nous y sommes déterminés !

Qu'il me soit permis de vous informer des améliorations remarquables que nous enregistrons dans les évaluations de performance du Conseil présidentiel pour un environnement favorable des affaires (PEBEC). Cette amélioration est en grande partie due au soutien continu et à l'appui de notre aimable ministre, Alhaji Adegboyega Oyetola CON, pour la mise en œuvre des politiques.

Je suis persuadé que la lecture de ce numéro de « Nigerian Ports Today », avec ses informations perspicaces, vous informera plus et renouvellera également votre détermination à contribuer votre quote-part à l'avancement des frontières du commerce mondial.

J'ai la certitude que ce numéro de « Nigerian Ports Today », avec ses informations pertinentes, vous permettra d'être mieux informé et renouvèlera votre détermination à contribuer à l'avancement des frontières du commerce mondial.

Je vous souhaite une bonne lecture et au plaisir de vous retrouver dans le prochain numéro.

Dr Abubakar Dantsoho

Directeur Général/PDG





Driving Economic Growth With National Single Window

The National Single Window (NSW) initiative is set to play a pivotal role in realising the \$1 Trillion economy, which the Federal Government is targeting by 2030. In this report, JOACHIM AKINSELOYIN and ALBERT OREM write that the NSW, will enhance efficiency, eliminate bottlenecks and increase transparency. The ultimate goal is to reposition Nigeria's ports and trade systems for global competitiveness and sustainable economic rejuvenation.

The National Single Window (NSW) project was launched by President Bola Ahmed Tinubu to streamline the country's import and export processes, making it easier to do business in the nation's seaports.

The NSW initiative seeks to improve the ease of doing business in Nigeria and consolidate all trade-related processes into one unified platform. When it comes into operation, the NSW is expected to replace the fragmented multi-window system that has hindered the nation's importation system for decades. Significantly, the NSW will replace the collapsed multi-window system where various agencies run separate digital platforms.

First introduced in 2016 and later revived in 2024 by President Tinubu, the NSW is an electronic portal designed to connect all the players in Nigeria's trade ecosystem—government agencies, importers, exporters on a single, integrated platform.

By addressing issues such as delays, lack of transparency and revenue leakages, the NSW aims to boost trade efficiency, enhance government revenue and improve national security at all the nation's entry points. These improvements are crucial, especially considering Nigeria's consistently low ranking on global ease-of-doing-business indexes.

Stakeholders who spoke with the **NPT** see the idea



as a logical step in a series of efforts to modernise Nigeria's trade systems. Over the years, the country has cycled through different systems—from the Nigeria Integrated Customs System (NICIS I and NICIS II) to the Automated System for Customs Data (ASYCUDA + and ASYCUDA ++). However, with the NSW, the goal is clear- it is to create a seamless, one-stop-shop for all trade-related transactions.

For instance, the Managing Director of the Nigerian Ports Authority, Dr. Abubakar Dantsoho, has consistently emphasised the significance of the NSW by stating that it is a global best practice for the electronic exchange of information in the transportation industry. Dantsoho said the Single Window operation is the global trade best practice for the electronic exchange of information relating to over 500 million TEU (Twenty - Foot Equivalent Unit) movements and billions of tonnes of cargo for sea, air and land transportation modes.

This concrete move by President Bola Ahmed Tinubu to implement the NSW in Nigeria is pivotal to deepening the competitiveness of Nigerian Ports and positioning the nation to reap greater benefits from global trade.

"The purpose of the Port Community System (PCS) is primarily for Nigeria to comply with the dictates of the International Maritime Organisation (IMO) Convention on Facilitation of International Maritime Traffic (FAL)

whose main objectives are to prevent unnecessary delays in maritime traffic, to aid cooperation between governments and to secure the highest practicable degree of uniformity in formalities and other procedures," Dantsoho noted.

The NPA boss pointed out that in recognition of the importance of this noble objective, the Authority had earlier enlisted the technical guidance of the IMO for the deployment of the Port Community System (PCS), which is the precursor to the NSW, and only recently upon fulfilment of the requirements, Nigeria was admitted as a member of the International Port Community System Association (IPCSEA) to join top-class ports in Africa, such as Tangier Med Port of Morocco, Ghana, Togo, Ivory Coast, Benin Republic, among others.

He said: "Furthermore, the Nigerian Ports Authority recognised the importance of National Single Window and has planned and implemented its strategy and provided leadership within the Nigerian Ports

Community.

"The Authority has taken a very proactive approach to embracing ICT in implementing a number of its internal activities. This is due to the belief that cargo operations in our Ports cannot meet International Standards without the Port Community System.

"The National Single Window is a central piece in the modernisation of our trade facilitation and the Nigerian Ports Authority, under the supervision of Alhaji Adegboyega Oyetola, Minister of Marine and Blue Economy, is fully-committed to its successful implementation,"

Dantsoho explained further that it is notable that while repositioning the ports to maintain regional and continental competitiveness, the NPA has embarked on process reengineering which is aimed at aligning its functions with the objectives of NSW and ensure parity with regional competitors, focusing on seamless data availability and enhanced transparency.

"I would like to emphasise that our mission is to position Nigeria as the transshipment hub in West Africa and with our strategic location, a population of over 200 million, and a large market, Nigerian ports have the potential to become the leading transshipment hub in the African region. We also have the potential to serve as a transit port to land-locked countries since out of the 44 land-locked



L-R: The Minister of Marine and Blue Economy, Adegboyega Oyetola exchanging pleasantries with the MD, NPA, Dr. Abubakar Dantsoho

countries, 16 are in Africa.

“However, this potential is constrained by ports infrastructure challenges and competition as neighbouring countries continue to develop their ports’ infrastructure. Although, the upcoming Port Modernisation projects aim to bridge this gap and ensure that our ports remain competitive with regional counterparts.”

“There is no doubt that the implementation of the Port Community System is necessarily complex and therefore,

“ This will result in faster processing of cargo, reducing wait times and ultimately expediting the movement of goods

does not happen quickly. Consequently, the Nigerian Ports Authority has been consistent in its efforts since the year 2011, to fully-operate the PCS” Dantsoho stressed during the stakeholders meeting.

Moreover, the NSW will also improve efficiency at the ports by minimising delays. With all stakeholders connected on a single platform, there will be a smooth exchange of information and coordination between different parties. “This will result in faster processing of cargo, reducing wait times and ultimately expediting the movement of goods” the Managing Director added.

In addition to reducing costs and improving efficiency, the NSW will also enhance the overall trade facilitation in Nigeria.

By modernising trade processes and utilising marine resources effectively, the government is signalling its commitment to developing a robust and competitive trade environment. This will attract more foreign investment, create more job opportunities, and boost the country’s economy.

Furthermore, the Federal Government is prioritising multimodal connectivity to further drive trade and reduce transportation costs. With the NSW system in place, businesses can take advantage of the various modes of transportation available in the country, including sea, air and land. This will not only reduce transportation costs, but also improve connectivity and accessibility to markets globally.

The implementation of the NSW by the Nigerian government marks a significant step towards improving trade processes, reducing costs, and enhancing overall trade facilitation.

By embracing this global best practice, the country is positioning itself for a more competitive and efficient trade landscape, benefiting both businesses and the economy. With the NSW system in place, Nigeria is on its way to becoming a leading player in the global trade market.

Speaking on the subject, the President, National Council of Managing Directors of Licensed Customs

Agents (NCMDLCA), Mr Lucky Amiwero, pointed out that the NSW is distinct from NICIS I and NICIS II, and other systems, which are only procedural frameworks, instead of platforms with a single window. Rather than being completely integrated trade solutions, these systems, according to Amiwero, function as process recommendations.

“A true single window is about streamlining documentation and transactions into a single application, often referred to as a one-stop-shop,” he stated.

Explaining further, the NCMDLCA chief said, unlike NICIS, which focuses on checks, a single window ensures harmonised data exchange among trade-related agencies. He added that, “similarly, ASYCUDA ++, which I played a key role in introducing, was a Customs processing system, not an initiative of the Customs Service or the Federal Government. It was developed based on a proposal I authored, forming part of the broader push for destination inspection and digital trade facilitation”.

Going by Amiwero’s perspective, it seems that with the introduction of the NSW project, all trade-related agencies, such as the Nigeria Customs Service (NCS), Nigerian Ports Authority (NPA), Central Bank of Nigeria (CBN), National Agency for Food, Drug Administration and Control (NAFDAC), and Standards Organisation of Nigeria (SON) will operate under a single, unified system, powered by a one-stop-shop that will streamline documentation and transactions into a single application.

Also shedding light on the benefits of the NSW, Executive Chairman, Federal Inland Revenue Service (FIRS), Dr. Zaccheus Adedeji, expressed optimism about the potential of the NSW to accelerate Nigeria’s transition into a \$1 trillion economy. He noted that the NSW project is not just an improvement in Nigeria’s trade processes, but also a leap towards unlocking the country’s vast economic potential. He said, “This initiative will significantly contribute to the realisation of a \$1 trillion economy by 2030, in alignment with Mr. President’s Renewed Hope Agenda.”

Similarly, Minister of State for Finance, Dr. Doris Nkiruka Uzoka-Anite, opined that by simplifying trade processes, reducing bureaucratic hurdles, and fostering greater efficiency, the NSW system will enable businesses to connect with global markets. She pointed out that the shift to paperless trade under the NSW platform is expected to yield a yearly economic benefit of about \$2.7 billion. Countries like Singapore, South Korea, the United Arab Emirate (UAE), Kenya, and Saudi



Dr. Zacch Adedeji, Executive Chairman (FIRS)

Arabia have experienced substantial improvements in trade efficiency after implementing similar systems.

The minister reiterated that the initiative goes beyond enhancing the ease of doing business. It will support the diversification of Nigeria’s economy, reduce dependency on oil exports and encourage the growth of non-oil sectors. These measures aim to build a resilient economy capable of weathering unforeseen challenges, aligning with the ongoing reforms under President Tinubu’s administration for a better and stronger Nigeria.

Managing Director of Federal Airports Authority of Nigeria (FAAN), Mrs. Olubunmi Kuku, also said the vision of the NSW initiative aligned with the Federal Government’s goal of expanding the national economy greatly. She urged stakeholders to

embrace the initiative, emphasising the initiative’s role in enhancing trade facilitation and positioning Nigeria as a global economic powerhouse.

“It’s an innovative digital platform that seamlessly integrates government agencies, private stakeholders, and financial institutions” she stated. Kuku, while noting that leveraging digital solutions, Nigeria could improve efficiency and transparency within its trade ecosystem, reaffirmed FAAN’s commitment to



This initiative will significantly contribute to the realisation of a \$1 trillion economy by 2031, in alignment with Mr. President’s Renewed Hope Agenda

supporting trade growth and enhancing aviation infrastructure to align with global standards. “These initiatives reaffirm the Ministry of Aviation and Aerospace Development and FAAN’s commitment to transforming Nigeria into a global trade and aviation excellence hub” she said.

Minister of Industry, Trade and Investments; Dr Jumoke Oduwole, is no less expectant about the NSW project. She affirmed the transformative power of the NSW. She added that the NSW would redefine ways that trade was being conducted across Nigeria’s borders.

“The establishment of a NSW system for trade processes in Nigeria is not merely a policy objective; it is a transformative reform that will fundamentally redefine the way trade is conducted across our borders. Our single window project will provide a centralised digital platform for traders to submit,



Cross section of participants at the Summit in Lagos

process and access trade-related documentation, thereby eliminating corruption through improved transparency, reducing administrative burdens and significantly enhancing the ease of doing business in Nigeria”, Oduwole said.

“ This will result in faster processing of cargo, reducing wait times and ultimately expediting the movement of goods

— How Nigeria can achieve transition to \$1tr economy with NSW —

At the Stakeholders’ Forum on the Establishment of National Single Window in Lagos, the Minister of Marine and Blue Economy, Mr. Adegboyega Oyetola; his Industry, Trade and Investment counterpart, Dr. Jumoke Oduwole; and Minister of State for Finance, Dr. Doris Nkiruka Uzoka-Anite; Executive Chairman,

Federal Inland Revenue Service (FIRS), Dr. Zacch Adedeji; and Managing Director, Federal Airports Authority of Nigeria (FAAN), Mrs. Olunmi Kuku, made presentations.

All of them emphasised that the NSW project is vital to propelling Nigeria toward becoming a trillion dollar economy.

In his presentation, Oyetola explained that the NSW system is designed to enhance transparency by eliminating redundancies in trade. This will help prevent revenue leakages, estimated to exceed \$3 billion yearly. He highlighted that once fully-implemented, the NSW could reduce average cargo clearance time by up to 60 per cent. This efficiency boost the Minister noted, is expected to significantly improve port operations and strengthen Nigeria’s competitiveness in global trade.

Recall that in 2024, the Federal Government launched a new financial inclusion policy which is aimed at transforming Nigeria into a \$1 trillion economy by 2030.

Vice President Kashim Shettima unveiled the policy in Abuja, where he emphasised the administration’s commitment to enhancing financial and economic inclusion across the country. Since then, Ministries, Departments and Agencies (MDAs) have been collaborating with the private sector to achieve this



MD, NPA, Dr. Abubakar Dantsoho (2nd left) and guests at the National Single Window Summit in Lagos.



ambitious goal. “The implementation of the National Single Window in Nigeria’s trade industry is fully-aligned with President Tinubu’s Renewed Hope Agenda. It is a strategic enabler for greater port efficiency, improved revenue collection and enhanced transparency,” Oyetola affirmed during the stakeholders’ meeting.

He also highlighted that countries like Singapore and the Netherlands have demonstrated how Single Window systems can revolutionise port operations, transforming them into global trade hubs. He emphasised that Nigeria has the potential to achieve similar success by fully-embracing this initiative.

On his part, the Managing Director, Nigerian Ports Authority (NPA), Dantsoho said the Authority is fully committed to successful implementation of the NSW.

Dantsoho said, while NPA is repositioning the ports to maintain regional and continental competitiveness, it has embarked on reengineering aimed at aligning with the objectives of the NSW and ensuring parity with

regional competitors, while focusing on data availability and enhanced transparency.

In his words: “Our mission is to position Nigeria as the transshipment hub in West Africa, and with our strategic location, a population of over 200 million, and a large market, Nigerian ports have the potential to become the leading transshipment hub in the African region. We also have the potential to serve as a transit to land-locked countries.”

On his part, the Comptroller-General of Customs; Bashir Adewale Adeniyi, cautioned that relying on technology would not meet the expectations of the NSW project.

The Customs boss, who was represented by Deputy Comptroller-General Kikelomo Adeola, said: “The deployment of advanced digital platforms must be accompanied by

thorough process such as

Re-engineering, capacity building, and effective change management. Past initiatives in Nigeria faltered because there was an overemphasis on technology without adequately addressing the human and operational factors.”



Mr Tola Fakolade

National Single Window Will Streamline Processes, Create More Conducive Environment — Mr. Fakolade

In this interview with Paul Erakhifu, Lucy Akinsanya and Albert Orem, the Director, National Single Window, **Mr Tola Fakolade** shares valuable insights into the vision, benefits, and implementation strategy of the agency, highlighting its potential to unlock Nigeria's economic growth and competitiveness.

Give us an overview of what the National Single Window (NSW) is and what benefits it will attract to the ports and the economy?

The National Single Window is a revolutionary trade facilitation portal designed to streamline import and export processes in Nigeria. Allowing importers or their representatives to submit documents only once, the system efficiently routes them to the relevant regulatory approvals, simplifying the process and reducing lead times for clearing containers from ports. This digital platform drives transparency by enabling real-time tracking of regulatory agencies' approval times. The benefits to the economy are numerous: it reduces paperwork, faster clearance processes and makes Nigeria an attractive destination for businesses.

A simplified and transparent process attracts foreign investors, thereby boosting economic growth. The federal and state governments benefit from increased revenue generated by efficient trade processes and real-time tracking and monitoring helps reduce corruption and increase accountability.

As Nigeria embraces the NSW project, what encumbrances do you foresee?

Past attempts to implement the NSW have been hindered by stakeholder misalignments. To overcome this challenge, the project has engaged stakeholders from various agencies, including Customs, Nigerian Ports Authority, National Agency for Food and Drugs Administration and Control (NAFDAC), Standards Organisation of Nigeria, Central Bank of Nigeria, and Nigerian Shippers' Council. Obtaining buy-in from agency heads and nominating representatives to participate in the project, the NSW initiative is taking a collaborative approach to ensure its success. This coordinated effort is crucial to overcoming potential encumbrances and realising the project's goals.

What strategies have been put in place to overcome these likely challenges?

To address the primary challenge of stakeholder engagement, we have established a robust governance structure. This framework comprises various committees that facilitate collaboration and ensure that all stakeholders are actively involved in the project. At the helm of our governance structure is the Steering Committee, which consists of heads from key agencies and ministries or their designated representatives. This committee convenes quarterly to provide strategic guidance and oversight, ensuring that the project remains aligned with its objectives.

In addition to the Steering Committee, we have also established a Project Representatives Committee.

This committee comprises members nominated by the heads of agencies involved in trade facilitation. These representatives have joined various committees within

the project team and meet bi-weekly to discuss progress, address challenges, and make collective decisions.

Through this inclusive approach, we have ensured that stakeholders are integral to the implementation. Every action, every step, and every decision is made with the input and consensus of all key stakeholders. This collaborative mindset has fostered a sense of shared ownership, with all agencies working collectively towards a common goal.

This level of stakeholder engagement is a significant departure from past initiatives, where a single agency or limited group of agencies led the project. Our approach recognises that trade facilitation is a collective responsibility, requiring the active participation and cooperation of all stakeholders. By embracing this collaborative ethos, we are confident that our National Single Window project will succeed, where others have faltered.

How did we get the buy-in of agencies at the ports?

Securing the buy-in of agencies in the ports is crucial for the success of our National Single Window project. To achieve this, we embarked on a comprehensive outreach and engagement initiative, targeting key



Securing the buy-in of agencies in the ports is crucial for the success of National Single Window

agencies involved in the import and export process. Our approach was meticulous and inclusive. We identified all agencies playing a critical role in the end-to-end import and export process, including those responsible for issuing licenses and permits, clearing goods, and processing goods declarations.

This encompassed a broad range of agencies, such as: Customs, Federal Airport Authority of Nigeria, Shippers Council, Central Bank of Nigeria, Nigerian Ports Authority, National Environmental Standards and Regulations Enforcement Agency and the Nigerian Maritime Administration and Safety Agency.

Engaging these agencies and bringing them under one umbrella, we ensured that everyone understood their role in the project and the importance of their participation. This collaborative approach fostered a sense of shared ownership and responsibility, ultimately driving the project's success.

Through this inclusive process, we demonstrated that our National Single Window project is a collective effort, requiring the active involvement and cooperation of agencies operating in the ports. By working together, we can streamline processes, reduce inefficiencies, and create a more conducive environment for trade to flourish.

Are terminal operators and other private stakeholders being kept informed and involved in the implementation process?

Yes. Recently, we hosted a stakeholders' forum, marking the commencement of our active engagement

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with the private sector, particularly terminal operators.

This strategic initiative is indeed timely, as we are scheduled to meet with the Managing Director of APM Terminals soon. As the largest terminal in Nigeria, APM Terminals plays a critical role in the country's trade facilitation landscape.

Our engagement with the private sector is gaining momentum, with a recent meeting with the National Association of Government Approved Freight Forwarders (NAGAFF), which represents registered freight forwarders. This marks a significant step in our efforts to foster collaboration between the public and private sectors.

By expanding our engagement to encompass the private sector, we aim to create a more inclusive and cohesive trade facilitation ecosystem. This comprehensive approach will enable us to better address the complex needs of all stakeholders, ultimately driving growth, efficiency, and prosperity for Nigeria's economy.

Do you agree that the NSW can address security and revenue collection challenges?

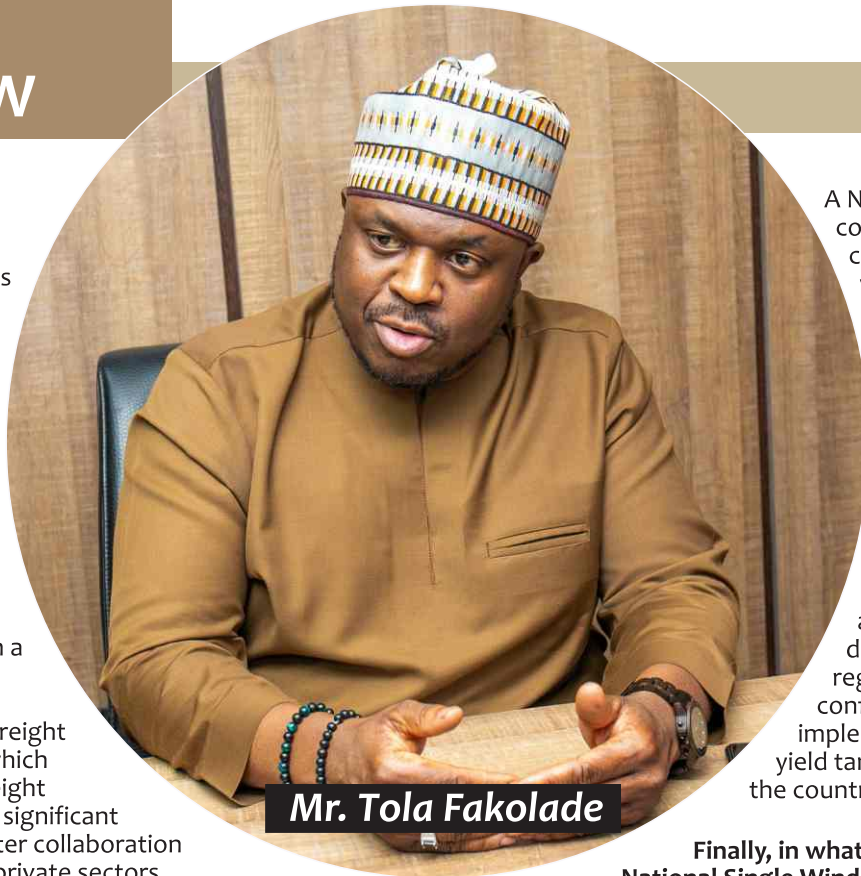
I firmly believe that the National Single Window has the potential to effectively address the pressing challenges of security and revenue collection. This conviction is not based on speculation, but rather on the empirical evidence demonstrated by numerous countries that have successfully implemented similar initiatives.

At our recent stakeholders' forum, we presented a compelling slide that illustrated the transformative impact of single window implementation in various countries,

“One of the primary benefits of the NSW is the simplicity it brings to the process. By eliminating unnecessary steps and documentation requirements, the NSW will significantly reduce the time it takes to complete the entire process cycle.

including Singapore, Benin, and Kenya. The data clearly showed the stark contrast between the pre and post-implementation scenarios, particularly in terms of cargo turn-around times and the number of days required to clear containers from ports. The results were nothing short of remarkable. The implementation of a single window system led to a significant reduction in clearance times, with some countries achieving turnaround times of just one to two days. This is a far cry from the current situation in Nigeria, where clearance times are substantially longer.

The implications of such a transformation are profound.



Mr. Tola Fakolade

A Nigeria where containers can be cleared from ports within a day or two would be a different country, one that is genuinely committed to facilitating trade and promoting economic growth. The NSW has the potential to make a significant difference in this regard, and I am confident that its implementation will yield tangible benefits for the country.

Finally, in what ways will the National Single Window enhance trade facilitation?

Ultimately, the National Single Window (NSW) is designed to enhance trade facilitation in Nigeria by streamlining processes, reducing duplication of documents, and increasing efficiency. This transformative initiative aims to alleviate the frustrations faced by importers and exporters, who currently navigate a complex and time-consuming process.

One of the primary benefits of the NSW is the simplicity it brings to the process. By eliminating unnecessary steps and documentation requirements, the NSW will significantly reduce the time it takes to complete the entire process cycle. This, in turn, will have a profound impact on Nigeria's export sector.

For instance, exporters of fresh produce will no longer have to contend with lengthy delays that result in spoilage and significant economic losses.

With the NSW, these exporters will be able to expedite their goods through the system in a matter of hours, rather than days. This is particularly significant, as many countries are able to process fresh produce exports within 24 hours.

The implications of this enhanced efficiency are far-reaching. By facilitating the rapid export of fresh produce, Nigeria can unlock significant revenue streams and bolster its economy. Moreover, the NSW will demonstrate Nigeria's commitment to creating a business-friendly environment, making it an attractive destination for foreign direct investment.

On the import side, the NSW will send a powerful signal to investors and businesses that Nigeria is serious about facilitating trade and reducing unnecessary costs. By streamlining the import process, the NSW will eliminate hidden costs associated with delays, damage, and other inefficiencies. This, in turn, will make Nigeria a more attractive destination for foreign investment, driving economic growth and development.

The NSW Holds Great Potential For Improving Nigeria's Trade Efficiency — Dr Eugene Nweke

The National Single Window project aims to enhance the efficiency and transparency of trade facilitation in Nigeria, however, the Head of Research at Sea Empowerment and Research Centre (SEREC), Dr Eugene Nweke, points at a fundamental shortcoming in the constitution of the National Trade Facilitation Committee. He calls for the inclusion of the Council for the Regulation of Freight Forwarding in Nigeria in the steering committee (CRFFN)...an interview with Kingsley Ukabiala.

What benefits will the National Single Window bring to our ports and the economy?

The National Single Window is expected to deliver numerous benefits to Nigeria's ports and the broader economy, including: improved efficiency and reduced cargo clearance time; enhanced transparency and minimized corruption; stronger security and risk management measures; better data analytics for informed decision-making; increased competitiveness of Nigerian ports in global trade; job creation and economic growth; higher government revenue through improved tax collection and reduced leakages. However, the exclusion of CRFFN from the National Trade Facilitation Committee may hinder the full realisation of these benefits.

Do we have the skills required to run the NSW project?

While Nigeria has made progress in developing technological capacity, there is still a need for further training and capacity building. Key areas requiring expertise include: training on NSW platform usage; data analysis and cybersecurity; regulatory compliance. Collaboration with technology experts and service providers will be crucial to ensuring that the platform meets international best practices. Above all, the NSW must prioritize local content in its implementation.

Are there legal hurdles to the NSW project?

Yes, several legal challenges must be addressed. They include ensuring compliance with existing laws such as the Nigerian Ports Authority Act and the Customs Act; obtaining necessary approvals from relevant regulatory agencies; overcoming legal barriers to adopting digital platforms for cargo clearance; aligning



Dr. Eugene Nweke

the project with international trade laws and agreements (e.g., WTO Trade Facilitation Agreement) Also, CRFFN's exclusion may create legal obstacles, as it holds a regulatory mandate over freight forwarding activities.

Do we need an enabling law from the National Assembly to back the project?

Yes, an enabling law may be necessary to establish a legal framework for the project's implementation; it clearly define the roles of relevant agencies and stakeholders; provides regulatory oversight for the NSW platform and ensures CRFFN's proper integration into the NSW project.

Will all agencies and regulatory bodies adopt the NSW, and what if they resist the shift from manual to digital processes?

While some agencies may resist the transition due to historical distrust or concerns over transparency, most will eventually adopt it due to the benefits it offers. To facilitate a

smooth transition: stakeholder engagement and consultations should be prioritized; adequate training and technical support should be provided; mechanisms to address concerns and resistance should be implemented

What is your conclusion on the project?

The NSW holds great potential for improving Nigeria's trade efficiency. However, its success depends on inclusivity, particularly integrating key regulators. Addressing technological, legal, and operational challenges will also be crucial in ensuring smooth implementation.



Stimuler la croissance économique Avec le Guichet Unique National

L'initiative du Guichet unique national (GUN) est appelée à jouer un rôle essentiel dans la réalisation de l'objectif d'économie de 1 000 milliards de dollars que le gouvernement fédéral s'est fixé d'ici 2030. Dans ce rapport, **Joachim Akinseloyin et Albert Orem** affirment que le GUN améliorera l'efficacité, éliminera les goulots d'étranglement et renforcera la transparence. L'objectif ultime est de repositionner les ports et les systèmes commerciaux du Nigeria pour une compétitivité mondiale et un renouveau économique

Le projet de guichet unique national (GUN) a été lancé par le président Bola Ahmed Tinubu pour rationaliser les processus d'importation et d'exportation du pays, facilitant ainsi les affaires dans les ports maritimes du pays.

L'initiative GUN vise à faciliter les affaires au Nigéria et à consolider tous les processus commerciaux au sein d'une plateforme unique. Dès sa mise en œuvre, GUN devrait remplacer le système multi-guichets fragmenté qui a entravé le système d'importation du pays pendant des décennies. Il s'agira notamment de remplacer ce système fragmenté, où plusieurs agences exploitent des plateformes numériques distinctes.

Lancé pour la première fois en 2016, puis relancé en 2024 par le président Tinubu, le GUN est un portail électronique conçu pour connecter tous les acteurs de

l'écosystème commercial du Nigéria : agences gouvernementales, importateurs, exportateurs sur une plate-forme unique et intégrée.

En s'attaquant à des problèmes tels que les retards, le manque de transparence et les fuites de recettes, le Guichet Unique National vise à accroître l'efficacité commerciale, à accroître les recettes publiques et à renforcer la sécurité nationale à tous les points d'entrée du pays. Ces améliorations sont cruciales, surtout compte tenu du classement systématiquement médiocre du Nigéria dans les indices mondiaux de facilité de faire des affaires.

Les parties prenantes qui ont discuté avec le TNP considèrent cette idée comme une étape logique dans une série d'efforts visant à moderniser les systèmes commerciaux du Nigéria. Au fil des ans, le pays a connu différents systèmes, du Système douanier intégré du



Nigéria (NICIS I et NICIS II) au Système douanier automatisé (SYDONIA + et SYDONIA ++). Cependant, avec le Guichet Unique National, l'objectif est clair : créer un guichet unique et transparent pour toutes les transactions commerciales.

Par exemple, le Directeur Général de l'Autorité Portuaire Nigériane, le Dr. Abubakar Dantsoho a constamment souligné l'importance du GUN en affirmant qu'il s'agissait d'une pratique exemplaire mondiale en matière d'échange électronique d'informations dans le secteur des transports. Dantsoho a déclaré que le guichet unique constituait la meilleure pratique commerciale mondiale pour l'échange électronique d'informations relatives à plus de 500 millions d'EVP et à des milliards de tonnes de marchandises transportées par voie maritime, aérienne et terrestre.

Cette mesure concrète prise par le président Bola Ahmed Tinubu pour mettre en œuvre le GUN au Nigéria est essentielle pour renforcer la compétitivité des ports nigériens et positionner la nation pour tirer davantage de profit du commerce mondial.

« L'objectif principal du Port Community System (PCS) est de permettre au Nigéria de se conformer aux exigences de l'Organisation Maritime Internationale (OMI), de la Convention sur la Facilitation du Trafic Maritime International (FAL), dont les principaux objectifs sont d'éviter les retards inutiles dans le trafic maritime, de faciliter la coopération entre les gouvernements et de garantir le plus haut degré possible d'uniformité dans les formalités et autres procédures », a noté Dantsoho.

Le patron de la NPA a souligné qu'en reconnaissance de

l'importance de ce noble objectif, l'Autorité avait auparavant fait appel aux conseils techniques de l'OMI pour le déploiement du Port Community System (PCS), qui est le précurseur du GUN, et ce n'est que récemment, après avoir rempli les conditions requises, que le Nigéria a été admis comme membre de l'International Port Community System Association (IPCSA) pour rejoindre les ports de premier ordre en Afrique, tels que le port de Tanger Med au Maroc, au Ghana, au Togo, en Côte d'Ivoire, au Bénin, entre autres.

Il a déclaré : « En outre, l'Autorité Portuaire Nigériane a reconnu l'importance du guichet unique national et a planifié et mis en œuvre sa stratégie et a assuré le leadership au sein de la communauté portuaire nigériane.

L'Autorité a adopté une approche très proactive pour intégrer les TIC dans la mise en œuvre de plusieurs de ses activités internes. Cette approche est motivée par la conviction que les opérations de fret dans nos ports ne peuvent pas répondre aux normes internationales sans le Système Communautaire Portuaire.

« Le Guichet Unique National est un élément central de la modernisation de

notre facilitation des échanges, et l'Autorité Portuaire Nigériane, sous la supervision d'Alhaji Adegboyega Oyetola, ministre de la Marine et de l'Économie bleue, est pleinement engagé dans sa mise en œuvre réussie »,

Dantsoho a en outre expliqué qu'il est remarquable que tout en repositionnant les ports pour maintenir la compétitivité régionale et continentale, la NPA s'est lancée dans une réingénierie des processus qui vise à aligner ses fonctions sur les objectifs de le Guichet Unique National et à assurer la parité avec les concurrents régionaux, en se concentrant sur une disponibilité transparente des données et une transparence accrue.

« Je voudrais souligner que notre mission est de positionner le Nigéria comme la plaque tournante du transbordement

En Afrique de l'Ouest, avec une situation stratégique, une population de plus de 200 millions d'habitants et un vaste marché, les ports nigériens ont le potentiel de devenir la principale plateforme de transbordement du continent africain. Nous avons également le potentiel de servir de port de transit vers les pays enclavés, puisque sur les 44 pays enclavés, 16 se trouvent en Afrique.

Cependant, ce potentiel est limité par les défis liés aux infrastructures portuaires et la concurrence, alors que les pays voisins continuent de développer leurs infrastructures portuaires. Les projets de modernisation portuaire à venir visent à combler ce déficit et à garantir que nos ports restent compétitifs par rapport à leurs



homologues régionaux.

« Il ne fait aucun doute que la mise en œuvre du Système Communautaire Portuaire est complexe et, par conséquent, lente. C'est pourquoi l'Autorité Portuaire Nigériane a déployé des efforts constants depuis 2011 pour assurer la pleine exploitation du PCS », a souligné Dantsoho lors de la réunion des parties prenantes.

De plus, le Guichet Unique National améliorera l'efficacité des ports en minimisant les retards. La connexion de tous les acteurs sur une plateforme unique facilitera l'échange d'informations et la coordination entre les différentes parties. « Cela permettra un traitement plus rapide des marchandises, réduisant les temps d'attente et, en fin de compte, accélérer la circulation des marchandises », a ajouté le directeur général.

En plus de réduire les coûts et d'améliorer l'efficacité, le Guichet Unique National renforcera également la facilitation globale des échanges au Nigéria.

En modernisant les processus commerciaux et en exploitant efficacement les ressources marines, le gouvernement témoigne de sa volonté de développer un environnement commercial robuste et compétitif. Cela attirera davantage d'investissements étrangers, créera davantage d'emplois et stimulera l'économie du pays.

Par ailleurs, le gouvernement fédéral privilégie la connectivité multimodale afin de stimuler les échanges commerciaux et de réduire les coûts de transport. Grâce au système de transport du Guichet

Unique National, les entreprises peuvent profiter des différents modes de transport disponibles dans le pays, notamment maritime, aérien et terrestre. Cela permettra non seulement de réduire les coûts de transport, mais aussi d'améliorer la connectivité et l'accessibilité aux marchés internationaux.

La mise en œuvre du GUN par le gouvernement nigérian marque une étape importante vers l'amélioration des processus commerciaux, la réduction des coûts et le renforcement de la facilitation globale des échanges.

En adoptant cette pratique mondiale exemplaire, le pays se positionne pour un paysage commercial plus compétitif et plus efficace, bénéfique tant pour les entreprises que pour l'économie. Grâce au système de le Guichet Unique National, le Nigéria est en passe de devenir un acteur majeur du commerce international.

S'exprimant sur le sujet, le président du Conseil National des Directeurs Généraux des Agents en Douane Agréés (NCMDLCA), M. Lucky Amiweru, a souligné que le GUN se distingue des systèmes NICIS I et NICIS II, ainsi que d'autres, qui ne sont que des cadres procéduraux, plutôt que des plateformes à guichet unique. Plutôt que d'être des solutions commerciales totalement intégrées, ces systèmes, selon Amiweru, fonctionnent comme des recommandations de processus.

« Un véritable guichet unique consiste à rationaliser la documentation et les transactions dans une seule application, souvent appelée guichet unique », a-t-il déclaré.

Le directeur de la NCMDLCA a expliqué plus en détail que, contrairement au NICIS, axé sur les contrôles, un guichet unique garantit un échange de données harmonisé entre les

agences commerciales. Il a ajouté que « de même, SYDONIA++, dont j'ai joué un rôle clé dans la mise en place, était un système de traitement douanier, et non une initiative des douanes ou du gouvernement fédéral. Il a été développé sur la base d'une proposition dont j'étais l'auteur, dans le cadre d'une initiative plus large en faveur de l'inspection à destination et de la facilitation du commerce numérique ».

Selon le point de vue d'Amiweoro, il semble qu'avec l'introduction du projet GUN, toutes les agences liées au commerce, telles que le Service des Douanes du Nigéria (NCS), l'Autorité Portuaire du Nigéria (NPA), la Banque Centrale du Nigéria (CBN), l'Agence Nationale pour l'Administration et le Contrôle des Aliments et des Médicaments (NAFDAC) et l'Organisation Nigérienne de Normalisation (SON) fonctionneront sous un système unique et unifié, alimenté par un guichet unique qui rationalisera la documentation et les transactions dans une seule application.

Le Président Exécutif de l'autorité Fiscale Fédérale, du Federal Inland Revenue Service (FIRS), le Dr. Zachée Adedeji s'est dit optimiste quant au potentiel du Guichet Unique National pour accélérer la transition du Nigéria vers une économie de 1 000 milliards de dollars. Il a souligné que le projet du Guichet Unique National ne constituait pas seulement une amélioration des processus commerciaux du Nigéria, mais aussi une avancée majeure vers la libération du vaste potentiel économique du pays. Il a déclaré : « Cette initiative contribuera significativement à la réalisation d'une économie de 1 000 milliards de dollars d'ici 2030, conformément au programme « Renewed Hope » du Président. »

De même, la ministre d'État aux Finances, Dr Doris Nkiruka Uzoka-Anite a estimé qu'en simplifiant les processus commerciaux, en réduisant les obstacles bureaucratiques et en favorisant une plus grande efficacité, le système du Guichet Unique National permettra aux entreprises d'accéder aux marchés mondiaux. Elle a souligné que le passage au commerce dématérialisé grâce à la plateforme du Guichet Unique National devrait générer un bénéfice économique annuel d'environ 2,7 milliards de dollars. Des pays comme Singapour, la Corée du Sud, les Émirats arabes unis (EAU), le Kenya et l'Arabie saoudite ont constaté des améliorations substantielles de leur efficacité commerciale après avoir mis en œuvre des systèmes similaires.

Le ministre a réitéré que cette initiative va au-delà de la facilitation des affaires. Elle soutiendra la diversification



Dr. Zachée Adedeji, Executive Chairman (FIRS)

de l'économie nigérienne, réduira la dépendance aux exportations pétrolières et encouragera la croissance des secteurs non pétroliers. Ces mesures visent à bâtir une économie résiliente, capable de surmonter les défis imprévus, conformément aux réformes en cours sous l'administration du président Tinubu pour un Nigéria meilleur et plus fort.

La Directrice Générale de l'Autorité Fédérale des Aéroports du Nigéria (FAAN), Mme Olubunmi Kuku, a également déclaré que la vision de l'initiative du Guichet Unique National s'inscrivait dans l'objectif du gouvernement fédéral de développer considérablement l'économie nationale. Elle a exhorté les parties prenantes à adopter cette initiative, soulignant son rôle dans la facilitation des échanges commerciaux et le positionnement du Nigéria comme

puissance économique mondiale.

« Il s'agit d'une plateforme numérique innovante qui intègre harmonieusement les agences gouvernementales, les acteurs privés et les institutions financières », a-t-elle déclaré. Kuku, soulignant qu'en tirant parti des solutions numériques, le Nigéria pourrait améliorer l'efficacité et la transparence de son écosystème commercial, a réaffirmé l'engagement de la FAAN à soutenir la croissance du commerce et à améliorer les infrastructures aéronautiques afin de les aligner sur les normes mondiales. « Ces initiatives réaffirment l'engagement du ministère de l'Aviation et du Développement aAérospatial et de la FAAN à faire du Nigéria un pôle d'excellence mondial pour le commerce et l'aviation », a-t-elle ajouté.

Le Ministre de l'Industrie, du Commerce et des Investissements ; Dr Jumoke Oduwole n'est pas moins optimiste quant au projet du Guichet Unique National. Elle a affirmé le pouvoir transformateur du Guichet Unique National. Elle a ajouté que le Guichet Unique National redéfinirait les modalités des échanges commerciaux transfrontaliers du Nigéria.

« La mise en place d'un système GUN pour les processus commerciaux au Nigéria n'est pas seulement un objectif politique ; c'est une réforme transformatrice qui redéfinira fondamentalement la manière dont les échanges commerciaux transfrontaliers se déroulent. Notre projet de guichet unique fournira une plateforme numérique centralisée permettant aux commerçants de soumettre, de traiter et d'accéder aux documents commerciaux, éliminant ainsi la corruption grâce à une transparence accrue, réduisant les charges administratives et facilitant considérablement les affaires au Nigéria », a déclaré Oduwole.



Comment le Nigéria peut réussir la transition vers une économie de 1 000 milliards de dollars avec le Guichet Unique National

Lors du Forum des parties prenantes sur la création d'un guichet unique national à Lagos, le ministre de la Marine et de l'Économie Bleue, M.

Adegbayega Oyetola ; son homologue de l'Industrie, du Commerce et de l'Investissement, le Dr. Jumoke Oduwole ; et la ministre d'État aux Finances, Dr Doris Nkiruka Uzoka-Anite ; le Président exécutif, Federal Inland Revenue Service (FIRS), Dr. Zacch Adedeji ; et la Directrice Générale de l'Autorité Fédérale des Aéroports du Nigéria (FAAN), Mme Olubunmi Kuku, ont fait des présentations.

Ils ont tous souligné que le projet GUN est essentiel pour propulser le Nigeria vers une économie d'un milliard de dollars.

Durant sa présentation, Oyetola a expliqué que le système du Guichet Unique National vise à améliorer la transparence en éliminant les redondances commerciales. Cela contribuera à

prévenir les fuites de recettes, estimées à plus de 3 milliards de dollars par an. Il a souligné qu'une fois pleinement mis en œuvre, le système du Guichet Unique National

Le délai moyen de dédouanement des marchandises pourrait être réduit jusqu'à 60 %. Ce gain d'efficacité, a noté le ministre, devrait améliorer considérablement les opérations portuaires et renforcer la compétitivité du Nigéria dans le commerce mondial.

Rappelons qu'en 2024, le gouvernement fédéral a lancé une nouvelle politique d'inclusion financière qui vise à transformer le Nigéria en une économie de 1 000 milliards de dollars d'ici 2030.

Le Vice-président Kashim Shettima a dévoilé cette politique à Abuja, où il a souligné l'engagement du

gouvernement à renforcer l'inclusion financière et économique dans tout le pays. Depuis, les Ministères, les Départements et Agences (MDA) collaborent avec le secteur privé pour atteindre cet objectif ambitieux. « La mise en œuvre du Guichet Unique National dans le secteur commercial nigérian s'inscrit pleinement dans le programme « Renewed Hope » du président Tinubu. Il s'agit d'un levier stratégique pour une plus grande efficacité portuaire, une meilleure collecte des recettes et une transparence accrue », a affirmé Oyetola lors de la réunion des parties prenantes.

Il a également souligné que des pays comme Singapour et les Pays-Bas ont démontré comment les systèmes de guichet unique peuvent révolutionner les opérations portuaires, les transformant en pôles commerciaux mondiaux. Il a souligné que le Nigéria a

le potentiel de connaître un succès similaire en adoptant pleinement cette initiative.

De son côté, le directeur général de l'Autorité Portuaire Nigériane (NPA), Dantsoho, a déclaré que la GUN est un élément central de la modernisation de la facilitation du commerce au Nigéria et que l'Autorité est pleinement engagée dans sa mise en œuvre réussie.

Dantsoho a déclaré que, tandis que la NPA repositionne les ports pour maintenir la compétitivité régionale et continentale, elle s'est lancée dans une réingénierie visant à s'aligner sur les objectifs du Guichet Unique National et à assurer la parité avec les concurrents régionaux, tout en se concentrant sur la disponibilité des données et une transparence accrue.

Selon ses propres termes : « Notre mission est de positionner le Nigéria comme plaque tournante du transbordement en Afrique de l'Ouest. Grâce à notre position stratégique, à une population de plus de 200 millions d'habitants et à un vaste marché, les ports nigériens ont le potentiel de devenir la principale plateforme de transbordement en Afrique. Nous avons également le potentiel de servir de point de transit vers les pays enclavés. »



De son côté, le contrôleur général des douanes, Bashir Adewale Adeniyi a averti que s'appuyer sur la technologie ne répondrait pas aux attentes du projet de Nouvelle-Galles du Sud. Le chef des douanes, représenté par le contrôleur général adjoint Kikelomo Adeola a déclaré : « Le déploiement de plateformes numériques avancées doit s'accompagner d'un processus approfondi.

Réingénierie, renforcement des capacités et gestion efficace du changement. Les initiatives passées au Nigéria ont échoué en raison d'une trop grande importance accordée à la technologie, sans prendre suffisamment en compte les facteurs humains et opérationnels.

Le Guichet Unique National permettra de rationaliser les processus et de créer un environnement plus favorable — M. Fakolade

Dans cette interview avec Paul Erakhifu, Lucy Akinsanya et Albert Orem, le Directeur du Guichet Unique National, **M. Tola Fakolade**, partage des informations précieuses sur la vision, les avantages et la stratégie de mise en œuvre de l'agence, soulignant son potentiel pour débloquer la croissance économique et la compétitivité du Nigeria.

Pouvez-vous nous donner un aperçu de ce que c'est le Guichet Unique National (GUN) et de ses avantages aux ports et à l'économie ?

Le Guichet Unique National est un portail novateur de facilitation des échanges conçu pour rationaliser les processus d'importation et d'exportation au Nigeria. En permettant aux importateurs ou à leurs représentants de soumettre les documents une seule fois. Le système les oriente efficacement vers les autorisations réglementaires appropriées, simplifiant ainsi le processus et réduisant les délais de dédouanement des conteneurs des ports.

Cette plateforme numérique favorise la transparence en permettant un suivi en temps réel des délais d'approbation des agences de réglementation. La plateforme offre de nombreux avantages à l'économie : la réduction des formalités administratives et l'accélération des procédures de dédouanement. Tout cela fait du Nigeria une destination attractive pour les entreprises.

Un processus simplifié et transparent attire les investisseurs étrangers et conséquent, stimule la croissance économique. Le gouvernement fédéral ainsi que les États (fédérés) bénéficient de l'augmentation des recettes générées par des processus commerciaux efficaces, alors que le suivi et la surveillance en temps réel contribuent à réduire la corruption et à renforcer l'obligation de rendre compte.

Alors que le Nigeria s'engage dans le projet GUN, quels sont les obstacles que vous envisager ?

Dans le passé, les tentatives de mise en œuvre du GUN ont été entravées par des divergences entre les parties prenantes. Afin de surmonter ce problème, le projet a impliqué les acteurs de diverses agences, notamment les Douanes, l'Autorité portuaire nigériane, l'Agence nationale de contrôle des aliments et des médicaments (NAFDAC), l'Organisation nigériane de normalisation, la Banque centrale du Nigeria et le Conseil des chargeurs nigériens. En obtenant l'adhésion des chefs d'agence et en désignant des représentants pour participer au projet, l'initiative GUN adopte une approche collaborative pour garantir sa réussite. Cet effort coordonné est essentiel pour surmonter les obstacles potentiels et atteindre les objectifs du projet.

Quelles sont les stratégies mises en place pour surmonter ces défis potentiels ?

Pour relever le défi principal de la participation effective des parties prenantes, nous avons mis sur pieds une structure de



Mr. Tola Fakolade

gestion solide. Ce cadre est constitué de différents comités qui facilitent la collaboration et garantissent l'implication active de toutes les parties prenantes. À la tête de cette structure de gouvernance se trouve le Comité de pilotage, composé de responsables d'agences et de ministères clés ou de leurs représentants désignés. Ce comité se réunit chaque trimestre pour fournir une orientation stratégique et une supervision, veillant ainsi que le projet ne soit pas désorienté des objectifs.

En dehors du Comité de pilotage, nous avons aussi constitué un Comité des représentants du projet.

Ce comité est composé de membres nommés par les responsables des agences impliquées dans la facilitation des échanges. Ces représentants sont membres différents comités au sein de l'équipe de projet et se réunissent toutes les deux semaines pour discuter des progrès, relever les défis et prendre des décisions communes.

Grâce à cette approche inclusive, nous avons assuré que les parties prenantes fassent partie intégrante de la mise en œuvre. Chaque action, chaque étape et chaque décision reposent sur la contribution et le consensus de tous les acteurs principaux. Cet esprit de collaboration a favorisé un sentiment d'appropriation partagée. Car toutes les agences travaillent ensemble à la réalisation d'un objectif commun.

Ce niveau d'engagement des parties prenantes représente un changement important par rapport aux initiatives antérieures, dans lesquelles une seule agence ou un groupe restreint d'agences pilotait le projet. Notre approche reconnaît que la facilitation des échanges est une responsabilité collégiale, qui requiert la participation active et la coopération de toutes les parties prenantes. En adoptant cette philosophie de collaboration, nous sommes

convaincus que notre projet de Guichet Unique National réussira là où d'autres avaient échoué.

Comment obtenir l'adhésion des agences dans les ports ?

Obtenir l'adhésion des agences portuaires est essentiel à la réussite de notre projet de Guichet Unique National. Pour y parvenir, nous avons lancé une vaste initiative de sensibilisation et d'engagement, ciblant les agences clés impliquées dans le processus d'importation et d'exportation.

Notre approche était rigoureuse et participative. Nous avons identifié toutes les agences jouant un rôle essentiel dans le processus d'importation et d'exportation de bout en bout, y compris ceux qui sont chargés de délivrer des licences et permis, du dédouanement des marchandises et du traitement des déclarations de marchandises.

Ce programme regroupe un large éventail d'agences, telles que : les douanes, l'autorité aéroportuaire fédérale du Nigeria, le conseil des chargeurs, la banque centrale du Nigeria, l'autorité portuaire nigériane, l'agence nationale chargée de l'application des normes et réglementations environnementales et l'agence nigériane d'administration et de sécurité maritimes.

En associant ces agences et en les regroupant dans un seul et même cadre, nous avons veillé à ce que chacun comprenne son rôle dans le projet et l'importance de sa participation. Cette approche collégiale a favorisé un sentiment d'appropriation et de responsabilité partagée, ce qui a contribué à la réussite du projet.

Grâce à ce processus inclusif, nous avons démontré que notre projet de Guichet Unique National est le produit d'un effort collectif, nécessitant la participation active et la coopération des agences opérant dans les ports. En travaillant ensemble, nous pouvons simplifier les processus, réduire les inefficacités et créer un environnement plus propice à l'essor des échanges commerciaux.

Est-ce que les exploitants de terminaux et les autres acteurs privés sont régulièrement informés et impliqués dans le processus de mise en œuvre ?

Bien sûr. Nous avons récemment organisé un forum des parties prenantes, marquant le début de notre engagement actif avec le secteur privé, en particulier les opérateurs de terminaux.

Cette initiative stratégique arrive à point nommé. En effet, nous devons bientôt rencontrer le Directeur général de l'APM Terminals. En tant que le plus grand terminal du Nigeria, APM Terminals joue un rôle capital dans la facilitation des échanges commerciaux du pays.

Notre collaboration avec le secteur privé prend de l'ampleur, notamment grâce à une récente réunion avec l'Association Nationale des Transitaires Agréés (ANTA), qui représente les transitaires agréés du pays. Cette rencontre marque une étape décisive dans notre effort visant à favoriser la collaboration entre les secteurs public et privé.

En élargissant notre champ d'action au secteur privé, nous envisageons créer un écosystème plus inclusif et plus cohérent pour faciliter les échanges. Cette approche globale nous permettra de mieux répondre aux besoins complexes de toutes les parties prenantes et, au bout du compte, stimuler la croissance, l'efficacité et la prospérité de l'économie nigériane.

Pensez-vous que le GUN peut résoudre les problèmes de sécurité et de perception des recettes ?

J'ai la ferme conviction que le Guichet Unique National a le potentiel de répondre efficacement aux défis brûlants de la sécurité et de recouvrement des recettes. Ma conviction ne repose pas sur des spéculations, mais plutôt sur les preuves empiriques démontrées par de nombreux pays qui ont mis en œuvre avec succès d'initiatives pareilles.

Lors de notre dernière réunion des parties prenantes, nous avons

fait un exposé qui illustre l'impact transformateur de la mise en œuvre du guichet unique dans divers pays, tels que le Singapour, le Bénin et le Kenya. Les données ont clairement mis en évidence le contraste frappant entre les scénarios d'avant et d'après la mise en œuvre, en particulier en ce qui concerne les délais d'acheminement des marchandises et le nombre de jours nécessaires pour dédouaner les conteneurs des ports. Les résultats sont tout à fait remarquables. La mise en œuvre d'un système de guichet unique a permis de réduire considérablement les délais de dédouanement, certains pays atteignant des délais d'un ou de deux jours seulement. Ceci se démarque largement de la situation actuelle au Nigeria, où les délais de dédouanement sont beaucoup plus longs.

Les conséquences d'une telle transformation sont immenses. Si les conteneurs pouvaient être dédouanés des ports en un jour ou deux au Nigeria, nous serions un pays complètement différent. Autrement dit, un pays qui s'engagerait véritablement à faciliter le commerce et à promouvoir la croissance économique.

Le GUN a le potentiel de faire une différence significative à cet égard, et je suis convaincu que sa mise en œuvre apportera des avantages tangibles pour le pays.

Pour finir, de quelle manière le Guichet Unique National pourra-t-il améliorer la simplification des échanges ?

En dernier ressort, le Guichet Unique National (GUN) est conçu pour améliorer la facilitation des échanges au Nigeria en simplifiant les processus, en réduisant la duplication des documents et en augmentant l'efficacité. Cette initiative transformatrice vise à alléger les frustrations des importateurs et des exportateurs, qui naviguent actuellement dans un processus complexe et fastidieux.

La simplicité du processus constitue l'un des principaux avantages du GUN. En éliminant les étapes et les exigences en matière de documentation inutiles, le GUN réduira considérablement le temps nécessaire à tout le cycle de traitement. Cela aura à son tour un impact considérable sur le secteur des exportations du Nigeria.

A titre d'exemple, les exportateurs de produits frais n'auront plus à faire face à de longs retards qui entraînent une dépréciation des produits et des pertes économiques importantes. Grâce au GUN, ces exportateurs pourront faire transiter leurs marchandises en quelques heures seulement, au lieu de plusieurs jours. C'est d'autant plus important que de nombreux pays soient en mesure de traiter les exportations de produits frais en 24 heures.

Les implications de cette efficacité sont considérables. En accélérant l'exportation de produits frais, le Nigeria peut débloquent d'importantes sources de revenus et soutenir son économie. En outre, le GUN devra prouver au monde l'engagement du Nigeria à créer un environnement favorable aux entreprises. Le pays deviendra ainsi une destination attractive pour les investissements directs étrangers.

En ce qui concerne les importations, le GUN enverra un signal fort aux investisseurs et aux entreprises : le Nigeria prend au sérieux la facilitation des échanges commerciaux et la réduction de coûts inutiles. En rationalisant le processus d'importation, le GUN éliminera les coûts cachés liés aux retards, aux dommages et autres inefficacités. Le Nigeria deviendra ainsi une destination plus attractive pour les investissements étrangers, ce qui stimulera la croissance économique et le développement.

Le GUN offre de forts potentiels pour améliorer l'efficacité commerciale du Nigeria — Dr. Eugene Nweke

Le projet de Guichet Unique National vise à améliorer l'efficacité et la transparence de la facilitation des échanges commerciaux au Nigeria. Toutefois, le Dr Eugene Nweke, directeur de la recherche au Centre de recherche et d'autonomisation maritime (SEREC), souligne une lacune fondamentale dans la composition du comité national de facilitation du commerce. Il appelle à l'intégration du Conseil de réglementation du transit de fret au Nigeria au comité de pilotage (CRFFN).

En quoi le Guichet Unique National sera-t-il bénéfique à nos ports et à l'économie ?

Le Guichet Unique National devrait apporter de nombreux avantages aux ports nigériens et à l'économie en général, notamment : l'amélioration de l'efficacité et la réduction du temps de dédouanement des marchandises ; l'amélioration de la transparence et la réduction de la corruption ; le renforcement des mesures de sécurité et de gestion des risques ; l'amélioration de l'analyse des données pour une prise de décision éclairée ; l'augmentation de la compétitivité des ports nigériens dans le commerce mondial ; la création d'emplois et la croissance économique ; l'augmentation des recettes publiques grâce à l'amélioration de la collecte des impôts et à la réduction des fuites. Toutefois, l'exclusion du CRFFN du Comité national de facilitation des échanges pourrait entraver la pleine réalisation de ces avantages.

Avons-nous les compétences requises pour mener à bien le projet GUN ?

Certes, le Nigeria a réalisé des progrès dans le renforcement de ses capacités technologiques. Cependant, il est encore nécessaire de poursuivre la formation et le renforcement des capacités. Les principaux domaines nécessitant une expertise sont entre autres : la formation à l'utilisation de la plateforme GUN, l'analyse des données et la cybersécurité, ainsi que la conformité réglementaire. La collaboration avec des experts en technologie et des prestataires de services sera cruciale pour garantir que la plateforme réponde aux meilleures pratiques internationales. Avant tout, le GUN doit donner la priorité au contenu local dans sa mise en œuvre.

Le projet GUN se heurte-t-il à des obstacles juridiques

Effectivement, plusieurs défis juridiques sont à relever. Il

s'agit notamment de garantir la conformité avec les lois existantes, telles que la loi sur l'autorité portuaire nigérienne et la loi sur les douanes ; d'obtenir les approbations nécessaires auprès des organismes de réglementation compétents ; de surmonter les obstacles juridiques à l'adoption de plateformes numériques pour le dédouanement des marchandises ; d'aligner le projet sur les lois et accords commerciaux internationaux (par exemple, l'accord de l'OMC sur la facilitation des échanges). De plus, l'exclusion du CRFFN peut créer des obstacles juridiques, car il détient un mandat réglementaire sur les activités de transit de fret.

Faut-il une loi d'habilitation de l'Assemblée nationale pour soutenir le projet ?

Oui, une loi habilitante peut être nécessaire pour établir un cadre juridique pour la mise en œuvre du projet ; définir clairement les rôles des agences et des parties prenantes concernées ; assurer une surveillance réglementaire de la plateforme GUN et garantir la bonne intégration du CRFFN dans

le projet GUN.

Est-ce que toutes les agences et tous les organismes de réglementation adopteront le GUN, et qu'advient-il s'ils résistent à ce passage de processus manuel à un processus numérique ?

Si certaines agences peuvent résister à la transition en raison d'une certaine suspicion liée à une expérience passée ou de préoccupations liées à la transparence, la plupart d'entre elles finiront par l'adopter en raison des avantages qu'elle offre. Pour faciliter une transition en douceur, il convient de donner la priorité à l'engagement et à la consultation des parties prenantes. Il faudra aussi prévoir une formation et un soutien technique adéquats et mettre en place des mécanismes permettant de répondre aux préoccupations et aux résistances.

Quelle est votre mot de fin sur le projet ?

Le GUN offre un potentiel considérable pour améliorer l'efficacité commerciale du Nigeria. Cependant, son succès dépend de l'inclusivité, en particulier de l'intégration des principaux régulateurs. Il sera également crucial de relever les défis technologiques, juridiques et opérationnels pour garantir une mise en œuvre harmonieuse.



Dr. Eugene Nweke

Our Scorecard

— Oyetola (con)



HM, M&BE Chief Adegboyega Oyetola

Nigeria is on the cusp of an economic transformation through its Blue Economy sector, leveraging its vast maritime resources. With a coastline stretching over 853 kilometres and an expansive Exclusive Economic Zone, the country is primed to tap into the potential of industries such as shipping, fisheries and renewable energy to drive growth, create jobs and foster sustainability, reports.

As one of the world's largest maritime nations, Nigeria finds itself at the threshold of a significant economic shift—propelled by the Blue Economy. With an abundance of natural resources, particularly in the marine space, Nigeria has a huge opportunity to diversify its economy, drive sustainable development, and improve the quality of life for its citizens. Through its extensive coastline along the Atlantic Ocean, vast inland waterways, and untapped marine resources, Nigeria has the potential to become a global leader in the Blue Economy sector. If effectively harnessed, these resources have the power to diversify the national economy, generate employment, and promote sustainable development.

This vision was articulated by the Minister of Marine and Blue Economy, Adegboyega Oyetola, during a media engagement in Lagos recently.

Under the leadership of President Bola Ahmed Tinubu, Nigeria is taking bold steps toward realising the full potential of its marine economy. According to Oyetola, the creation of the Ministry of Marine and Blue Economy reflects the government's commitment to establishing Nigeria as a global maritime force. This ministry's role is to develop and oversee policies that will ensure the responsible use of Nigeria's marine resources, leveraging them for economic prosperity and environmental sustainability. This strategic move offers Nigeria a unique opportunity to tap into industries such as shipping, fisheries, offshore oil and gas exploration, and renewable energy, all of which are crucial to

ensuring the nation's long-term economic resilience.

After unveiling the Federal Government's vision for the sector, Oyetola delved into the nation's proactive measures to build a sustainable blue economy, outlining both the progress made and the challenges faced along the way. He highlighted the regulatory reforms, robust policies, and achievements that have already been realised, emphasising the significant contributions of key stakeholders in these areas. In doing so, Oyetola painted a vivid and optimistic picture of Nigeria's dynamic maritime landscape, emphasising the immense potential for growth and transformation in the coming years. With such a comprehensive approach, he was optimistic that Nigeria is on track to fully capitalise on its maritime resources, forging a future that is prosperous and sustainable for all.

Nigeria's maritime wealth as a foundation for sustainable growth

The Blue Economy encompasses a range of industries and activities that depend on the oceans, seas, and marine resources. In Nigeria, the maritime industry presents opportunities in shipping, fisheries, oil and gas, marine biotechnology, and tourism. This sector's immense potential has not gone unnoticed. According to the Minister of Marine and Blue Economy, "Nigeria's maritime sector has the potential to contribute over \$100 billion annually to the national GDP if fully developed."

With a coastline bordering the Atlantic Ocean and a vast inland waterway system, Nigeria is uniquely positioned to benefit from the untapped opportunities within its waters. The nation's Exclusive Economic Zone (EEZ) provides vast prospects for offshore exploration, particularly in oil and gas, which has long been the backbone of Nigeria's economy. Additionally, the fisheries sector, which accounts for a significant portion of the country's food supply, holds vast untapped potential. By improving fisheries management and boosting aquaculture, Oyetola said Nigeria can reduce its dependency on fish imports and contribute significantly to regional food security.

Nigeria is blessed with an extraordinary range of marine resources, on land and sea. The nation's coastline, stretching over 853 kilometres along the Atlantic Ocean, is just the beginning. Nigeria's Exclusive Economic Zone (EEZ), which covers more than 300,000 square kilometres, offers enormous potential for growth through sectors like shipping, fishing, offshore oil, and gas exploration, and marine biotechnology. Oyetola disclosed that the fisheries subsector has the potential to reduce the country's dependence on fish imports, create employment, and bolster food security. Nigeria's inland waterways also provide vital trade routes that

connect various parts of the country, supporting regional economic integration, he said. These water systems are key to ensuring more efficient transportation of goods and services, contributing to the nation's logistical capabilities.

The minister explained the Blue Economy includes activities related to the oceans and seas, such as shipping, tourism, renewable energy, and fisheries. However, it also covers emerging sectors like marine biotechnology, desalination of seawater, and seabed mining. The combination of these resources and industries places Nigeria in a prime position to tap into an expanding global market that values sustainability, innovation, and ocean-based economies. The government's vision for the Blue Economy, he said, is both ambitious and essential for the nation's long-term economic prosperity. Under the current administration, there has been an emphasis on tapping into the economic potential of the nation's maritime resources while ensuring that environmental sustainability is maintained.

A core element of this vision is the diversification of the country's economy. The government has recognised the limitations of an oil-dependent economy and understands that the Blue Economy can



The creation of the ministry was strategic to harnessing these maritime opportunities, ensuring that policies are aligned with national and global objectives of sustainable development.

provide an alternative source of revenue generation and job creation. The creation of the ministry was strategic to harnessing these maritime opportunities, ensuring that policies are aligned with national and global objectives of sustainable development.

According to Oyetola, this focus on the Blue Economy aligns with Africa's Agenda 2063 and the UN's SDGs, especially those focused on the sustainable use of ocean resources. The main goal is to position Nigeria as a leading maritime and marine economy, with an emphasis on sustainability, inclusivity, and job creation across various segments of the population.

As stated by the President in his inaugural address, "Our government will prioritise the sustainable use of Nigeria's maritime resources to foster long-term growth, job creation, and environmental conservation." This strategic focus also aligns with global frameworks, such as the United Nations Sustainable Development Goals (SDGs) and Africa's Agenda 2063. The newly established ministry has outlined a ten-year roadmap to facilitate the integration of maritime sectors into the national economy. This

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NPA: Why We Introduced 15% Hike In Tariff

For 32 years, the Nigerian Ports Authority (NPA) operated an unsustainable, unproductive tariff template, and grappled with the attendant challenges of making the nation's seaports competitive. To address the situation, the Authority's management recently introduced a 15 per cent tariff hike that will enable it to generate enough revenue to provide more efficient and robust services for its customers, modernise the ports, and turn them into one of the leading ports in the world.

In this special report, the General Manager, Corporate and Strategic Communications Division & Editor-in-Chief of NPT, **IKECHUKWU ONYEMEKARA**, **OLUSOLA AKOSILE**, **SUNDAY EWOLABI** and **LUCY AKINSANYA** write on why the 32 year-old tariff is no longer realistic for NPA to achieve its core mandates.



Since 1993, successive management of the Nigerian Ports Authority (NPA) operated a tariff regime that has remained static, despite the inflationary trends. Experts say no business thrives where its owners are using a 32-year-old pricing template for its modern transactions, saying it is largely unrealistic, unsustainable and injurious to competitiveness and efficiency.

All over the world, Port Authorities depend on internally-generated revenue to perform their responsibilities. These responsibilities include construction and maintenance of port infrastructure, dredging of channels, provision of aids for safe navigation, modern marine crafts for efficient harbour services, automation and digitisation of port transactions, port security, energy efficiency and

training and retraining of its employees among others.

The global index of port rating and competitiveness, which the international trade community relies on for its choice of countries to do business with, derives its data from how well these responsibilities are addressed. Any port facility without a reasonable revenue is therefore almost bound to fall short on delivering on these fundamental expectations. For years, the NPA has battled with poor revenue generation. To justify this fact, data shows that NPA tariffs are among the lowest in the region; contrary to the impressions that the authority has the highest cost among its peers.

Very few people were therefore surprised when, the Managing Director of the Authority, Dr Abubakar



Dantsoho, announced the approval of 15 percent increase in NPA tariffs across board. Speaking during a stakeholder engagement recently, he assured that the new tariff would transform the nation's sea ports and make them compete more favourably with their peers in the West and Central African sub-regions.

Dantsoho, who was represented at the event by NPA's Executive Director, Marine and Operations, Olalekan Badmus, said the management's decision to meet the stakeholders was borne out of the desire to carry everyone along in the scheme of things.

He explained that the Authority had operated the same rates, despite the far-reaching changes in the economic indices that define the values of the rates: exchange rate changes, wages, fuel and lubricants,

market prices and inflation, among others, and that the review was important to improving the capacity of Nigeria's ports to meet global competitive standards.

The managing director explained that the review, which cuts across NPA rates and dues, is premised on the need to address the undesirable reality of old and weak infrastructure, obsolete equipment and slow port capacity expansion which has continued to diminish the ports performance and indeed competitiveness.

Independent investigations by **NPT** shows that even though it is coming at a time of global economic upheaval and scramble for markets, the belated review constitutes a critical success factor in Nigeria's quest to win back cargo handling and its accompanying benefits, including opportunities, which it had lost to its maritime neighbours. The agency has operated its services and facilities inspite of market prices and Inflation amongst others. Though long overdue, stakeholders contend that it will boost the Authority's capacity to fast-track its port reconstruction and modernisation plans.

Practitioners who spoke with the magazine also opined that the review would provide the needed funds for the acquisition and deployment of the Information Communications Technology (ICT) backbone of the Port Community System (PCS) - the precursor to the implementation of the National Single Window. Furthermore, the increased revenue generation arising from the review, will according to them, buoy NPA's capacity for critical maintenance to open-up the Eastern Ports for increased vessel and cargo traffic such as the reconstruction of collapsed Escravos Breakwaters and challenged aspects of Onne and Calabar Ports.

A stakeholder, Joshua Asanga, agreed with the increase, noting that the value of NPA tariffs have since been suppressed by inflation, which is at about 35 per cent. He listed port management liabilities like wages, fuel and other areas of expenditure as having adjusted upwards without a commensurate rise in NPA charges for over 30 years.

Asanga added that NPA needs funds for improved port infrastructure, robust ICT for Port Community System, procurement of tug boats and other platforms to achieve efficiency.

Another stakeholder, Demian Ukagu, spoke on the need to apply more NPA funding to other port facilities and jetties like the Kirikiri Lighter Terminal and development of other critical port facilities across the country. He advised that NPA rates should cover these costs that would guarantee minimum returns on investment and promote sustainable trade.

Both Asanga and Ukagu expressed fear that keeping the ports on the old tariff by the management would lead to poor service, inadequate infrastructure, poor remuneration, obsolete port facilities, equipment and critical infrastructure.

Why the Review

Investigations by NPT revealed that the last time NPA tariffs were increased was in 1993 when the exchange

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NPA needs a competitive tariff regime to provide modern infrastructure — Dr Dipo Alaka

Can the Nigerian Ports Authority (NPA) compete favourably with other ports in West and Central Africa? Yes, according to a maritime lawyer and University Don, Dr Dipo Alaka who says the management of the NPA has the responsibility to make Nigerian ports one of the best in the world by providing adequate and modern infrastructure that will meet international standards.

To achieve this, the authority has increased its 32-year old tariff by 15 per cent and in the process, introduced some innovations and reforms, such as the modernisation, digitalisation and review of some of its charges. With enough revenue to provide adequate infrastructure, the University Don, Dr. Alaka, tells **OLUSOLA AKOSILE** that NPA will surpass expectations and contribute more revenue to its treasury and make Nigerians proud of our ports.



As a maritime lawyer, what is your assessment of the ports?

My assessment of the ports is that we have great assets in all our ports across the country. I am very happy and highly-impressed with the quality of the assets the NPA has been showcasing. Although, there are few challenges here and there, but they are surmountable if the board and management of the Authority are committed to make our ports world-class. Now, the creation of the Ministry of Marine and Blue Economy by President Bola Tinubu, provides a unique platform to make our collective contributions to further the advancement of our country through one of the prime drivers of the economy – the Nigerian Ports Authority and other government agencies within and outside the port environment.

You have started with issues of challenges; meaning you understand the herculean task facing the current management of the NPA. What are these challenges?

There are lots of challenges. Take Apapa and the Tin-Can Island ports in Lagos for instance, you see dilapidation everywhere and the ports are over-stretched, and all are very disheartening. You will realise that some of the facilities are dilapidated infrastructure that need to be fixed. These are some of the physical challenges the board and the management of NPA will have to address soon for us to compete favourably with the ports of neighbouring countries.



NPA is not where it should be, but we have a strong hope that it will get out of where it is with the hope of moving towards the right direction.

One of the problems facing the port is cargo diversion to ports of neighbouring countries. What do you think NPA can do to curb it?

NPA must look at the issues that are making people divert their cargoes- are they enjoying other things there? How many days does it take them to clear their cargoes there? That is why the agencies at the port must streamline their clearing processes and make our ports competitive. As a matter of fact, Nigeria is supposed to be the hub of maritime in the West and Central African sub-region. So, we should be the leading port in West Africa, if not in the whole of Africa. These are problems: NPA is not where it should be, but we have a strong hope that it will get out of where it is and moving towards the right direction.

What efforts do you think NPA should put in place towards making the Nigerian Ports a hub?

NPA must resolutely commit itself to the pursuit of excellence in service, predicated on zero tolerance to corruption and its associated vices and also strengthen its regulatory role to private Terminal Operators, to make the nation's sea ports the hub of maritime trade in Africa.

Its management must also pursue the core values of efficiency, customer and stakeholders' satisfaction, safety and security in an innovative manner that would make Nigerian Ports one of the best across the globe.

What are you expecting NPA to do in the area of diversification of the economy?

The NPA in the industrialisation and growth of economy, particularly during this economic problem cannot be over-emphasised. It is a known fact that the maritime sector is one of

the most important revenue earners for the government after the oil and gas sector. It, therefore, behoves on the Board and Management of the agency to come up with concrete policies that are capable of rejuvenating the authority to confront and overcome its challenges.

To overcome its problems, NPA must be run by its managers in line with modern best practices comparable to any of the best ports in Asia, Europe and America. In actualising this objective, the management of NPA should always seek expert advice both within and outside the Authority. The objective is to ensure that within their tenure of service, the NPA is elevated to a higher pedestal that will make it the hub of maritime business in both the West and Central African sub-region. As a matter of fact, all their efforts must be geared towards making the ports attractive for business and generating more revenue for the

INTERVIEW

government to meet its obligations to its stakeholders.

What is your take in the development of port infrastructure?

Seaport infrastructure must be developed to meet international standard to boost efficiency. Efficiency is a critical factor for handling goods in the international supply chains, and is viewed to impact transportation and logistics, which play an important role in trade exchange with other nations across the globe. Seaports have been considered to be essential elements in the international supply chain. They play a very important role and are the most critical nodes in the supply chain. It is widely believed that the seaports form vital link in the overall trading chain.

The ports are components of freight distribution as they offer maritime to land interface for cross-border businesses. Therefore, the efficiency of seaport operations is vital for supply chains in our country and beyond. The management must identify three areas as new framework of measuring performance of seaports. They are trade, logistics and supply chain channels and on these three areas, its management must focus seriously.

It is 32 years since the NPA increased its tariffs despite global economic recession. Is there justification for the recent review of the tariffs?

When the news broke that the NPA has increased its tariffs by 15 per cent, some of us believe that the reviews was done to meet some of its obligations as the landlord, after the successful concession of the port to the private terminal operator.

When last was the review done and why now?

According to the NPA, it took the agency about 32 years to come up with new tariff increase. Since 1993, which is about 32 years ago, the agency has operated a tariff regime



that had stood at a fixed position despite rising inflationary trends that has left Nigeria's quest for modern port management difficult to achieve.

The reason the tariff increase has become imperative and compelling to its management is that, in the last three decades and more, the nation's sea ports have struggled tirelessly to compete favourably with its peers in the West and Central African sub-region; losing cargoes to these ports even when 70 per cent of the cargoes that are shipped to the region are destined for the country, because of our population and enviable market.

With the current economic situation of the country, do you think it was good and proper for the government to have given approval for



The concession agreements were skewed in favour of the concessionaires



the increase?

Well, generally speaking, the economy is bad and it is affecting every strata of the nation.

But while not speaking for the government, but compelled by the exigency of bringing

Nigerian Ports Authority up to speed with those of its peers in terms of infrastructure and equipment, the NPA recently announced that it has secured necessary approvals for a 15 per cent upward review of its tariffs and I think it is justifiable; based on the long period of when it was done last.

The 15 per cent upward increase, which will cut across all NPA rates and dues, is premised on the urgent need to address the undesirable reality of aged and weak infrastructure, obsolete equipment and slow port

capacity expansion which has continued to diminish the performance and indeed competitiveness of Nigerian Ports. Globally, port authorities depend on revenue from operations to stay alive to their responsibilities. Such responsibilities include construction and maintenance of infrastructure, dredging of waterways channels, provision of aids for safe navigation, provision of modern marine crafts for efficient harbour services, automation and digitization of port transactions, port security, energy efficiency and training and retraining of its employees.

The global index of Port rating and competitiveness which the international trade community relies on for its choice of countries to do business with, derives its data from how well the aforementioned responsibilities are addressed.

Coming at this period of global economic upheaval and scramble for markets, this belated tariff review, borne out of necessity, constitutes a



The 15 per cent upward increase, which will cut across all NPA rates and dues, is premised on the urgent need to address the undesirable reality of aged and weak infrastructure

critical success factor in Nigeria's quest to win back cargo handling businesses and its accompanying benefits which she had lost to other countries.

What should be the relationship between NPA and other agencies at the ports?

In its quest to improve the fortunes of the maritime sector, NPA needs to collaborate with sister agencies like the Nigerian Maritime Administration and Safety Agency, National Inland Waterways Authority, Nigeria Customs Service, Nigeria Shippers Council and other regulatory agencies operating at the ports. NPA must also partner other port operators in removing all encumbrances militating against the collective desire of the Federal Government in achieving optimum performance and improved port services capable of attracting higher vessel patronage, which in turn will translate into more revenue for the country and its people.

It is 19 years since the concession of the ports to private Terminal Operators.

What is your take on the review of the agreement?

Well, as matter of fact, many of these concessions are for 10, 15 and 25 years or more. The agreements were entered into in 2006. Let me say that the concession of the ports to the private Terminal Operators was a laudable effort, because it has increased

the revenue of the government and that of the NPA. However, there is a lot for both the NPA and the Ministry of Marine and Blue Economy to do in that direction.

The truth is that the concession agreements were skewed in favour of the concessionaires.

The overall review must be done in the interest of Nigerians and those that have invested their money.

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Tariff Increase Will Enhance Port Infrastructure Development, *says Tariff and Billing GM*

The Nigerian Ports Authority (NPA) recently announced the introduction of a 15 per cent tariff increase and to understand the reasons behind this adjustment, its impact, and what it means for stakeholders, Olusola Akosile, Lucy Akinsanya and Ifeoma Nwabueze of NPT spoke to the General Manager, Tariff and Billing Mr. Ibrahim Lukman in his office. In this exclusive interview, he shared insights into the factors driving the increase, the challenges of tariff management over the years and the anticipatory effects on operations.

Tell us about the commercial regime of the old NPA?

The Commercial regime of the old NPA was called Marketing and not Tariff and Billing. Marketing was the revenue unit of the Operations Department, which eventually evolved as an independent Division. At that time, the Authority was a service port, which provides service to

the cargo and service to the vessels.

In that regard, we charged both in Naira and Dollar, Prior to 2006, when we commenced “Landlord model”, whereby the Authority ceded the cargo handling aspect to the Terminal Operators. The terminal operators were made to have economic

benefits of the cargo handling operations.

The commercial benefits of cargo handling are the combination of Dollar denominated charges as well as Naira denominated charges. The berthing operations is charged in Dollar, which is the Stevedoring and Extra Services.

Why is it like that?

It is like that because the Authority felt that the private sector would be more effective in providing and maintaining the cargo handling equipment, with this we would just play the regulatory role. Apart from being a technical regulator, NPA equally provides nautical services to vessels. The terminal operators that provide cargo handling services have the economic benefit of revenue on cargo handling to the vessels and in turn pays royalty inform of “Throughput fee” to the Authority. The terminal operators also have the economic benefit of Terminal handling and delivery charges, which include rent and so on. these charges are in Naira denomination.

Additionally, “Lease fee” is paid by the terminal operator to NPA as specified in the Lease Agreement for leasing out NPA facility and superstructure to the concessionaire.

What is the duration for the Leasing?

For the leasing, some were 10 years at the commencement of concession, some were 20 years, others 25 years. Meanwhile some have changed over time because of prevailing economic situations and inability of either of the parties to meet up with some of their obligations. Some supplemental agreement later came up that eventually elongated the leasehold of the respective terminal operator. Some of them that were



Being at the regulatory side, we are equally providing the nautical services to vessels.

initially 10 years had come up to 15 years while some of them are beyond.

There were some terminal operators that, their own concession was cancelled at the early stage. This was because they were not meeting up with their obligations.

Give us an overview of the tariff increase, why is it necessary after 32 years and what factors contributed to the decision to increase tariffs at this time?



Let me take it from the concession era. When the concession took place, there is a provision in the lease agreement that provided for annual adjustment for the aspect of revenue that is being taken by the terminal operators. We have revenue item called “CARGO DUES”. In the Cargo Dues, are three revenue lines. One of the elements, which was conceded to the terminal operators is Stevedoring and Extra Services, this is being adjusted on annual basis on Consumer Price Index-Urban (CPI-U) - USA

The other two taken by the Authority are, Environmental Protection Levy (EPL) and Harbour Dues. These two elements are kept constant, whereas the three elements combined are called Cargo Dues. Notwithstanding that these services are being rendered under the same prevailing economic situation. However, the earnings to the Authority are kept at constant rates because government is seen as an entity that provides social services to the public.

This makes NPA not to be able to increase its tariff regularly whereas we have obligations to meet, which our revenue is not adequate to service.

Another thing is that, prior to this concession, when we came up with our tariff, we did not really put into consideration the real “Cost Factor” to determine a sustainable pricing to charge to enable cost recovery and growth. All we were doing at that particular time was to ensure we provide the services to the public, whether or not we are meeting cost, as far as it is a social service. Gone are those days, when government do that, in the contemporary world, beside recovering

cost, there is the need for sustainability and improve service delivery. In this regard, government is looking out on how to generate revenue from the services provided to meet financial commitments and provision of infrastructural facilities that would enable efficient Port services to our customers. There is also a need for improving Information Communication Technology (ICT) as well as the worker's welfare. We have to do something about our revenue to address all these aforementioned responsibilities.

The tariff increase did not just come about arbitrarily, we used the escalating factor adopted to adjust the operations rates of the terminal operators to determine what should be our increment. Of course, the government did not grant us all that we requested for. The approval discounted our request by not less than 50%.

Why was it discounted by 50 per cent?

It was discounted by more than 50% because, government felt we cannot just come up suddenly and say we are reviewing our tariff to as high as 32%. They know the ripple effect it would cause the society and economy.

Prior to that time, did you notify the Government on the increment?

Previous regimes have granted the NPA tariff increment but when it gets to implementation, there was directive to put it on hold. It was only in the last three years that the government of the day actually agreed that we should implement. However, in view of the prevailing economic situation, NPA had no options than to activate the implementation.

Going forward, we will not have reason to have this size of increments because there will be an inbuilt mechanism that would cause little and periodic adjustment. The adjustment will not be on an annual basis like that of the terminal operators but will be periodic in such a way that the impact on customers will not be much.

How does the new tariff structure compare with the previous one in terms of its impact on customers and were there alternative options considered before deciding on the 15 per cent increments?

The tariff structure has not changed. It is only the rates that have changed and even when we are talking of changes in rates, there are some that are not going to be affected, like we have said in the stakeholder's meetings, there are some rates with already inbuilt mechanisms for their regular adjustments, such will not be affected.

What are those tariffs that will not be affected?

Those that will not be affected are the "Lease and Throughput fee"; those are the ones that are being paid by the terminal operators to The Nigerian Ports Authority. It will not be affected because mechanism for adjustment is already provided for in their respective lease

agreements. Then we have our "Rents" for Landed property. Our Estate Department has their measures in place, whereby they usually adjust rent on periodic basis. Applying 15% increment will be a double jeopardy.

Others that will not be affected by 15% increment are the "Maritime Organisation for West and Central Africa" (MOWCA) levy, which Nigeria is a member. Being a signatory state, NPA is obliged to whatever levy the body advised. The MOWCA is only the body that can determine the levy that all the member states should charge on various categories of cargos that are handled in their respective ports. This can be likened to the issue of Tax or VAT. We are just a collecting agent; we do not have control over the charges. It is a fiscal policy, which cuts across every facets of our economy.

There is also an aspect of our bills that we call "Contingency Deposit". The Contingency Deposit is not a revenue for any service, it is a form of guarantee for possible shortfall that could arise from the information provided by the Ship agent prior to the arrival of vessels. It is based on Cargo Dues or (Harbour Dues plus Environmental Protection Levy) and Berth Rent. Nevertheless, it is refundable if not utilized. In the actual sense, the amount may grow in value but definitely not in



Going forward, we will not have a reason to have astronomical increments the way it is now, because of the inbuilt mechanism that we want to put in place to adjust tariff periodically

percentage.

There is also "Service Boat" tariff regime. Over time the Service boat operation tariff has been reviewed. It was not kept constant for as long as 32 years that is being talked about. Over this period, it has been reviewed thrice because of this, we felt we should still operate the present regime for now, when next, we want to do an adjustment, it can be affected. There is what we call "Hourly Towage Dues", which is presently applicable to operation at a particular location in Lagos Pilotage District. It is a new development; hence, it is not affected by increment yet. The alternate towage dues are based on length overall of the vessel.

The aforementioned are the key charges that are not really affected for now, some of these will not still be affected in future because they are not determined by NPA. So also, are those specified in the Lease Agreement of the respective terminal operators. Except, if there is a tripartite agreement amongst the three parties that made up the agreement, The Nigerian Port Authority, Bureau of Public Enterprise as well as the Terminal Operators.

So how does this net tariff align with industry standards and best practices and what measures are in place to support vulnerable customers who may need to struggle with the increase?

INTERVIEW

Well as it is, we just felt that the Authorities should come up with a sustainable tariff that will address some of our responsibilities in the area of provision of marine crafts, rehabilitation of dilapidated quay walls, provision of navigational aids and improvement in ICT infrastructure. All these will improve efficiency, because there are some costs incurred by our esteemed customers as a result of inadequate service provision. Once this is addressed, of course the customers will have some benefits to count on.

Are there any plans for rebates, like subsidies or phased implementation to ease the burden?

The Authority actually treats their customers operating similar operations the same way. However, the government sometimes introduce policies directing the Authority to undertake certain actions. Currently, there is a government directive to NPA to collect payment in Naira equivalent of Dollar from certain entities, which ordinarily would have been paid in US Dollar.

That would be in form of rebates to those entities that would have been sourcing for dollars. Other instances are the application of derived operations rates for operators that operate under peculiar situation that requires special consideration in billing.

What are the peculiar issues sir?

Peculiar issues like, draft limitation, when a vessel is unable to load to the maximum capacity to avert running aground, or the use of barge in place of pipeline to convey cargo.

In addition, where NPA is unable to meet statutory responsibility on service provision, we usually refund revenue generated in that regard back to the customer in such a way that they will not feel cheated.

How will the increase affect revenue collection and the financial sustainability of the Organization, and what changes, if any, will be made to the billing system to accommodate a new tariff?

We cannot tell precisely, how it will affect the collection because we have not started implementing. It is only when we begin to implement that the outcome will be obvious. The Authority has not commenced the implementation. We only sensitize stakeholders to prepare their minds for the impending increase so that they will relate it to their principals to be prepared ahead.

Will this increase lead to improvement in service delivery?

If so, what are the key areas of investment?

Yes, it would. Just as we talked about the rehabilitation of the dilapidated infrastructural facilities and quay walls, like the provision of buoys, and bollards, then the provision of marine crafts, improvements on the ICT Tech, dredging of channels and berths and provision of breakwaters. These are major areas. These projects are



very expensive, and are the areas that the Authority is contemplating to channel the revenue generated to.

How has the organization communicated this change to customers to ensure transparency? What feedbacks have you received from the customers, and how are you addressing their concerns?

Management made an efforts to ensure that stakeholders were informed, introducing the new rates to them, so that when they obtain their bills, they will not be surprised at the changes. We informed them through the Port Managers to invite stakeholders to the meetings to discuss the tariff increase, we also made them understand the reason behind the decision that it is actually for the benefit of all and to serve them better.

How do you plan to monitor and evaluate effectiveness of this tariff adjustment and is there a possibility of further tariff adjustments in the near Future?

As earlier said, this particular one about to start, will have an inbuilt escalation clause in such a way that it will not be a yearly adjustment, but periodic. It will be adjusted in bits, such that the impact will not be felt the same way this experience would be. Those not adjustable, will remain the way they are.

On this tariff increase, we have talked about strategy. Is it long term or short term? What duration do you place on the tariff increase?

When we look at the impending review, it can be classified as long term, considering the last time it was reviewed and we do not want to face similar challenges in future. That is why we are adopting a different strategy of adjusting the average of two years, and it will not be as high as 15 per cent, it will always be in single digit.



Increase In Port Tariff Is Long Overdue — Dr. Ade Dosumu

The maritime sector plays a pivotal role in economic growth, trade facilitation, and sustainable resource management. With the establishment of the Ministry of Marine and Blue Economy, there is a renewed focus on harnessing the vast potential of Nigeria's maritime industry to drive development, job creation, and environmental sustainability.

In this interview with **Sola Adesanwo, Lucy Akinsanya and Toyin Mohammed**, a former management staff of the Nigerian Ports Authority and Director-General of NIMASA; Dr. Ade Dosumu, spoke on the benefits of the maritime industry, and reminisced on his days at NPA and NIMASA, among others.

What initiatives or investments are necessary to enhance Nigerian maritime economy, particularly in shipping, ports and logistics?

The Nigerian maritime industry is evolving and if you look at the creation of the Marine and Blue Economy Ministry, expectations are high; most especially from the stakeholders and the operators because we have a

ministry responsible for the development of the maritime sector. I believe efforts are being galvanized to ensure that right policies are formulated for the promotion of the industry and to also unlock some potentials that were not attended to probably because the ministry or the sector was locked with other sectors like the land, transport, railway etc. But now that we have a ministry responsible for marine and blue

economy, the focus is on the sector.

I believe a lot of investment should go into infrastructure; and when I say infrastructure, I mean human capital and some investments should also go into human capacity because some of these things will be manned and run by people. You need to have cutting edge technology to drive the operations of the ports. Many things that we do manually are supposed to be automated now that we are talking about Artificial Intelligent (AI). Government should focus on how to deploy technology to enhance efficiency of port operations, because this is the gateway to our economy and shipping is international.

You have to be able to compete with other jurisdictions, because the ship owners have the entire view and they have the opportunity to see where there is efficient port operations. When they go around they compare, we should benchmark ourselves against such areas or such ports that have been adjudged to be most efficient. NPA plays a very central role in this as the landlord and the commercial operator of the ports. The investment should go into human capacity building; infrastructural development of the ports, our ports account for huge traffic and cargo throughput in the sub-region, our ports must deploy cutting-edge technology in coping with the volume, because if you look at the history of ports development in Nigeria, some of these ports were conceived to handle less than 30 million volume of cargos, but at present they are overstretched and that is why we see ports congestion.

Except we expand the infrastructure to accommodate the upsurge in the cargo, we would continue to witness such congestion. Secondly, port access in and out is very important. The NPA, through the Ministry of Marine and Blue Economy, must work with the Nigerian Railway



laws and conventions made by the International Maritime Organizations (IMO) and most shipping nations are signatories to it. We are about 167 countries that are members of IMO, including Nigeria, and we are signatory to most of these conventions. One of it is the Marine Pollution Prevention Convention (MARPOL); this convention along other ones was specifically conceived to protect the marine environment from dumping.

There is London Dumping Convention, there is Nairobi Convention against wreck. There are so many conventions that protect the environment, if you look at the provisions of MARPOL, it prevents you from dumping; part of the provisions of MARPOL is what African Circle

is implementing for the NPA. Prior to the contract of the African Circle, vessels don't have a way to dispose her waste, some dump it into the sea, but at present, NPA has a contractor, which is the African Circle, that goes into sea and collect this waste in line with the provision of MARPOL. I was in NPA when this was done. I am talking about what NPA had done to protect the marine environment, particularly dumping of refuse and other forms of waste by vessel that call on our ports.

Dumping of refuse and waste will endanger our marine environment and create problems for marine species and marine resources, it is very difficult for any vessel to call on our ports and throw anything into the water, because there are actually fines for it. In addition, there is a regulation in NIMASA called "sea protection levy" that every vessel that calls on our water pays, because every vessel is a potential polluter. If you look at the provision of the United Nations and IMO on preservation of the environment and the

ecosystem, it says that every potential polluter must pay and that was what led to the introduction of the sea protection levy. All of these are brought in to safeguard and protect our marine ecosystem.

I am not saying that the best has been done, but at least we have started, now that we have a dedicated ministry for Marine and Blue Economy, these are areas that will be focused on and needs more attention.



Investment should go into human capacity building, infrastructural development of ports

Corporation to ensure that the rail line into the ports is efficient. This will reduce the pressure on the road, and also make evacuation of cargos seamless as this will reduce the cost of moving cargo because the cost of moving cargo through rail is lower than road. These are areas that the NPA should focus on and the ministry to come up with policies that will back it up.

How can Nigeria effectively balance the needs to exploit its marine resources?

As I said earlier, shipping is international, regulated by

What role do you see the private sector playing in the development of Nigeria's blue economy and what incentive or policy will encourage private sector involvement?

Well, the Marine and Blue Economy can only be driven by private sector participation. Government alone cannot do it, if you look at most of the cargos, very few are government cargos, most of the cargos belong to the private sector. I believe that the right policies should be put in place to ease access of the private

sector to foreign exchange, such that importation can be seamless, then government can also come up with some waivers and incentives to those that are dealing in grains. For instance, government recently removed some taxes from grains like rice to help those that are involved in that line of business. Government should do as much as they can to encourage participation in the Marine and Blue Economy. There are areas of investment, such as logistics, tourism and lots more, the government can develop policies that will focus people's attention towards areas like water transportation, we should have efficient water transportation that can move from one state to another. We have about 28 states that are connected to water, and nothing should stop people from moving from one state to the other. It is also a form of tourism.

How can Nigeria improve its capacity to respond to marine related challenges and opportunities such as climate change, marine pollution and offshore energy development?

Nigeria has a huge potential and one of the first steps towards developing our marine potential is the creation of the Ministry of Marine and Blue economy, because the ministry is responsible for developing policies that will unlock the potential, that itself is a major step in the right direction. With the ministry in place, we can see that those areas that we were not focused on earlier, are being focused on. So, to your question, we can respond to challenges of any kind by building capabilities to ensure that at any given time, when there are issues that threaten our existence, either marine or ecosystem, you will have what it takes to respond in terms of knowhow. Also in terms of platforms because if you don't have platforms, you cannot use your legs to enter the water. You need platform to move. You have to deploy platforms; for instance, offshore, you need the marine platform that can move to the scene of the incident and these platforms are not cheap. Nigeria must invest in platforms that will make the work effective. Another one is called inspection, every vessel that comes to Nigeria is supposed to undergo what we call port state inspection. Whenever Nigerian vessels get to any port, they will undergo port state inspection of that port and how can your surveyors carry out port state inspection, if they do not have a platform?

There are two types of inspections, one is Port State Inspection, which is for vessels, and any vessel that comes into the country must undergo port state inspection to ensure that the requirements are in place. The second inspection is Flag State Inspection. This is when a vessel wants to register on the Nigerian flag, such a vessel must be subjected to flag state inspection

to ensure that they are not rickety and they meet the requirements set out internationally by the International Maritime Organisation (IMO) because if they are rickety, if the vessel leaves your water, goes outside and fails in the port state inspection of another country, it will be detained and they will not mention the name of the owner, but blame it on Nigeria.

What strategies or programmes would you recommend to enhance the livelihoods and well-being of coastal communities around the country, particularly in terms of employment, education and healthcare?

I believe that the coastal communities are naturally in a position to embrace career in the maritime related fields, because they grew up in the community, it is very difficult for you to see people who grew up within the coastal community who do not know how to swim. Part of the requirement of marine is swimming, when you look at the training curriculum of most institutions. The government should come up with a programme like what we did in the Nigerian Seafarers Development Programme. We should find a way to extend it to the coastal communities in terms of creating more awareness, so that they can also have benefit from the activities within their communities. Our youths need to be encouraged to take a career in shipping-related areas; in that opportunities in shipping are not limited to local industries but regulated globally. The Deputy Vice President of the International Transport Workers Federation voiced out that the Nigerian seafarers are few and all over the world are close to about two million, comprising engineers, electrical and navigators. This is the information released by the International Federation of Transport Workers, the body responsible for the welfare worldwide.

Why did Nigerian Ports Authority increase its tariff after 32 years? Do you think this is justified? How do you think it is likely to impact the national economy?

I think the increase in tariff is long overdue, because if you look at the cost of operating the port, it is not static. In the last few years, I am sure it has more than doubled. So, increase in tariff, I believe, is necessary. We want development and development is not cheap, you have to pay for it, and I believe that the NPA has done the right thing. However, ship owners are very perceptive, because the trade is international; once they pay for anything, they want to see the size, that is the area I want NPA to focus on, there is justification for increase in your tariff, but you must also focus on organisation and improvement of your operations and equipment, such that when they are paying, they can see the value that they are paying for.



TARIFF



CONTINUES FROM PAGE 29

rate was N4.7 to \$1 This exchanged rate has changed drastically over the years with the result that government's revenue through the tariffs have suffered decline due to naira devaluation. The value of the 32-year-old tariff has been further eroded by inflation, which is currently put at 35 per cent.

Findings showed that the rates were simplified in 2001 to provide a **tariff compilation for the (public.)** The same tariff was unbundled in 2006 at the commencement of port concession to differentiate the NPA charges from the ones to be collected by the terminal operators for cargo handling.

The inherited rates have an in-built adjustment mechanism, which is being taken advantage of by the private operators. In the face of these, the NPA's rates remained static.

Sister government agencies like the Nigeria Customs Service (NCS) operating within the same maritime ecosystem have always adjusted their rates in line with prevailing exchange rate and market reality, while freight rates have also been adjusted by very high margins over

“NPA will now have enough to fund, acquire and deploy the Information Communications Technology (ICT), backbone of the PCS, which is the precursor to the implementation of the National Single Window (NSW)

the years. In all of these rate adjustments, the NPA rates have remained static.

With inflation biting hard on economic realities, port management costs like wages, fuel and other areas of expenditure have all gone upward, without a commensurate rise in NPA charges over the years. Yet the NPA must maintain, and in fact improve on its efficiency and capacity to deliver on its mandate. To remain competitive and ensure that Nigerian ports are more attractive, the NPA needs and must seek funds to

improve port infrastructure, provide robust ICT for Port Community System, procure Tug Boats and other operational platforms. Furthermore, there is the need to provide more funding to outer port facilities and jetties and development of other critical port facilities across the country were becoming strenuous when based on the old tariff template. All these factors congregate to compel the recent 15 per cent review.

Tariff Review Benefits

Although long overdue, quick-win benefits of the tariff review is that it will give the Authority the cash to fast-track its port reconstruction and modernisation plans.

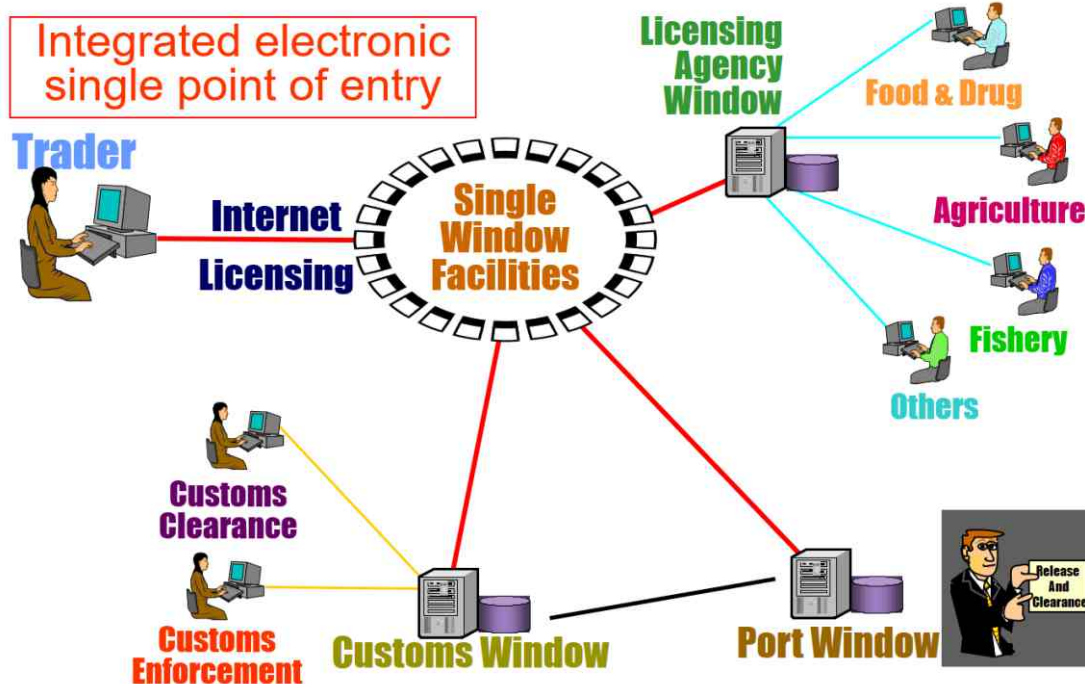
Also, NPA will now have enough to fund, acquire and deploy the Information Communications Technology (ICT), backbone of the PCS, which is the precursor to the implementation of the National Single Window (NSW).

Furthermore, the increased revenue generation arising from the review would buoy the Authority's capacity for critical maintenance to open-up the Eastern Ports for increased vessel and cargo traffic such as the reconstruction of collapsed Escravos Breakwaters and challenged aspects of Rivers, Onne and Calabar Ports respectively..

What Stakeholders Said

A maritime lawyer and university don, Dr Dipo Alaka, supports the review. He told the NPT that the Federal Government, through the management of the NPA, has the responsibility to make Nigerian ports some of the best in the world, by providing adequate and modern infrastructure that will meet international standard. He noted that to achieve this, the Authority increased its old tariff by 15 per cent and introduced some innovations and reforms, such as the modernisation, digitalisation and review of some of its charges.

“My assessment of the ports is that we have great assets in our ports across the country. I am very happy and highly impressed with the quality of the assets the NPA has been showcasing. Although there are few challenges here and there, they are surmountable if the



supply chain channels and on these three areas, its management must focus seriously, he advised.

Based on the global economic recession, he said, there is justification for the review of the tariffs by the NPA.

“When the news broke out that the NPA has increased its tariffs by 15 per cent, some of us believe that the review was done to meet some of its obligations as the landlord, especially

board and management of the Authority are committed to make our ports a world-class,” he said.

Alaka, however, identified some challenges. He said: “Take Apapa and the Tin-Can Island Ports in Lagos for instance, you see dilapidation everywhere and the ports are overstretched. You will realise that some of the facilities are dilapidated and need fixing. These are some of the physical challenges which the board and the management of NPA will have to address soon for us to compete favourably with the ports of neighbouring countries.

The maritime lawyer said further that the NPA “must resolutely commit itself to the pursuit of excellence in service predicated on zero tolerance to corruption and its associated vices and also strengthen its regulatory role to private Terminal Operators to make the nation’s sea ports the hub of maritime trade in Africa. Its management must also pursue the core values of efficiency, customer and stakeholders’ satisfaction, safety and security in an innovative manner that would make Nigerian ports one of the best across the globe.”

The seaport infrastructure, he added, “must be developed to meet international standards to boost efficiency at the port. Efficiency is a critical factor for handling goods in the international supply chains, and it is viewed to impact transportation and logistics, which play an important role in trade exchange with other nations across the globe. Seaports have been considered to be essential elements in the international supply chains.

They play a very important role and are the most critical nodes in the supply chain. It is widely believed that the seaports form vital link in the overall trading chain. The ports are components of freight distribution as they offer maritime-to-land interface for cross-border businesses. Therefore, the efficiency of seaport operations is vital for supply chains in our country and beyond. The management must identify three areas as new framework of measuring performance of seaports. They are trade, logistics and

after the successful concession of the port to the private Terminal Operators. The NPA has operated a tariff regime that had stood at a fixed position, despite rising inflationary trends that have left Nigeria’s quest for modern port management difficult to achieve. The reason the tariff increase has become imperative and compelling to its management is that, in the last three decades and more, the nation’s seaports have struggled to compete favourably with its peers in the West and Central African sub-region, losing cargoes to these ports even when 70 per cent of the cargoes that are shipped to the sub-region are destined for Nigeria, because of her population and huge market. Although the economy is bad and it is affecting every strata of the nation, it is justifiable based on the long period of when it was done last,” Alaka said.

Also speaking in support of the tariff increase, Mr. Pius Amam of Interserve Nigeria Limited in Rivers state, commended the NPA for maintaining its rates for over 30 years. He however advised that the NPA Management should engage stakeholders in follow-up meetings to address issues such as ship dues and other Port charges, ICT decentralization for timely billing, upgrade of radio communication in Bonny station, address pilot cutter challenges, payment of footage allowance to pilots, and refunds for services not rendered.

Speaking in the same vein, another stakeholder, Mr. Ndukwe Emenike, who attended the engagement at Port Harcourt, expressed support for the upward tariff review, stating that it aligns with international best practices. He solicited for stakeholder support, noting that the last review was conducted about 30 years ago.



CONTINUES FROM PAGE 27

roadmap focuses on creating more efficient infrastructure, boosting security, and aligning policies to make Nigeria a global leader in the Blue Economy.

As articulated by the minister, “Our vision is to build a robust Blue Economy framework that delivers prosperity to the people while preserving the marine environment for future generations.”

Although the Blue Economy presents vast opportunities, it is not without challenges. Nigeria’s maritime sector has long been plagued by poor infrastructure, outdated regulatory frameworks, and security concerns. However, the establishment of the Ministry of Marine and Blue Economy has been instrumental in addressing some of these issues, leading to notable progress. Oyetola said reforms had been a priority for the government, particularly on the efficiency of port operations and ease of doing business in the sector. He added that efforts had been made to streamline the regulatory processes at the ports, ensuring better coordination among the various agencies and private sector players.

In addition, the minister explained that the government has invested in modernising Nigeria’s ports

infrastructure. This includes plans for the upgrade of Eastern and Western ports, improving port connectivity, and increasing capacity for handling larger vessels. The completion of these projects is expected to enhance Nigeria’s position as a logistics hub in West Africa, attracting more investment and boosting economic activity. Nigeria’s maritime security has also seen notable improvements, with initiatives such as the Deep Blue Sea Project and Falcon Eye surveillance system playing a critical role in reducing piracy and illegal activities in the Gulf of Guinea. These efforts have bolstered confidence in the industry, making the country a more attractive destination for international trade and investment.

Furthermore, Oyetola boasted that the Federal Government has made strides in strengthening its maritime security

capabilities, working with international partners to ensure the safety of its shipping lanes and offshore resources. This renewed focus on maritime security has been essential in creating a stable environment for businesses to operate and thrive in the sector. He reminded stakeholders that the success of the Blue



This renewed focus on maritime security has been essential in creating a stable environment for businesses to operate and thrive in the sector

Economy initiative relies on the coordinated efforts of various governmental agencies and stakeholders. The Nigerian Ports Authority (NPA), Nigerian Maritime Administration and Safety Agency (NIMASA), and National Inland Waterways Authority (NIWA) are among the key agencies driving this transformation.

These agencies play a critical role in implementing policies that support the growth of the maritime sector. For example, NPA’s efforts to modernise

port facilities and ensure efficient port operations are vital for attracting international shipping companies and improving trade flow. Similarly, NIMASA's regulatory oversight in ensuring safety standards and environmental protection is crucial for maintaining Nigeria's reputation as a secure and reliable maritime nation. Additionally, the Nigerian Maritime University in Okerenkoko, Delta State, has contributed to capacity building by training future generations of maritime professionals. With a growing demand for skilled labour in the maritime industry, this institution is central to ensuring that Nigeria has the human capital necessary to succeed in the Blue Economy.

A central pillar of Nigeria's Blue Economy is sustainability. Oyetola disclosed that the federal government understands the need to balance economic growth with the preservation of marine ecosystems. This is especially important as Nigeria seeks to maximise the potential of its fisheries and aquaculture subsector, both of which depend heavily on healthy marine environments. Efforts to protect marine biodiversity have already been initiated, with stricter enforcement of regulations related to illegal fishing and pollution.


Also, the government is working on establishing Marine Protected Areas (MPAs) to conserve sensitive marine ecosystems, which play a critical role in the health of ocean life and well-being of coastal communities.

The growth of renewable energy sources such as offshore wind and solar energy, is another important aspect of Nigeria's sustainable development strategy. By tapping into these resources, Nigeria aims to reduce its reliance on fossil fuels while creating new opportunities in the renewable energy sector. Sustainability also extends to Nigeria's maritime governance, which includes international cooperation to ensure the responsible use of ocean resources. Nigeria has been active in global maritime governance forums such as the International Maritime Organisation (IMO), where it advocates policies that prioritise environmental protection and sustainable marine resource

management.

While much progress has been made, Nigeria's journey toward fully realising its Blue Economy potential is far from complete. The ministry has developed a 10-year roadmap, which serves as a guide for achieving the goals outlined in the country's Blue Economy strategy. The roadmap focuses on several key areas: infrastructure development, sectoral reforms, security, and international cooperation. As part of its plans, Nigeria aims to expand its fishing fleet, improve port facilities, and increase capacity for shipbuilding and repairs. Investments in technology and innovation will also play a crucial role in driving growth.

MARITIME CROSSWORD

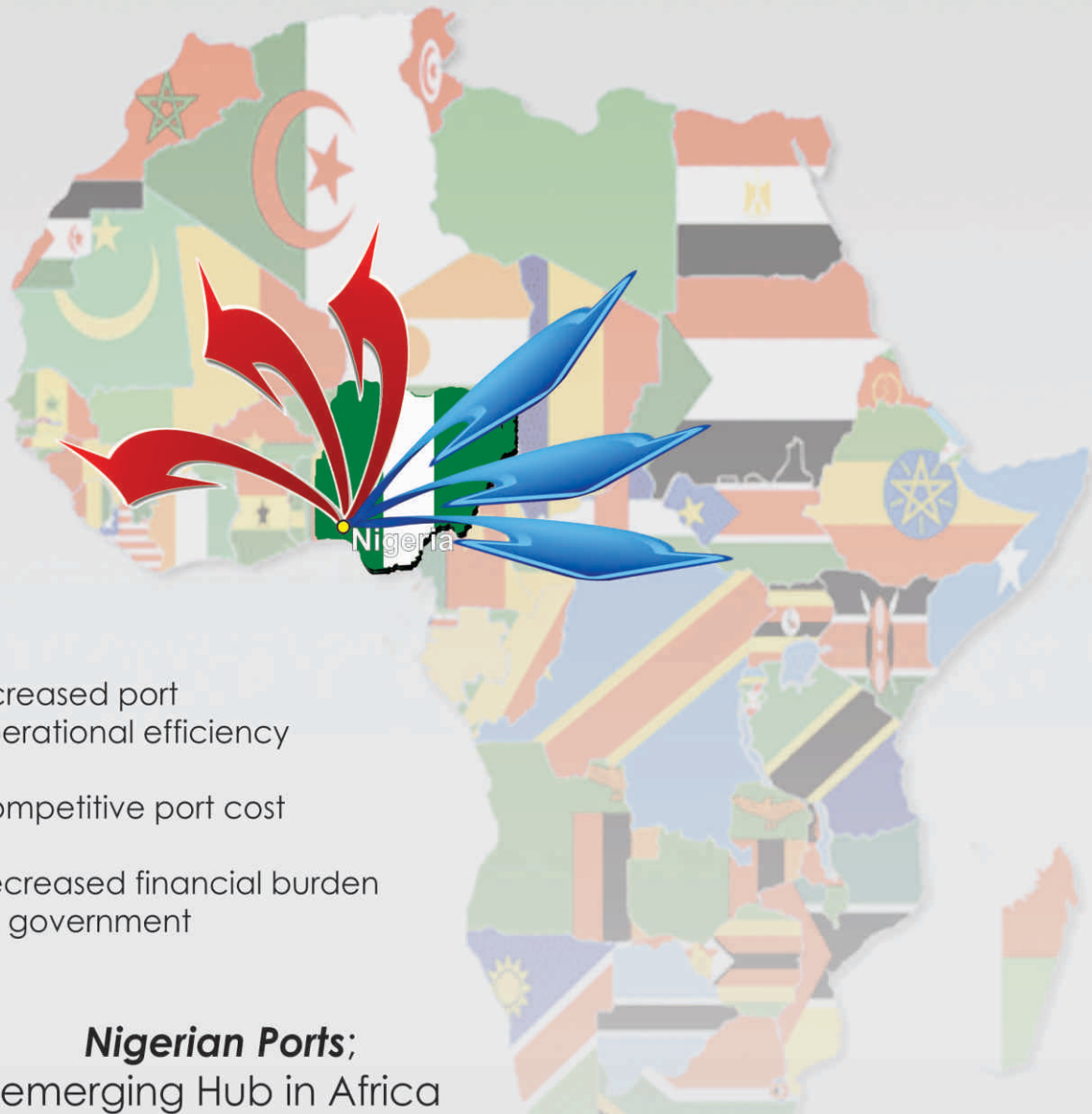


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AGENCIES	AUTOMATION	BLUEECONOMY	CAPACITY	CARGO
CENTRALIZED	COLLABORATION	COMMUNITYSYSTEM	CONTAINER	DIGITIZATION
DREDGING	EFFICIENCY	ENERGY	COMPETITIVENESS	ENVIRONMENT
FACILITATION	HARBOUR	IMO	INFRASTRUCTURE	LANDLOCKED
LEAKAGES	MARITIME	MODERNIZATION	OPERATIONS	PERFORMANCE
PMAWCA	PORT	PORTSECURITY	RENEWABLE	SINGLEWINDOW
STRATEGIC	TARIFF	TECHNOLOGY	TRADE	TRAFFIC

***SEE SOLUTION ON PAGE 50**

By: ABUBAKAR MOHAMMED



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

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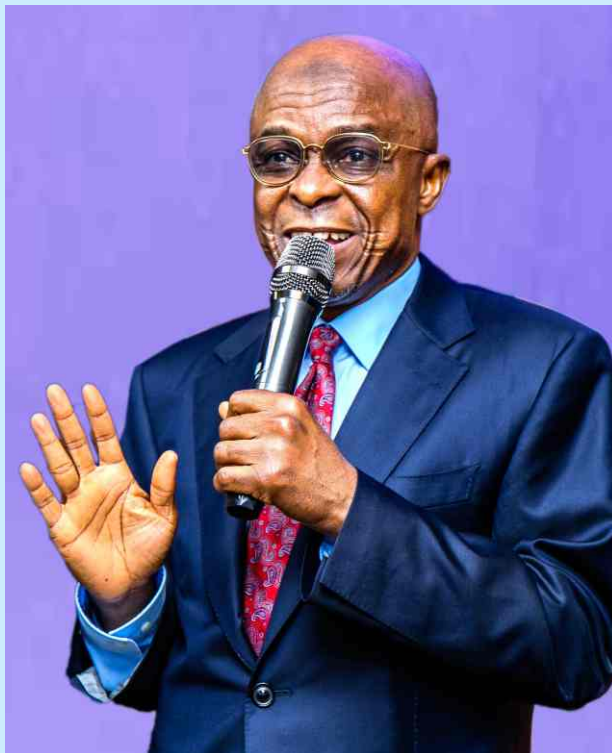
Dr. Abubakar Dantsoho Honoured as the Most Promising CEO at 2024 Maritime Man Awards

BY EZINNE ASINOBI

Dr. Abubakar Dantsoho, the Managing Director of the Nigerian Ports Authority (NPA), has been recognized as the most promising maritime CEO at the 2024 maritime Man Awards, presented by Shipping World at her 27th Annual Award Ceremony held at the Prestigious Oriental Hotel, in Lagos recently. This honour received on his behalf by the Port Manager Tin Can Island Port, Mr Abubakar Sani Isa was conferred by one of Nigeria's leading maritime journals.

It highlights Dr. Dantsoho's outstanding leadership and transformative impact on the Nigerian maritime sector, particularly his efforts to modernize port operations and enhance trade facilitation.

Under his leadership, the NPA has implemented significant reforms, including the strategy for the implementation of National Single Window (NSW) system, aimed at streamlining port processes, reducing bottlenecks and boosting operational efficiency and



transparency.

Receiving the title of the Most Promising CEO in the 2024 Maritime Man Awards amongst 25 other recipients is a testament to Dr. Dantsoho's forward-thinking leadership and his instrumental role in reshaping Nigeria's maritime landscape. His efforts are not only enhancing port operations but are also contributing to the broader national economy through increased revenue generation, fostering job creation and a stronger foundation for sustainable economic growth.

As the NPA continues to implement strategic reforms under his guidance, Nigeria's ports are poised for continued growth. Dr. Dantsoho is steering the sector toward global competitiveness.

This well-deserved award further confirms that under Dr. Dantsoho's leadership, Nigeria's maritime sector is set to reach new heights and make significant contributions to the global maritime economy.

In other categories, Mr Sylvester Egede, the former Port Manager at Tin Can Island Port emerged as the BEST PORT MANAGER of the year 2024 accordingly.



NPA urges traders in Kaduna, Enugu to leverage simplified export processes to boost businesses

BY HAUWA USMAN & SUNDAY EWOLABI

The Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, has called on the trading and investing public to take full advantage of the simplified export processes and various opportunities offered by the NPA to enhance their businesses.

Dr. Dantsoho who was represented by Mr. Asuquo Okor, Principal Manager Tariff and Billing made the call during the ‘NPA Special Day’ at the Kaduna International Trade Fair, and at the 36th Enugu International Trade Fair, themed: “Developing Nigeria’s Industrial Sector/SMEs for Economic Advancement and Global Recognition.”

At both occasions, Dr Dantsoho highlighted NPA’s efforts to strengthen the domestic economy, particularly through the promotion of a balanced trade.

He noted that the agency had established the Export Processing Terminals (EPTs) to simplify the previously cumbersome process of exporting Nigerian goods to foreign countries.

According to the MD, NPA has implemented measures to connect value creators in even the most remote areas of the country to global demand.

As Nigeria’s leading trade facilitation platform, Dr. Dantsoho reiterated that the NPA is proud to support the Trade Fair, emphasizing that trade is a key driver of economic progress and global recognition.

He assured stakeholders that the doors of NPA are always open for partnerships even beyond the trade fair.

According to him: “I therefore want to warmly invite you to interact with our business development team at the NPA pavilion and to also visit our fully interactive real time online website

www.nigerianports.gov.ng to access our growth offerings,” he said.

The NPA boss explained that the EPTs were conceptualised to serve as a one-stop-shop for cargo consolidation, stuffing, documentation, packaging, certification and onward shipment through electronic call-up to the Ports with quick turnaround time thus eliminating the duplications and bureaucratic



overlaps that previously rendered Nigerian exports uncompetitive in the international marketplace.

According to him: "To facilitate Port-Hinterland connectivity and create pathways for Small and Medium Scale Enterprises (SMEs) to play in the export value chain, the EPTs are to be linked with Domestic Export Warehouses (DEWs) in synergy with the NEPC and relevant partners.

"To align with the ease of doing business orientation of the Federal Government and the theme of the year's fair, developing Nigeria's Industrial Sector/SMEs for Economic Advancement and Global Recognition, we are aggressively simplifying our export processes to enable made-in-Nigeria goods transit through our Ports as seamlessly as possible."

He stated further that to achieve the goal, the Authority is eliminating human interface which encourages underhand dealings by pursuing the full automation of NPA processes and procedures through the Ports Community System (PCS) which lays the groundwork for the implementation of the National Single Window (NSW).

"For clarity, the NSW is the global best practice for delivering the greatest value with the greatest ease by connecting all stakeholders in the trade value chain for seamless interaction at the push of a button," Dantsoho said.

Dantsoho commended both the Kaduna Chamber of Commerce, Industry, Mines and Agriculture (KADCCIMA) and Enugu Chamber of Commerce, Industry, Mines & Agriculture (ECCIMA) for their resilience to sustain the culture of hospitality and

business friendliness that has continued to attract people from all over the globe to be a part of the Trade Fair which is deepening economic prosperity.

He said that the strategic positioning of Enugu as the gateway to the South-Eastern hinterland presents huge opportunities for the expansion of export opportunities which is the focal point of the authority.

He also assured stakeholders in Kaduna, that the agency remains open for collaboration beyond the event.

"I warmly invite you to engage with our business development team at the NPA pavilion and explore our fully interactive online real-time website, www.nigerianports.gov.ng, for growth opportunities," he said.

Dantsoho highlighted the Authority's efforts to boost the domestic economy by improving trade balance, particularly through the establishment of Export Process Terminals (EPTs) designed to ease the previously cumbersome exportation of Nigerian goods.

At the closing ceremony, Sir, Odeiga Jideonwo, President of ECCIMA thanked all exhibitors for their immense contributions to the Fair, with the promise to improve on all their shortfalls come next year's Fair.

Highlight of the Enugu Trade Fair was the NPA being awarded "As the Best Maritime Agency of the Fair."



NPA, Western Naval Command, CRFFN: Strengthen Collaboration

The Nigerian Ports Authority (NPA) has resolved to strengthen the relationship between itself and the Nigerian Navy.

Speaking when he received the Flag Officer Commanding (FOC), Western Naval Command, Rear Admiral Michael Gregory Oamen, at the Corporate Headquarters, Marina, Lagos, the Managing Director, NPA, Dr Abubakar Dantsoho, acknowledged the pivotal role of the Nigerian Navy in supporting the NPA, particularly in securing the critical national assets from the dangers of piracy.

He expressed appreciation for the Navy's efforts in removing Nigeria from the list of piracy in the Gulf of Guinea, a feat that will positively position Nigeria in her bid for a Category 'C' seat at the International Maritime Organisation (IMO).

Dantsoho also congratulated the Flag Officer on his appointment and assured the Navy of the organisation's continuous support across the board and emphasized the need for greater partnership for mutual benefits whilst heralding the tenets of International best practices.

In his response, the Rear Admiral Oamen, accompanied by senior officers of the Nigerian Navy, appreciated the NPA Management's support and sought further collaboration, especially in training and international cooperation.

Similarly, the Council for Regulation of Freight Forwarding in Nigeria (CRFFN) is poised to enhance port operations and regulations. This was revealed when the Managing Director of NPA, Dr. Abubakar Dantsoho, received the CRFFN leadership team, led by the Registrar, Igwe Kingsley, in his office.

The visit focused on harmonising port operations and regulation between the two agencies, ensuring seamless cargo movement and promoting port efficiency.

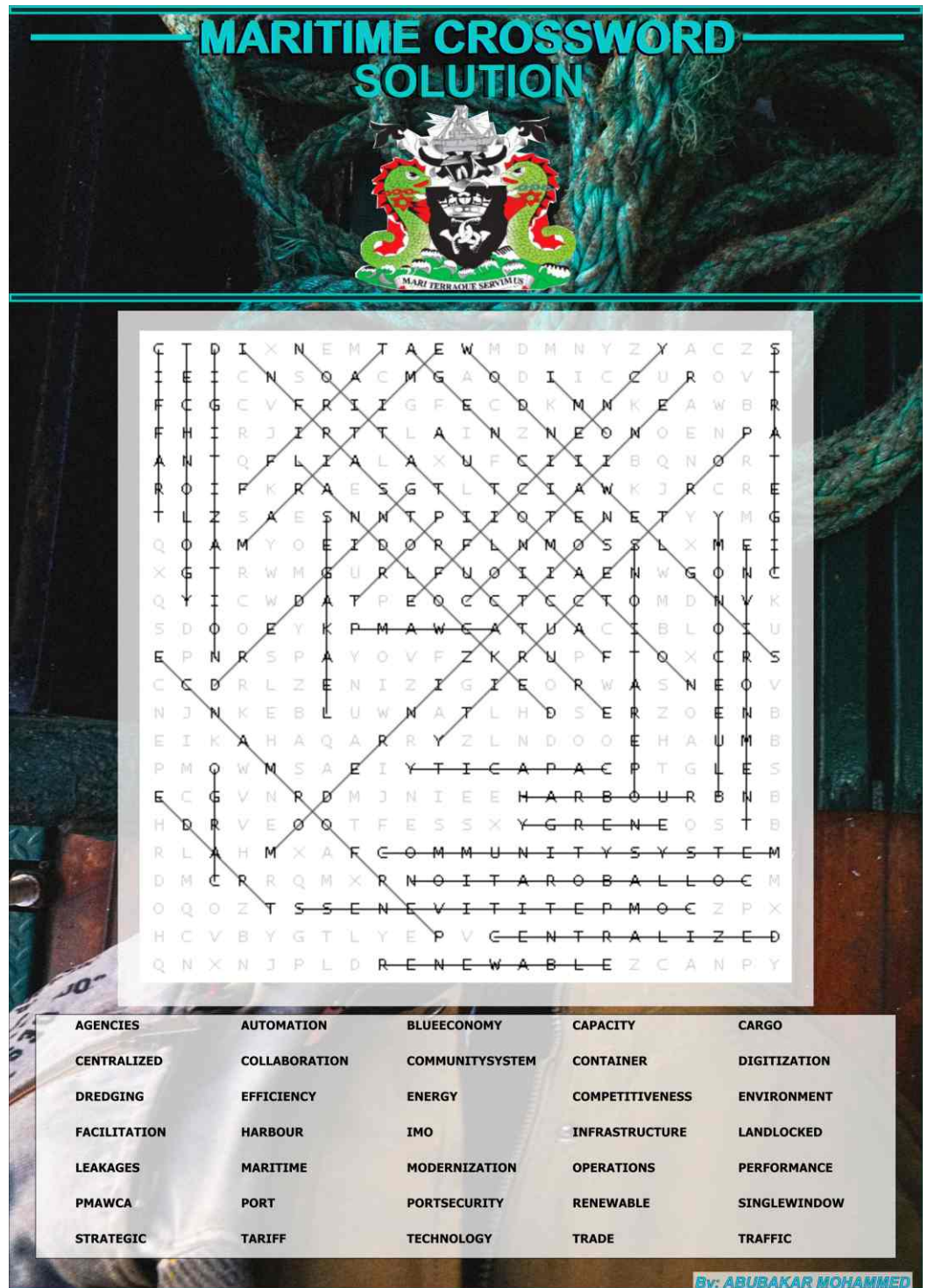
The Registrar expressed gratitude to the Authority's team for their collaborative efforts and sought increased involvement in port modernization, National Single Window initiatives, and other projects.

The Registrar emphasised

the importance of harmonizing regulatory functions to minimize friction.

"We are working to harmonise our regulatory functions and reduce, if not eliminate areas of friction in the port environment," he stated.

This development is in line with the CRFFN's mandate to regulate and control the practice of freight forwarding in Nigeria, promoting high standards in the profession. The partnership is expected to yield significant benefits for the maritime industry, including improved efficiency, reduced congestion, and enhanced trade facilitation.



AGENCIES	AUTOMATION	BLUEECONOMY	CAPACITY	CARGO
CENTRALIZED	COLLABORATION	COMMUNITYSYSTEM	CONTAINER	DIGITIZATION
DREDGING	EFFICIENCY	ENERGY	COMPETITIVENESS	ENVIRONMENT
FACILITATION	HARBOUR	IMO	INFRASTRUCTURE	LANDLOCKED
LEAKAGES	MARITIME	MODERNIZATION	OPERATIONS	PERFORMANCE
PMAWCA	PORT	PORTSECURITY	RENEWABLE	SINGLEWINDOW
STRATEGIC	TARIFF	TECHNOLOGY	TRADE	TRAFFIC

By: ABUBAKAR MOHAMMED

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Delta Ports Complex,
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deltainfo@nigerianports.gov.ng

Tin Can Island Port Complex,
Apapa, Lagos
tcipinfo@nigerianports.gov.ng

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

Rivers Port Complex,
Basket House, Port-Harcourt - Rivers State.
riversinfo@nigerianports.gov.ng

Onne Port Complex,
Onne, Rivers State.
onneinfo@nigerianports.gov.ng

Nigerian Ports Authority

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IWD: NPA Celebrates Female Workforce

BY LUCY AKINSANYA AND
ABIGAIL OHIDA (Corp Member)

The Nigerian Ports Authority (NPA) Headquarters recently joined the global community in celebrating 2025 International Women's Day (IWD) with a vibrant event that honored the contributions of women in the maritime sector. The celebration, themed "Embrace Equality", highlighted the vital role of female professionals in the industry while advocating for greater gender equality and empowerment.

Speaking, the Managing Director NPA, Dr. Abubakar Dantsoho expressed his profound admiration for the women in the organisation. He emphasized that a day is insufficient to celebrate the numerous roles women play in society, noting that the event serves as a time to reflect on the Authority's contributions and the strides made towards achieving gender equality. Dr. Dantsoho also highlighted key initiatives at the NPA that have supported women's advancement, including extending maternity leave from 3 to 6 months and offering flexible working hours for nursing mothers, one hour after the resumption time and an hour before the normal closing time.

The Managing Director stated that female leadership is key in organizational roles, stressing that the United



MD NPA with Female workforce

She underscored that International Women's Day is a reminder to foster a world where all individuals, regardless of gender, have equal access to opportunities and a safe working environment.

The Executive Director reflected on the growing role of women in leadership, both in technical and operational roles at NPA. She acknowledged the progress made but reminded the employees that the journey to full gender equity is ongoing. She emphasized that those barriers, such as unequal pay, do not exist in the organization at all while she reassured everyone that NPA remains steadfast in its commitment to providing equal opportunities for women, calling for the support of the female workforce, and emphasizing that empowering women strengthens families and nations.

She expressed her profound gratitude to the MD, Dr. Dantsoho, for his leadership role in organizing the event, as well as to the General Manager Corporate and Strategic Communications, Mr. Ikechukwu Onyemekara, for his significant role in ensuring that the event was a success. She also acknowledged the vital contributions of the male General Managers in the Authority for supporting women's progress at the NPA and appreciated employees of the Organisation as well as stakeholders.

The guest speaker and former General Manager of Medical Services, Dr. Mrs. Christy Akpa, in her lecture,

“International Women's Day is a reminder to foster a world where all individuals, regardless of gender, have equal access to opportunities and a safe working environment.”

Nations' 2025 theme, "Accelerate Action: Gender Equality" reaffirms NPA's commitment to advancing gender equality and addressing gender-based violence and discrimination. In an interaction with the Managing Director on the red carpet, he said, "We are appreciative of what they have been contributing so far, but we are hoping and also promoting that they should contribute more."

Earlier, in her address, the Executive Director, Finance and Administration, Mrs. Vivian Richard Edet stated that the day's celebration was dedicated to the women of NPA, according to her, this year's theme was not merely a "slogan" but a call to action, she urged women to continue their diligent, hardworking, and performance-driven efforts.

spoke on the importance of achieving and “Maintaining a healthy work-life balance”, stressing the importance for women to prioritize both their professional and personal well-being. Dr. Akpa provided insightful tips on managing stress, maintaining mental health and avoiding burnout. She encouraged the female workforce of NPA to stay strong, confident and focused, making time for self-care and seeking support from mental health professionals when needed.

She explained that to achieve work-life balance, there needs to be an understanding that the work demands focus and productivity and that life encompasses family, hobbies and personal care. Furthermore, she added that in dispensing work-life duties, there can be some form of stress on a person’s mental health, like anxiety, reduced focus, sleep issues and depression due to sadness and if that stress is not managed, there could be a negative impact. The Dr. urged personnel to set practical and smart goals to overcome challenges. She advised employees on the benefits of adequate sleep, exercise, incorporating strategies into daily living, laughter and dance to a woman’s health. She concluded that achieving a work-life balance is a continuum.

Highlights of the event was the red carpet interview segment, where series of thoughtful questions were posed to some of the Authority’s distinguished female officers alongside the quest speaker, former General Manager, Medical Services, Dr. Mrs. Christy Akpa. This set an energetic tone for the day, showcasing the intelligence and accomplishments of women in the organization. Motivational video where female pilots on board vessels displaying integral role women play in the sector was aired. The video served as both a source of inspiration and a testament to NPA’s commitment to inclusivity. Similarly a stage walk by kitted NPA operatives, a dance session by male General Managers of the Authority were featured and Six female employees won a spa voucher each worth 200,000.00 (Two Hundred Thousand Naira) only.

The General Manager Human Resources, Mrs. Dantiye Zainab Magaji, expressed her gratitude to the Management team, the guest speaker, Dr. Mrs. Christy Akpa and all attendees for their participation, support and for gracing the event.



Port Manager Tincan Rewards Excellent Services, Hosts Comptroller of Immigration

BY MICHAEL ONIOSUN

In a bid to shore up revenue and foster a stronger relationship with Terminal Operators and other stakeholders within the Tincan Island Port complex, the Port Manager of Tincan Island Port Complex Mr Abubakar Sani Isa has given out various awards to the five high performing Terminal Operators domiciled within the Port Complex as a form of recognition for their hard work and contribution towards improving revenue generation within the port.

The Port Manager who promised that the event will soon become an annual event added that “We are

honouring Terminal Operators because we have witnessed a lot of improvements in cargo handling and delivery Services. There has been increased efficiency in port operations leading to increased revenue for the government.”

Similarly, The Tin Can Port Manager, Abubakar Sani Isa, recently received in audience the new Tin Can Immigration Commander, Mrs Clementina Ogudu, in his office. The aim of the visit was to enhance synergy between the two organizations.

In her speech, Mrs. Ogudu expressed gratitude for the warm welcome, extending greetings from the Comptroller General of Immigration, Kemi Nana Nandap.

She appreciated the Nigerian Ports Authority (NPA) and its Managing Director, Dr. Abubakar Dantsoho, for being an accommodating landlord and for providing a building to house government agencies operating within the port.

The Commander also emphasized the need to educate Nigerians on the dangers of stowaway incidents and urged the government to provide a patrol boat to help Immigration officers swiftly respond to stowaway cases occurring around the port.

In his speech, the Port Manager of Tin Can Island Port, Mr. Abubakar Sani Isa, congratulated the new Immigration Commander on her appointment, stating that Immigration is one of the most important government agencies within the port and emphasized that collaboration between both organizations would significantly enhance operations. He welcomed her to Tin Can Port and assured her of his full support.

The Port Manager further noted that Immigration officers had already been accommodated in the newly constructed agency building within the port.

He assured the Commander that any requests from her officers would be given prompt attention, as his office was committed to providing the necessary support to enhance their operations.



Delta Port Manager visits Chevron Escravos

BY INNOCENT OKOROAFOR

The Port Manager, Delta Port, Sa’adu Dahiru Mohammed, recently visited Chevron Escravos facility. It marked a crucial step in the Authority’s continuous efforts to strengthen and streamline operations and enhance revenue generation.

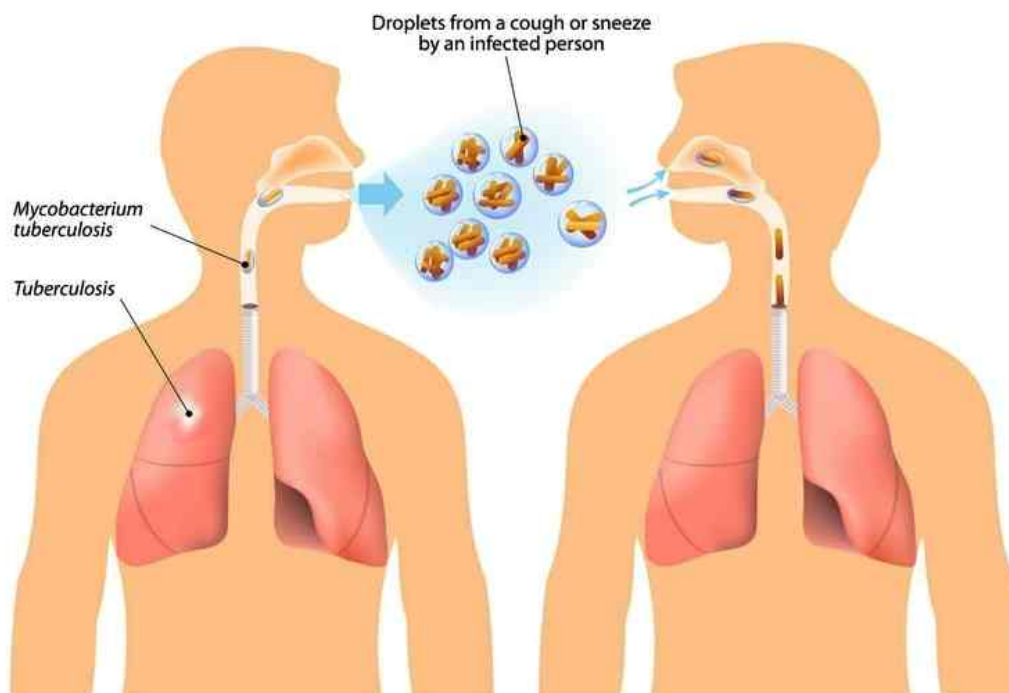
As a crucial part of the port, the Harbours Department took full advantage of the visit to gain access to the Chevron facilities and conduct a thorough assessment. With a special focus on their communication facilities, the department explored the possibility of aligning them with NPA communication equipment after an upgrade. This move is seen as a strategic measure to ensure safer navigation for vessels entering and exiting the port.

The Chevron management was delighted to receive the Port Manager and his team, as it provided them with the opportunity to seek clarification on some grey areas. Dialogue between the two entities is crucial in establishing a strong working relationship and paving the way for mutually beneficial collaborations in the future. The

Chevron management even went a step further by expressing their desire for such visits to be made regularly, showcasing their commitment to working hand in hand with the Authority.

Accompanying the Port Manager was the Head of Corporate and Strategic Communications, Mr Okoroafor Nwachukwu, Harbour Master Capt. Oluwaseyi Oluwole, Mubarak Suleiman Mashi, and Charles Ogoh. Their presence added expertise and professionalism to the visit, setting the tone for a productive and fruitful engagement.

The tone of the visit can be best described as one of collaboration and cooperation. Both parties acknowledged and appreciated the vital role each plays in the port industry and the importance of maintaining a strong partnership to achieve shared goals. The Port Manager also took this opportunity to express his gratitude to Chevron for their continuous support and their commitment to ensuring the safety and efficiency of the port’s operations.



Tuberculosis (TB): Check That Cough!

Tasiu Rabi
Senior Nursing
Officer



diameter, through talking, coughing, sneezing, laughing, and even singing. The larger droplets settle, while smaller droplets remain suspended in the air and are inhaled by susceptible individuals.

Tuberculosis is an infectious disease that primarily affects lung tissue. It may also spread to other parts of the body, including the meninges, kidneys, bones, and lymph nodes. The primary infectious agent is a bacterium known as *Mycobacterium tuberculosis*. Other species of *Mycobacterium* have rarely been associated with the development of TB infection.

TRANSMISSION:

TB spreads from person to person by airborne transmission. An infected person releases droplets containing the bacterial nuclei, usually 1–5 µm in

RISK FACTORS.

- + Immunocompromised status (people with lowered body defense mechanisms), e.g., those with HIV infection, cancer, transplanted organs, or high doses of corticosteroid therapy.
- + Close contact with someone who has active TB.
- + Substance abuse: e.g., injection drug users and alcoholics.
- + Pre Existing medical conditions: e.g., chronic renal failure, diabetes, malignancies, malnourishment, etc.
- + Any person without adequate health care: e.g., the homeless or

impoverished.

- + Immigration from countries with a high prevalence of TB.
- + Living in overcrowded, substandard housing.
- + Being a health care worker performing high-risk activities.

SIGNS AND SYMPTOMS.

- + Weight loss
- + Low- or high-grade fever
- + Night sweats
- + Fatigue
- + Persistent coughing, which can be productive, non-productive, or accompanied by traces of blood
- + Chest pain
- + Loss of appetite, etc.

WHEN TO VISIT HOSPITAL?

Visit a hospital if you have:

- % Fever
- % Night sweats
- % Persistent cough

You should also visit a hospital if you have been exposed to a TB patient.

PREVENTIVE MEASURES.

- + Always cover your mouth and nose when coughing or sneezing, or cough into your elbow.
- + Wash your hands thoroughly and often.
- + Avoid close contact with anyone suspected to have TB.
- + As a TB patient, it is not advisable to return to work until cleared by a healthcare provider.
- + Early identification and treatment of persons with active TB are essential.
- + Proper immunization, especially for children under five years, is important.

For further information, please visit the NPA clinic in your location

NPA Medical Service



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Calabar Port Complex,
New Calabar Port Complex
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Rivers Port Complex,
Basket House, Port-Harcourt - Rivers State.
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Ground pangolin *Smutsia temminckii*, pangolins are predominantly poached for their scales and meat © Darren Pietersen / African Pangolin Working Group

Combatting Illegal Wildlife Trade and Corruption in Maritime Transport



YETUNDE AGORO (MRS)
PRINCIPAL MANAGER
POLLUTION CONTROL

Illegal Wildlife Trade

Increased attention has been drawn to wildlife trade by the COVID-19 pandemic and the efforts of several organizations to implement and prevent Illegal Wildlife Trade (IWT).

Wildlife trafficking is estimated to generate more than US\$200 billion per year, making it the fourth largest illegal trade, after trafficking in fake products, drugs and humans.

Being cost-effective for traffickers, shipping is a popular method of illegally transporting wildlife (animals and plants), often smuggled in large quantities undetected.

Illegal Wildlife Trade (IWT) and smuggling of animal products are matters for customs and border control authorities to address through the lead agency, the World Customs Organization's (WCO) SAFE Framework of Standards, whose responsibility is maritime cargo security.

FAL 40 observed that IWT has several similarities with illegal drug trade, an issue tackled previously by the Committee through adoption of resolutions MSC.228(82) and FAL.9(34) on Revised Guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic. While recognizing

that IMO is not the lead agency for the prevention and suppression of IWT or the smuggling of drugs, the Committee agreed that failure to take necessary measures to prevent the carriage of such products on board ships, might lead to ships or seafarers being delayed and also legal proceedings.

Furthermore, the IMO involvement in IWT by ship is relevant both for the IMO strategic plan: SD 5: Enhance global facilitation and security of international trade; and for the IMO commitment to support the implementation of the 2030 agenda, especially United Nations Sustainable Development Goals 12 (Sustainable Consumption and Production), 14 (Life under Water) and 15 (Life on Land).

In this regard, the IMO is one of the 150 signatories of the United for Wildlife (UfW) Transport Taskforce Buckingham Declaration (created by the Royal Foundation of The Duke and Duchess of Cambridge to unite world's leading charities and prevent critically endangered species from being wiped out), is a landmark agreement to take steps to eliminate lapses in transportation and customs in order to hinder IWT.

The IMO participates in the UfW Transport Taskforce comprising of a network of private, public and third sector partners working individually and collectively to disclose, disrupt and prevent illegal wildlife traffic. In 2018, a financial taskforce was equally created to address the role of financial institutions in the fight against illegal wildlife trade.

FAL 46 had approved the *IMO Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic* (FAL.5/Circ.50). The guidelines serve as a tool to combat wildlife trafficking in the maritime sector and its implementation must be in accordance with international law, in particular, the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), the United Nations Convention against Transnational Organized Crime (UNTOC) and the United Nations Convention on the Law of the Sea (UNCLOS).

The guidelines aim to encourage collaboration and coordination at international, regional, national and port

level, and between competent government agencies, maritime transport operators, shippers, seafarers and other stakeholders engaged in the prevention and elimination of wildlife trafficking.

Illegal Wildlife Trade remains a controversial subject in the African Continent and across the globe. As a member state, a call to action was made to Nigeria concerning implementation of the Washington CITES Convention while working with other relevant stakeholders and private sectors in the fight against Illegal Wildlife Crimes and lobby for government's political will at all levels to support the campaign against illegal wildlife trafficking activities.

What is wildlife trade?

This is the sale or exchange of wild animal and plant resources. It involves live animals and plants or various types of wild animal and plant products. Wildlife trade is easier to track from country to country often checked and mostly recorded at Customs checkpoints.

Why do people trade wildlife?

People trade wildlife for cash or exchange it for other useful objects e.g., utensils in exchange for wild animal skins. The trade is driven by the end-consumer who has a need or desire for wildlife products, whether for construction, clothing or food.

What is wildlife trade worth financially?

TRAFFIC is driving action to minimize illegal trafficking and enhance benefits to people from legal and sustainable trade of wild species. However, estimates on wildlife trade are difficult to make. TRAFFIC guidelines calculated that wildlife products worth about 160 US billion dollars, were imported around the world annually in the early 1990s. Also, there is a huge and profitable illegal wildlife trade, but because it is conducted covertly, no-one can give accurate estimates on what this may be worth. According to the 2016 United Nation's estimate, annual value of illegal wildlife trade is USD7–23 billion.

What is the extent of wildlife trade?

Hundreds of millions of wild plants and animals from tens of thousands of species are involved in the trade. To provide an overview on the extent of wildlife trafficking, records of over 100 million tonnes of fish, 1.5 million live



African Elephant *Loxodonta africana*, is mostly poached for its tusks © naturepl.com / Tony Heald / WWF

birds and 440,000 tonnes of medicinal plants exist regarding the trade in just one year.

Why is wildlife trade a problem?

Most Wildlife trade is legal and by no means always a problem. However, it has the potential to be very damaging. Between 1970 and 2000, Populations of species on earth declined by an average of 40% with wildlife trade being the second-biggest direct threat to species survival, after habitat destruction.

The most obvious problem possibly associated with wildlife trade is that **it can cause overexploitation** to the point where the survival of a species hangs in the balance. Historically, such overexploitation has caused extinctions or severely threatened species and, as human populations have expanded, demand for wildlife has only increased.

Countless species are affected by current overexploitation of wildlife for trade. Awareness has been created regarding the cases of tigers, rhinoceroses, elephants and others, but many other species are affected. Concerns about overexploitation is valid because it affects livelihoods and harms the balance of nature.

Specific issues linked to illegal wildlife trade is based on demand for rare, protected species, often smuggled and/or by desire to avoid paying duties. In illegal wildlife trade, some species are endangered and obtained through environmentally damaging ways with conditions for transportation being terrible. Illegal wildlife trade is worrisome because it frustrates countries' aims to protect their natural resources.

Wildlife trade can also cause indirect harm through:

Introduction of invasive species which then prey on, or compete with, native species. Invasive species are as big a threat to the balance of nature as the direct overexploitation by humans of some species. Many invasive species have been purposely introduced by wildlife traders; examples include the American Mink, the Red-eared Terrapin and countless plant species.

Incidental killing of non-target species, such as dolphins and seabirds, when they are caught in fishing gear. It is estimated that over a quarter of the global marine fisheries catch is incidental, unwanted, and discarded. Incidental killing of animals also happens on land when crude traps are set (for



African Elephant *Loxodonta africana*, is mostly poached for its tusks © naturepl.com / Tony Heald / WWF



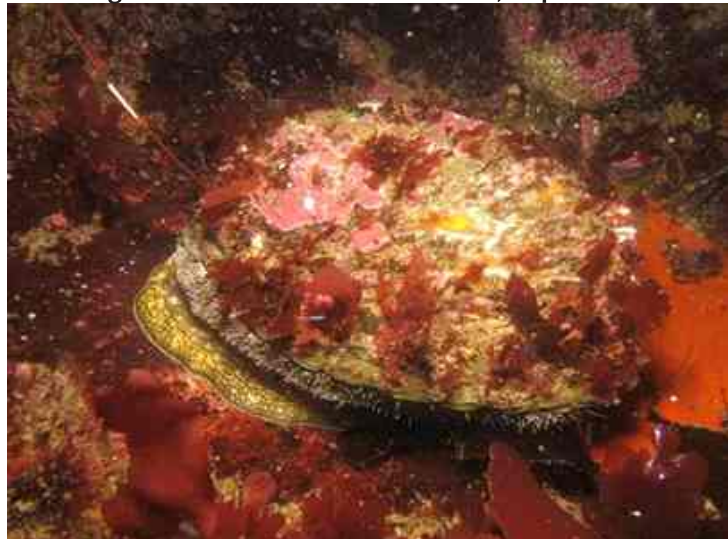
An African Black Rhino *Diceros bicornis*, poached for their horn



Seized Tiger skins in Chitwan National Park, Nepal



Rosewoods, such as this from Madagascar, are in high demand from markets in Asia © naturepl.com / Nick Garbutt / WWF



example, for musk deer or duikers). These cause damage and death to a variety of animals besides the intended ones.

Globally, there is a widespread decline in Wildlife populations. The decline has been so dramatic that it is estimated that the biomass of humans is now an order of magnitude higher than that of all wild mammals combined. The international illegal wildlife trade (IWT) results in habitat destruction and poaching to supply, which are two key drivers of this major problem. The value of illegal trade has been estimated at between \$7 and \$23 billion annually, making wildlife crime one of the most lucrative illegal businesses, often run by sophisticated, international, and well-organized criminal networks seeking to exploit the high rewards and low risks of the trade. At the local level, poaching is also the result of poverty, corruption, inadequate enforcement, and political instability.

Elephants and Rhinos conservation has received considerable global attention, but other mammals are under severe pressure as well, including cats (e.g. lions, tigers, cheetahs, zebras and snow leopards), non-human primates (e.g. great apes, monkeys), and pangolins - endangered, scaly-skinned mammals highly sought after for meat and scales that may be the world's most heavily trafficked mammal. Many species of reptiles, birds, amphibians, fish, invertebrates are also significantly impacted by poaching and illegal trade and require urgent attention. The demand for wildlife products may be fueled by the perceived medicinal value of some products or the social status that is associated with them. Other drivers of demand include opportunistic buying driven by the desire to possess exotic pets and rare plants and animals.

The accelerating decline in wildlife populations will have long-term negative impacts on local communities as it robs communities of their natural capital and livelihoods—\$70 billion per year is lost due to crimes affecting natural resources—deepens poverty and inequality, and threatens national security by causing instability and fueling conflicts. In many developing countries, wildlife is a driver for tourism revenues, job creation, and sustainable development. Wildlife also brings significant ecological and cultural benefits to regions around the world.

The conservation crisis of our time

Illegal wildlife trade is devastating wildlife species globally, as poachers, traffickers and highly-organized criminal syndicates ruthlessly pursue profit at any cost to meet consumer demand.

The trafficking and unsustainable trade in wildlife commodities such as elephant ivory, rhino horn, pangolin

scales, tiger bone, bear bile, and rosewood are causing unprecedented declines in some of the world's most charismatic, as well as some lesser-known, wildlife species. Frontline work is being done to ensure that illegal wildlife trade is identified, prevented, and prosecuted at every opportunity.

Pangolins

An estimated one million pangolins have been poached in the last decade, making them the most trafficked mammals in the world.

These shy creatures are poached in Asia and Africa for their scales and body parts, consumed for nourishment, a symbol of wealth or within traditional medicine. Efforts are ongoing to introduce measures to prevent the over-exploitation of these remarkable animals and turn the tide for pangolins.

African Rhinos

Black and White Rhinos are among Africa's most iconic mega-fauna; gentle grazers and browsers who once spanned the entire continent.

After years of ruthless poaching by organized criminal syndicates for their keratin horn, both African species of rhino are now threatened with extinction in the wild and in desperate need of protection. Work is being carried out to both reduce demand for their horn among target consumers in Asia, and develop innovative approaches to combating poaching and the illegal trade in rhino horn.

African Elephants

African Elephants are arguably the most well-known species to be heavily impacted by illegal trade and wildlife crime, given that approximately 90% have been decimated within the last century.

Global efforts to reverse this devastating onslaught on African Elephant populations have seen positive results, but demand for ivory still exists and illegal traders remain as resourceful and ruthless as ever. By closing domestic ivory markets which are contributing to poaching we can take significant steps towards



ending a slaughter that has lasted for decades.

Tigers

Tiger *Panthera tigris* populations have been devastated by poaching, illegal trade, human-wildlife conflict and habitat loss. Once common across Asian range states, these magnificent big cats are now estimated to number approximately 3,800 in the wild.

TRAFFIC monitors the illegal trade in tigers and found that an average of 110 individuals a year have entered the illegal trade chain in Asia over the last 16 years. As a result of such findings, Parties to CITES are now committed to phasing out tiger farming, which contributes to this trade and stimulates demand for their parts. Despite such positive moves, there's still a long way to go before wild tigers shed their Endangered status.

Tropical Timber

Timber is the most widely traded wildlife commodity worldwide, a significant amount of which is harvested and traded illegally.

Regulating this trade to ensure timber is harvested and traded legally poses significant challenges. Of particular concern are the threats facing tropical timbers, such as various species of Rosewood *Dalbergia spp.* In some nations, including Madagascar and Cameroon, overexploitation of precious timber is occurring at alarming levels, with forest clearance decimating biodiversity and threatening the livelihoods of local people.

Abalone

South African Abalone *Haliotis midae* is the most heavily exported species in aquaculture anywhere in the world. 95% of South African Abalone exports go to Hong Kong, where it is consumed as a delicacy or re-exported.

Recent TRAFFIC surveys have revealed that approximately 65% of South Africa's abalone exports are harvested illegally, and that organized criminal syndicates and even drug cartels are involved in the illegal trade that is harming both local communities and abalone populations.

South African Abalone *Haliotis midae*, consumed in Hong Kong and mainland China as a delicacy © Derek Keats

ELEPHANT AND ITS ILLEGALLY TRAFFICKED IVORY

The ONCFS (National Office of Hunting and Wildlife) mobile brigade of intervention is often called to record and deal with illegal trading in species. Guatemala Amazon or Blue-crowned Amazon in a cage for transport. French Guiana.

CONCLUSION/RECOMMENDATION

In the fight against Illegal Wildlife Trade, the Federal Ministry of Environment (Forestry Department) in conjunction with West Africa Biodiversity and Low Emissions Development (WABILED) is currently making efforts to create awareness through a series of specialized training workshops under the framework of implementing the ECOWAS West African



Syahir Syah of WWF-Kapuas Hulu holds Monyong, a baby orang-utan that was saved from the illegal wildlife trade. © WWF / Jikkie JONKMAN



Captive baby Sumatran Orang-utan (*Pongo abelii*). © TRAFFIC SE Asia/Chris R. Shepherd

Strategy for Combatting Wildlife Crime (WASCWC), funded by the United States Agency for International Development (USAID), to strengthen capacity and call for more collaboration amongst agencies such as the Nigerian Ports Authority (NPA), National Environmental Standards and Regulations Enforcement Agency (NESREA), the lead agency for enforcement of the CITES Convention that reports cases of illegal wildlife trafficking, Nigerian Customs Service (NCS), Interpol, Nigerian Immigration Service (NIS), Logistics Companies, Shipping Agencies, Financial Institutions, Anti-Fraud Agencies, Judiciary among others, to tackle the issue.

Fashion Trends:

Practical and Stylish Looks for Port Professionals

BY FIBERESIMA MIEBAKA

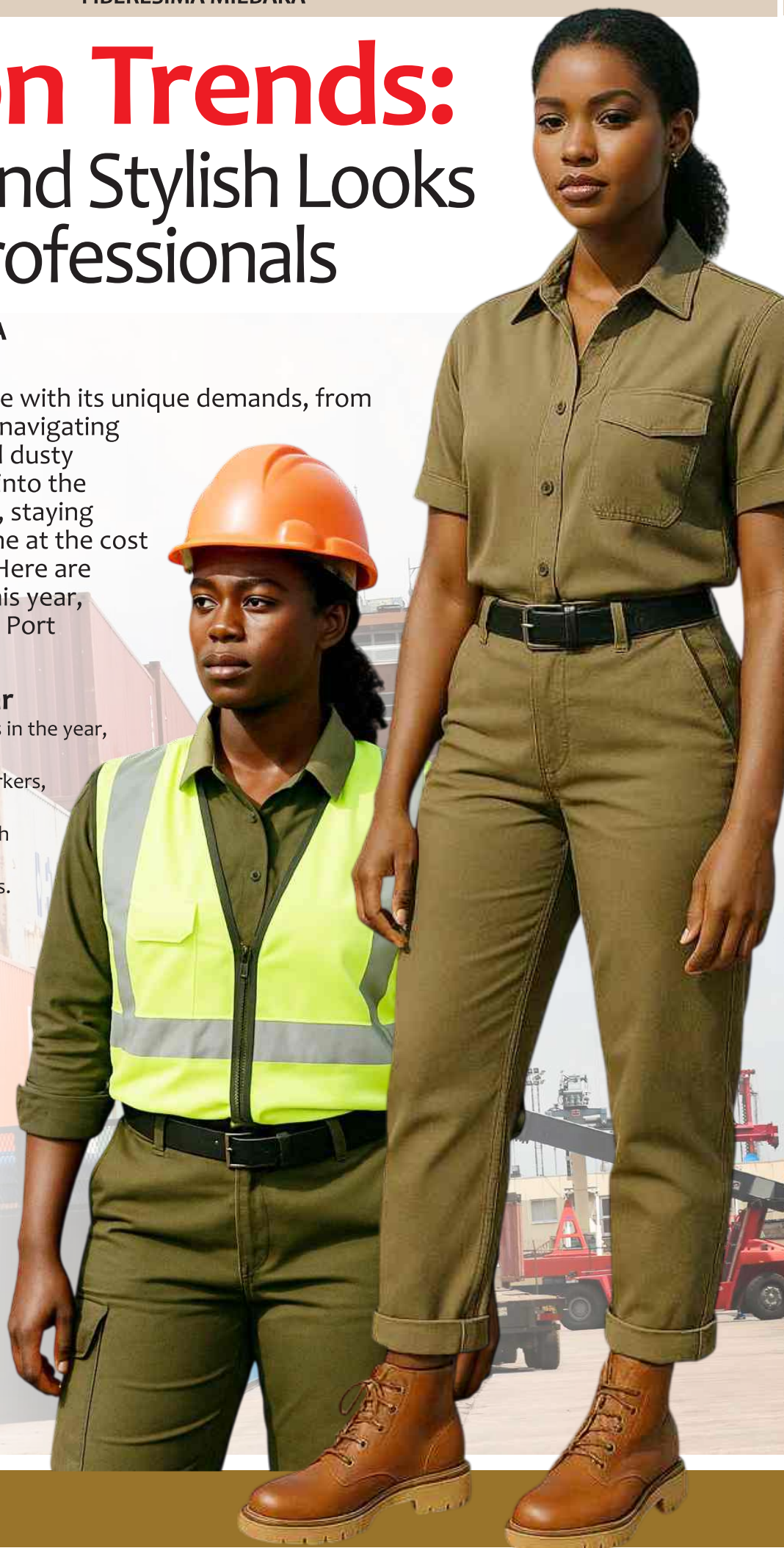
Working at the Ports come with its unique demands, from long hours on your feet to navigating unpredictable weather and dusty environments. As we step into the second quarter of the year, staying stylish doesn't have to come at the cost of comfort or practicality. Here are some key fashion trends this year, adapted to fit the needs of Port professionals:

Functional Utility Wear

The utility trend is making waves in the year, with workwear-inspired pieces dominating runways. For port workers, this is the blend of fashion and function. Think cargo trousers with multiple pockets, structured jumpsuits, and belted shirt dresses. These designs not only add a modern, edgy look but also provide practicality with their durable fabrics and storage options. Opt for neutral shades like olive green, beige, or navy to stay polished and professional.

Breathable Fabrics for Active Days

The year 2025 is about sustainable, high-performance fabrics. Lightweight and breathable materials like organic cotton, bamboo, and moisture-wicking blends are trending this year. These fabrics ensure comfort during long shifts while maintaining a sleek, polished



appearance. Look for tailored separates or button-down shirts in these materials for a refined yet relaxed vibe.

Stylish Safety Footwear

Gone are the days when safety shoes were purely functional. This year, safety footwear is getting a stylish upgrade. Metallic finishes, sleek designs, and lightweight materials are being incorporated into protective footwear. Invest in a pair of steel-toe boots or safety sneakers that combine durability with modern aesthetics. Neutral or earth tones work best, as they pair well with most outfits.



Layering with Statement Jackets

For chilly mornings or rainy days at the Port, statement jackets are the way to go. The 2025 trend leans towards oversized blazers, utility jackets, and trench coats with bold details like contrast stitching, belts, or subtle prints. Stick to waterproof or dust-resistant options for practicality while adding a touch of sophistication.



Minimalist Accessories and Makeup

Port environments call for practicality and ease, making minimalist style not just a trend but a necessity. This year, opt for clean, understated accessories such as classic, functional wristwatches and bags with smart compartment for everyday essentials.

When it comes to makeup, less is more. A fresh, natural look with a light base or tinted moisturiser, a touch mascara, and a nude lipstick or lip gloss keeps you polished without appearing overdone. Most importantly, wear sunscreen daily. It helps protect your skin from sun exposure, which is common in outdoor workspaces, keeping you safe while maintaining a healthy glow.

Earthy Color Palettes with a Pop:

The colour trend for the year revolves around earthy tones like terracotta, moss green, and sand, paired with pops of bright hues like cobalt blue or burnt orange. Incorporate these colors into your wardrobe subtly—think a bright scarf, a colored shirt under a neutral blazer, or accessories in bold shades.

Fashion at the ports doesn't have to be boring. With these new trends, you can balance practicality with style, making every day at work functional and fashionable. The key is to invest in cloths that are durable, comfortable, and versatile, ensuring you're always ready to go out in style.



Importers Begin to Cut Orders After 145 Percent Tariff on China

American importers are beginning to delay or cancel orders in China due to the White House's new 145 percent tariff on Chinese goods - and some U.S. firms may even abandon import cargo on the dock because they can't afford to pay the extra duties, though the White House has promised an exemption for goods already in transit.

Even before the latest hike, Chinese manufacturers faced a tariff of 20 percent from earlier White House actions. Many have already discounted their goods to the lowest profitable price in order to offset the effects. "It is a deal breaker," toy factory owner Chen Qingxin told the Wall Street Journal. "No room for doing business anymore, for both sides."

Given the effective doubling of their wholesale costs, American retailers are already beginning to cancel or defer orders. E-commerce giant Amazon began to revoke orders this week, according to

Bloomberg, and has already canceled shipments of summer goods like air conditioners, beach chairs and scooters.

Exporters in China are also adapting to a new reality. "All factory orders are suspended. Any goods that have not been loaded will be cancelled and goods that are already at sea will be re-priced," one manufacturing

executive told SCMP. "The loss on each container we ship is now greater than the profit we used to make on two containers." He added that his firm has heard from at least one U.S. client that the goods would be abandoned on the dock when they arrived because the tariffs make them too expensive to sell.



Two container ships at berth at port Los Angeles

Pakistan Welcomes \$2B Investment from Maersk

Pakistan has welcomed a \$2 billion investment from the global shipping giant Maersk. On Tuesday, Pakistan Prime Minister Shehbaz Sharif met with Robert Maersk, Chairman of the A.P Moller-Maersk board, who was on a business tour in the country. Sharif hailed the investment as a significant boost to

Pakistan's maritime sector.

Maersk initially announced the investment last year in October, during the signing of a Memorandum of Understanding (MoU) between Denmark and Pakistan on maritime development. At the time, the MoU was signed by Danish Minister for Industry and Business Morten Bodskov and Pakistani Minister for Maritime Affairs

Qaisar Ahmed Shaikh.

Prime Minister Sharif has directed Pakistani authorities to fast-track conversion of the MoU into a formal agreement. He also directed formation of a technical working group to accelerate drafting of a maritime collaboration agreement with Maersk, with recommendations to be presented within a month.

"Pakistan has a crucial role as an economic corridor for trade with Central Asia, a key factor for our company. Maersk is committed to modernizing Pakistan's port logistics and equipping them with advanced technology to establish a major maritime trade hub in the region," said Robert Maersk.

Maersk also emphasized that his company has a long history in the region, with the first Maersk ship arriving in Pakistan in 1924. Maersk is reportedly exploring options of developing a deep-water container terminal, with a focus on Karachi and Port Qasim.

ZIM Inks \$2.3 Billion LNG Chartering Deals

ZIM Integrated Shipping has signed long-term charter agreements for ten 11,500 TEU LNG dual-fuel container vessels, totaling approximately \$2.3 billion in charter value.

The vessels, to be delivered between 2027 and 2028 from China's Zhoushan Changhong Shipyard, will serve across ZIM's global trade routes. Seven ships will be chartered to Container Ventures Holdings, tied to Greece's TMS Group, while three will go to an affiliate of Kenon Holdings, ZIM's former largest shareholder.

ZIM CEO Eli Glickman said the deal builds on the company's recent fleet modernisation push, which included 46 newbuilds delivered since 2021. He called LNG capacity a "commercial advantage" and emphasised its role in meeting growing demand for low-emission shipping.

These vessels strengthen our fleet and support profitable, sustainable growth, Glickman said.

World Shipping Council Welcomes Executive Order On Revitalizing U.S. Maritime Industry

World Shipping Council Media Release: WSC welcomes Executive Order on revitalizing U.S. maritime industry Washington, D.C. - April 10, 2025 - World Shipping Council President & CEO Joe Kramek welcomes the U.S. administration's plan to rebuild American shipbuilding through strategic public-private investment, workforce development, and targeted incentives to rebuild shipbuilding capacity.

"We want to work constructively with the administration on its efforts to revitalize the U.S. maritime industry," Joe Kramek said.

"As we've said previously, revitalizing the U.S. maritime industry will require a comprehensive, realistic, and sustained strategy developed by the Administration and Congress and enacted through legislation."

"The Executive Order outlines several encouraging elements that reflect a serious focus on rebuilding the American maritime industry," Joe Kramek said.

"Given the direction of this Executive Order and the comments made by the U.S. Trade Representative earlier this week, the World Shipping Council is hopeful the USTR recognizes that alternative measures to impose retroactive port fees would disadvantage all aspects of the supply chain - from

consumers to farmers, from energy producers to manufacturers," Joe Kramek said.

WSC member lines, who are container and vehicle carriers, are significant participants in the U.S. maritime industry. WSC member lines contribute 75 percent of the vessels enrolled in the U.S. Maritime Security Program, carry 65 percent of seaborne U.S. trade, and have significant shipbuilding experience.

WSC members are integral to the U.S. economy and the U.S. maritime sector. Liner shipping contributes \$2 trillion to the U.S. economy and supports 6.4 million U.S. jobs paying more than \$420 billion in annual wages.

"The World Shipping Council stands ready to support the Administration with constructive proposals to help revitalize the U.S. maritime industry," Joe Kramek

LNG-Fueled Newbuild Car Carrier Delivered To K Line in Japan

The newly built LNG car carrier, Triton Highway, was delivered to K Line. A naming ceremony was held on 10 April. The vessel was constructed at the Marugame headquarters of Imabari Shipbuilding Co., Ltd., Japan. The new car carrier has a capacity for transporting 7,000 vehicles and is primarily fueled by LNG.

LNG as a fuel reduces CO₂ emissions by 25% to 30% and reduces the emission of sulfur oxide compounds by almost 100%. The vessel also features Exhaust Gas Recirculation, which cuts emissions of nitrogen oxides by 80% to 90%.

The vessel also boasts other cutting-edge features concerning safety measures, which have earned the vessel classifications such as "Fire Fighting" and "Electric Vehicle" from the classification society ClassNK. The Triton Highway is the first of K Line's new car carriers to be awarded these notations.

The Triton Highway is a Japan-flagged car carrier with a length of 199.9 meters, a width of 38 meters, and a depth of 38.76 meters.

K Line has set an ambitious emission reduction goal of reducing its emissions by 50% compared to its 2008 records by 2030, surpassing the goal set by the IMO, which requires a reduction of only 40%. Furthermore, K Line has set a goal of reaching net-zero GHG emissions by 2050.

BIMCO Approves Revisions to War Risk Clauses

The Documentary Committee of BIMCO has approved revisions to its War Risk Clauses to reflect changes in the geopolitical challenges facing the shipping industry.

The Documentary Committee reviewed the existing BIMCO War Risk Clauses and agreed on the updated versions, BIMCO War Risk Clause for Voyage Charter Parties 2025 (VOYWAR 2025) and the BIMCO War Risk Clause for Time Charter Parties 2025 (CONWARTIME 2025).

A revision of BIMCO's War Cancellation Clause 2004 was also considered but the subcommittee decided that the clause is fit for purpose.

"We consistently revise our clauses to ensure they are up to date for this global industry. The revisions to the War Risks Clauses are essential to accurately reflect the

dynamics of conflicts today, not least the war in Ukraine and recent attacks on shipping in the Red Sea," says Nicholas Fell, Chairperson of BIMCO's Documentary Committee.

The subcommittee working on the revisions ahead of the Documentary Committee has also discussed war risk insurance aspects and addressed topics such as the responsibility for premium payment and transparency of the premium payable by charterers to the owners. The premium payment is the additional premium payable for entering into a high-risk area such as the Red Sea at times when the Houthis have targeted commercial ships in the area. The intention of the revision is to ensure clarity and balance in the additional premiums charged by shipowners.



Fura Da Nono

“Fura da Nono” is a traditional Nigerian delicacy made from cow milk and millet gruel, consumed in the North, particularly by Fulani and Hausa.

The dish consists of soft millet dough balls, known as fura, which are blended with fresh cow milk or yoghurt to create a rich, refreshing and highly nutritious meal.

Ingredients include the following:

- Millet flour
- Ginger powder
- Cayenne pepper
- Cloves
- Black pepper
- Sugar
- Water
- Fresh cow milk or yoghurt

Method of Preparation

1. Prepare the Millet Dough

* Sieve the millet flour to remove any coarse particles.

* Grind the dry ingredients (ginger powder, cayenne pepper, cloves, and black pepper) into a fine powder and mix them with the flour.

* Boil water and gradually add it to the flour mixture, stirring continuously to form a firm dough.

* Knead the dough thoroughly and shape it into small, round balls.

2. Cook the Fura

* In a separate pot, bring water to a boil over medium heat.

* Place the millet balls into the boiling water and cook for about 30 minutes.

* Check the center of one ball to ensure it is properly cooked. If needed, cook for an additional 5–7 minutes.

3. Blend and Serve

* Remove the cooked millet balls from the pot and transfer them to a blender.

* Add a small amount of hot water and blend to achieve a smooth consistency. Be careful not to make it too thick or too runny.

* Once blended, shape the mixture back into balls and dust them lightly with millet flour to prevent sticking.

* To serve, mix the millet balls with fresh cow milk or yoghurt and blend until smooth.

* Add sugar to taste and enjoy it chilled.

Storage Tip

Rolled millet balls can be stored in the refrigerator for future use, making Fura da Nono a convenient and nutritious meal option.



10 Nutritional Value and Health Benefits of Bitter Kola

Bitter kola or *Garcinia kola*, is a small fruit native to West Africa. Bitter Kola has been a staple in traditional remedies for many years due to its powerful therapeutic and healing properties.

Bitter Kola contains several active compounds that offer numerous health benefits. From boosting immunity to aiding digestion, bitter Kola is a powerhouse of health benefits that should not be overlooked. This article will explore the nineteen fantastic health benefits of Bitter Kola.

Known for treating various health issues; it is not common in Western medicine as in African traditional medicine. Bitter Kola's leaves are for tea, a remedy for multiple ailments such as diabetes, cancer, and malaria.

Virtually all parts of the kola tree are helpful in traditional African medicine; the most commonly used is the bitter kola nut. Bitter kola nut is an edible seed with a sharp, bittersweet taste and a slight sweetness as you chew it.

It is a powerful plant medicine known for its various health benefits, ranging from immunity boosting to aiding digestion. Bitter Kola has a lot of great benefits. It contains plenty of vitamins, minerals for your bones and muscles, and protein to help build muscle! This article will delve into the 19 excellent health benefits of Bitter Kola and its active compounds.

1. Serves as Anti Poison: Chewing bitter Kola is a natural, herbal remedy to all sorts of food poisoning. It works by detoxifying and stopping the bacteria infection from food poisoning.

2. Cures Sexual Impotence: Bitter Kola helps increase sexual cravings in men, which is why most love potions have bitter Kola as a significant ingredient for libido enhancement.

3. Enhances the Immune System: Bitter Kola has all the necessary nutrients to protect the immune system, offering support against attack from harmful toxins.

4. Fights Against Inflammation: African people over the years have been chewing bitter kola seeds to cure

inflammation. The plant's high levels of caffeine and other compounds can relieve arthritis, osteoarthritis, rheumatoid arthritis, and inflammatory bowel disease.

5. It has Antibacterial Properties: The bitter kola leaf is antibacterial and can inhibit microorganisms in *Escherichia coli*, *Salmonella typhi*, *Streptococcus pyogenes*, and *Staphylococcus aureus*. These plants also have anti-inflammatory properties that can treat pain and inflammation.

6. Remedy for Glaucoma: Glaucoma is becoming increasingly common and can be severe if not properly managed. Bitter Kola is an eye medication because of this plant's high levels of beta-carotene. Bitter Kola, therefore, helps treat glaucoma by reducing pressure in the eye. Eating bitter Kola twice a day is recommended to treat glaucoma.

7. Counteraction from Malaria: Kolaviron, the antimalarial properties in bitter Kola, is a natural anti-inflammatory phytochemical and antioxidant making it a high antimalarial catalyst. Antioxidants and anti-inflammatories are substances found in a wide variety of plants. They keep your body resilient against free radical damage. Bitter Kola has several antioxidants and anti-inflammatories, making it a great source of antimalarials.

8. Helps in Weight Loss: Recent studies have shown that consuming Bitter Kola may help with weight loss and fat reduction. It is thought that the nut's bitter taste helps to suppress appetite.

9. Used to Fight Infection: When an infection like a common cold, cough, hepatitis, fever, and others occurs, eating bitter Kola can help you feel better speedily.

10. Can Help Boost Energy Levels: Bitter Kola contains a high amount of caffeine, a natural stimulant that can help boost energy levels. It also contains theophylline, theophylline, and other compounds that similarly affect the body. For centuries, traditional medicine has relied on it to help fight various health problems, including fatigue.

– Culled from Finelib.com



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The **Nigerian Ports Authority (NPA)** aims to provide professional port operation which meets the current and future needs of our customers.

Applying a proactive and innovative approach in managing the Ports in Nigeria maximises operational efficiencies and provides real value for money to all our stakeholders and port facility users.

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

Nigerian Ports Authority

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

Our Port Locations:

Lagos Port Complex,
Wharf Road, Apapa, Lagos
lpinfo@nigerianports.gov.ng

Tin Can Island Port Complex,
Apapa, Lagos
tcipinfo@nigerianports.gov.ng

Rivers Port Complex,
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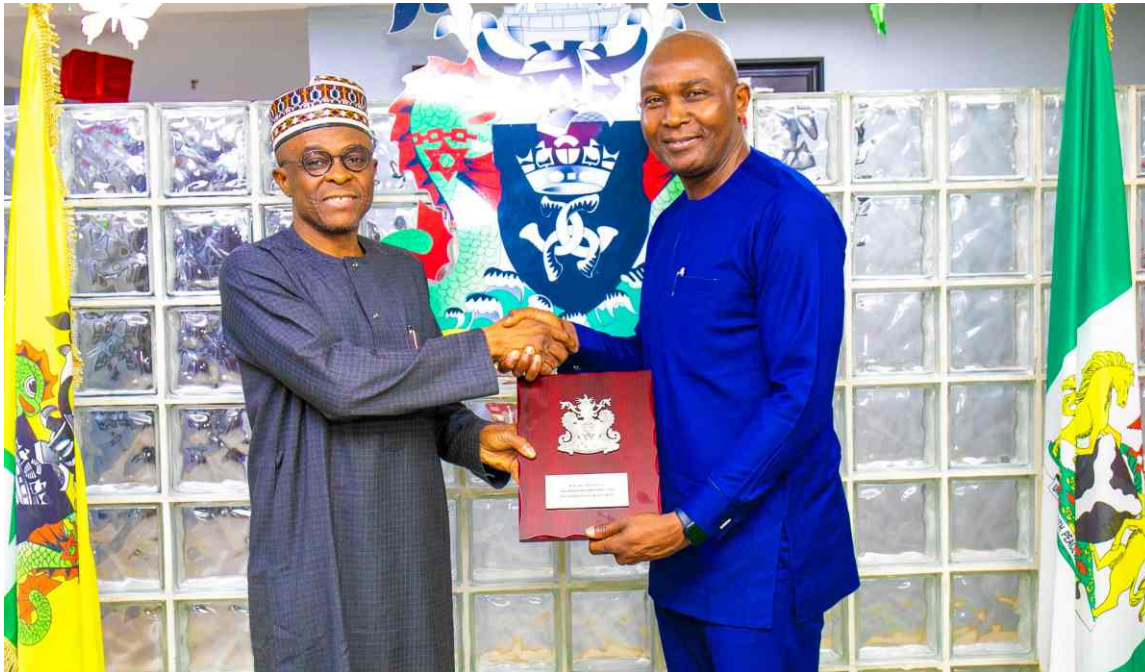
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PHOTO SCENETHESIS

By Paul Erakhifu, and
Abidemi Agboola



MD NPA, Dr. Abubakar Dantsoho presents the authority's plaque to the MD of NLNG, Dr. Philip Mshelbila at the NPA headquarters in Lagos.

NPA, NLNG Collaborate To Increase Exports





Dr. Dantsoho Receives MD Lekki Port



L-R: The Managing Director, Nigerian Ports Authority, Dr. Abubakar Dantsoho receives a plaque from the MD/CEO Lekki Port , Wang Qiang during a working visit to NPA headquarters in Lagos.



MD NPA, Dr. Abubakar Dantsoho (4th left), the MD/CEO Lekki Port , Wang Qiang (5th left) and officers of NPA and Lekki Ports during the working visit in Lagos



NPA Management Meets Executives Of Citi Bank



NPA MANAGEMENT MEETS EXECUTIVES OF META DIGITAL SERVICES (MDS) LTD.

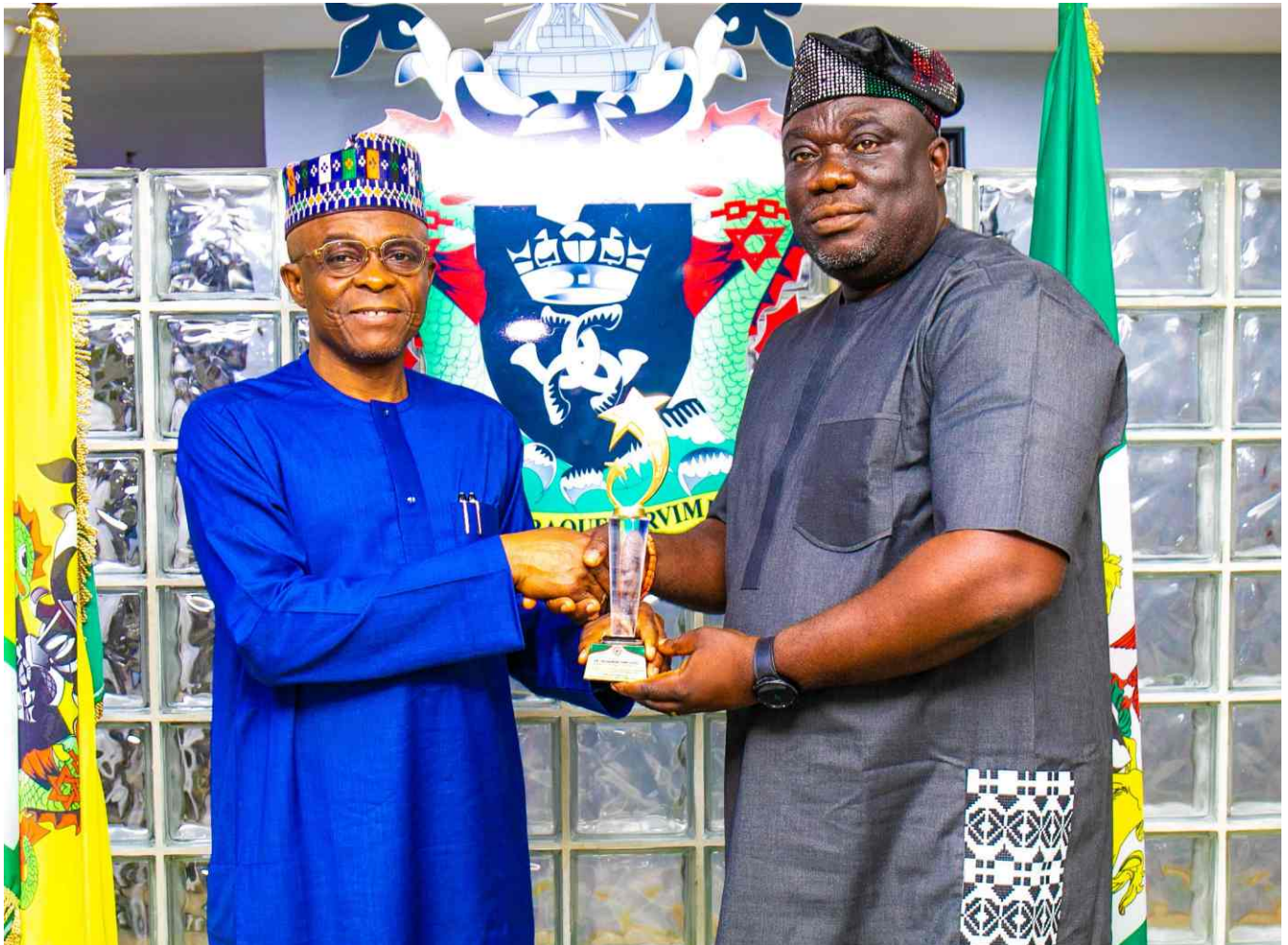
L-R: MDS Director, ICT, Carl Sackey, MDS Business Development, Mariam Chanyalew, MD NPA, Dr. Abubakar Dantsoho and MD MDS, Alwin Hoegerte during the working visit to NPA.





**PRESIDENT OF PMAWCA, DR. ABUBAKAR DANTSOHO
VISITS SG, PMAWCA IN APAPA**





NPA Management Synergises With The Executives Of Barge Operators Association Of Nigeria (BOAN)





NPA Fire Service Sensitises GMs and Workforce On Usage Of Fire Equipment





NPA AT THE KADUNA TRADE FAIR





Spotlight on terminal operators and agencies in Nigeria

Nigerian Ports Today (NPT), your trusted source for news and features on the Port industry brings you a new dimension to the story.

We'll be featuring terminal operators and agencies across the country on a regular basis to bring you up to speed on their activities and how they align with the Federal Government's action plan on port operations.

In this edition, we'll be featuring one of the concessionaires, Ports & Cargo Handling Services Limited, at the Tin Can Island Port Complex in Lagos. Enjoy!

Ports and Cargo Handling Services is the port operations arm of SIFAX Group. The company is managed by a team of tested professionals, expatriates and Nigerians with a proven track record of achievements; working with a cream of well trained and motivated staff to ensure that the goals of the organization are met.

"Our aim is to enhance and consolidate our position as a leader in global port operations and related services in the West African coast. With efficient operational schemes and standards, we work tirelessly to maintain international recognition for our mark of quality service and customer satisfaction," it says on their website.

Ports and Cargo Handling Services was among the few terminal operators given concession to run ports

in Nigeria in the light of the government's decision to build capacity in shipping through public – private sector partnership.

The company commenced operations on May 10, 2006 at Terminal C in Tin Can Island Port, Lagos, Nigeria. It has four berths with a combined length of 795 metres and 13 metres draft and conveniently handles bulk/general cargo carriers, as well as container and RORO vessels.

Ports & Cargo Handling Services Limited has changed the face of port terminal management in the country with its multi-million dollars investment in functional and modern cargo handling equipment including shore cranes, RTGs, terminal tractors, among others. There has also been a massive investment in the provision of other infrastructure at the terminal as well.

With other innovations like computerised container tracking and ship planning, the company has offered the port users excellent service that has turned the terminal to a port of first choice in Nigeria for vessel owners, ship agents, clearing agents, among others.

Another critical service provided by the company is stevedoring. It operates with a dynamic pool of well trained dock workers who are experts in the loading and discharge of a wide range of cargoes.

Some of its clients include Mediterranean Shipping Company (MSC), Maersk, United Arab Shipping Company (UASC), MNM African Shipping Line, and EuroAfrica Shipping Line.

MD NPA Visits Onne Port, Reminisces His Tenure As Port Manager

Dr. Barbara Ejemeh Nchey-Achukwu

The Managing Director of the Nigerian Ports Authority (NPA) Dr. Abubakar Dantsoho was filled with nostalgic feelings during his two day working visit to the Onne Port Complex in Rivers State recently.

Speaking at a reception, the Managing Director expressed happiness and described his visit as a sort of home coming, having served in the past as a Port Manager.

Dr. Dantsoho recalled a prophesy by the late Monarch of Onne town (EH ONNE), His Royal Highness Late King Dr. John Dennis Osaronu, who in his palace during his familiarization visit as the new Port Manager, had predicted in his prayer, that he the Port Manager will go up the ladder in NPA to eventually become the Managing Director. The Royal Father had recounted a number of persons, who became the MD of NPA, serving as Port Managers at the Onne Port.

The NPA MD who expressed his appreciation to God for bringing the prophesy to pass as he has since become the Managing Director of the organisation, prayed for the repose of the soul of the late Royal Father.

The Managing Director recalled his success laden time at the Port which included midwifing the commencement of the Onne multi-purpose terminal which today is waxing stronger in the areas of trade facilitation towards the improvement of the Marine and Blue Economy Ministry. Also he recalled carrying out some Corporate Social Responsibilities in the host communities, which led to peaceful co-existence between the Port and the communities. He went further to state

how he related favourably with the workers and ensuring their welfare, safety and security.

Addressing the workforce, he revealed that he was abreast of the challenges of the port. He asserted that his management was working on addressing facility and equipment upgrade to improve the Port's revenue, while calling for collaborative efforts towards achieving NPA objectives. He added that workers welfare will be given a pride of place in his management agenda.

Earlier in his welcome address, the Port Manager of Onne Port Abdulrahmon Hussain thanked the MD for his visit and assured him of the workers loyalty. The Onne branch chairman of the Senior Staff Association of Statutory Corporations and Government Owned Companies (SSASCGOC) Comrade Ime Edemeisong welcomed the MD while also appealing

to him to do a lot more for the workers of the organisation as it would propel them into increased productivity.

In the same vein, the incumbent Port Manager, Onne Port, Abdulrahmon Hussain has visited Ogu Council of Chiefs in the Ogubolo LGA area of Rivers State.

Speaking during the visit, Hussain promised that he would build on the existing peace, security and that Corporate Social Responsibility to these communities would continue to get better.

Responding, the Ogu Council of Chiefs Chairman, Chief Adokiye Ochemiebia-Chuku thanked the PM while asking for more community projects for the Ogu community.

The Port Manager, Abdulrahmon Hussain also visited the Onne and other coastal communities where he also distributed essential commodities. Traditional rulers and leaders of those communities paid glowing tributes to the Authority for their kind gestures.

Ekine Receives NIPR Chairman, Cross River State Chapter at Calabar Port

By TOLONISEDE ADETAYO MAYOMI, C&SC Calabar

The new Calabar Port Manager, Mr. Ekine Ibifiri Alex, has received the Chairman of the Nigerian Institute of Public Relations (NIPR), Cross River State Chapter, Mr. Benedict Okache, in his office recently.

Okache presented a congratulatory message from the chapter to the Port Manager and advocated the sustenance of the already solid relationship and mutual understanding between the Nigerian Ports Authority as a whole and Calabar Port in particular.

Ekine assured them that he would further strengthen the relationship between NIPR and the Calabar Port Management.

New Director State Security Service Apapa Command (DSS) Visits Fire Service Station At Lagos Port Complex

BY FLORENCE ONWEAGBA

The newly posted Director State Security Service (DSS) Mr. Abdulganiyu Babatunde visited Lagos Fire Station Apapa Port recently as part of his tour of Area of Responsibility within and around Lagos Port Complex. He was received by the Commander, Fire Service Station Apapa, Mr. Ngozi Onyeagwazi along with his team. The Apapa Port Commander, X-rayed the Port Management's effort in ensuring that the Port is safe and able to combat fire incidences.

Earlier in his opening remark, the Commander, Mr. Ngozi

welcomed the Director and his team. He assured them of the Management's readiness to collaborate especially as regards fire incidents toward ensuring that the Port is safe and secure for business to thrive.

The purpose of Mr Babatunde's visit was to acquaint himself with the Lagos Ports Fire Service Station and assess their readiness to combat emergency fire incidents in relation to human capacity and equipment.

He expressed satisfaction with the level of preparedness and the desire to collaborate further with the Fire Service, Lagos Port to foster a relationship that will enhance effective work environment.



A Visit To

BARRACUDA Beach

BY PAUL ERAKHIFU

Beaches are among the most popular destinations for picnickers, tourists, visitors and holidaymakers looking to relax and experience the natural beauty of the environment. The calmness and serenity of the beach are captivating, making it a perfect getaway from the hustle and bustle of daily life.

During the last public holiday, I had the opportunity to visit Barracuda Beach in Ajah, Lagos, with a group of friends. It is a well-organized beach where people gather in large numbers to relax and celebrate with loved ones. The experience was truly memorable and in this write-up, I will share my time at the beach and encourage readers to explore similar destinations during the next festive or public holiday.

A PLACE TO RELAX

One of the major highlights of my visit was the peaceful atmosphere of the beach. The gentle waves, fresh breeze and open space provided the perfect setting to unwind. With the pressures of work and daily responsibilities, it is important for professionals, traders, civil servants and workers to take time off for relaxation. Despite our busy schedules, a visit to the beach can serve as a great way to relieve stress and rejuvenate the mind.

A PLACE TO HAVE FUN

The beach is not just about relaxation—it is also a place to have fun! During my visit, I saw people engaging in various activities, including:

- Swimming in the ocean
- Playing beach volleyball and basketball
- Horse riding along the shore
- Building sandcastles
- Enjoying music and dancing
- Visiting the beach with family, friends, and colleagues provides a perfect opportunity to bond and create lasting memories.

PARTY/GET TOGETHER

Apart from individual fun, the beach is also a great location for social events. While at Barracuda Beach, I noticed a group of people celebrating a birthday party. Others were having casual gatherings with colleagues, friends and business associates. The beach provides a relaxed environment for parties, team bonding sessions and informal business meetings.

THE BEACH UNFOLDS THE BEAUTY OF NATURE

One of the most fascinating aspects of the beach is its natural beauty. The serenity, cool breeze, swaying palm trees and rhythmic waves that create a breathtaking view.



“ Tourism plays a significant role in economic growth, and beaches contribute greatly to Nigeria’s tourism sector.

Watching the water rise and fall in endless motion is truly mesmerizing. This experience serves as a reminder of the beauty and magnificence of nature, making the beach not just a recreational spot but also a place of reflection.

Tourism plays a significant role in economic growth, and beaches contribute greatly to Nigeria’s tourism sector. The Nigerian Tourism Development Authority (NTDA) should continue working closely with beach managers and private investors to enhance tourism experiences in the country. A well-developed tourism industry will not only

boost the economy but also create jobs and promote Nigeria as a top destination for both local and international visitors.

Collaboration among stakeholders in the tourism sector is essential to improving the value of beaches and other tourist attractions. The government’s relationship with beach managers should be strengthened to ensure that tourism continues to contribute positively to Nigeria’s Gross Domestic Product (GDP). As the global tourism industry evolves, Nigeria must invest in its rich natural sites, including beaches to attract more visitors and enhance economic growth.

My visit to Barracuda Beach was a refreshing experience, filled with relaxation, fun and admiration for nature’s beauty. Whether for personal relaxation, family outings or social gatherings, the beach remains one of the best places to unwind. I encourage everyone to explore the beaches near them during the next holiday—it’s an experience worth having!

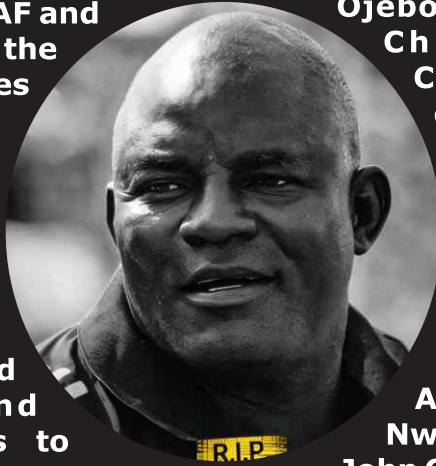
Christian Chukwu Dies, Leaving Memo

The death of the legendary captain and reliable defender of the Nigerian Green Eagles, late Chairman Christian Chukwu shook the entire Nigerian Football landscape reverberating across Africa up to CAF and FIFA who all paid glowing tribute to the man who led the 1980 Green Eagles to win Nigeria first AFCON trophy.

Chukwu who was born in 1951 had an excellent playing career with Enugu Rangers International culminating into playing for the Nigeria national team Green Eagles which he eventually captained.

His coaching career made him lead Nigerian national teams and extending his coaching services to Kenya and Lebanon.

The demise of Christian Chukwu makes eight the number of the 1980 winning team who had died at different times.



The list of those who have died include Best Ogedengbe, Muda Lawal, Okey Isima, Tunde Bamidele, Aloysius Atuegbu, Martins Eyo, Sam Ojebode, the team captain Christian Chukwu and Charles Bassey who both died with two days interval. Also late is the team coach Brazilian Otto Gloria.

Those who are still alive include David Adiele, Felix Owolabi, Segun Odegbami, Adokiye Amiesimaka, Henry Nwosu, Emmanuel Okala and John Orlando

NPT SPORTS DESK pray long life to those who are alive and eternal bliss for those who have departed.

Presidency, Abike Dabiri Host Moro Ojomo

... Promises To Unveil More Talents

President Bola Tinubu and the Chairman, Nigeria in Diaspora Commission(NIDCOM), Mrs Abike Dabiri, has hosted Morountoluwa Ojomo, a Nigerian-American professional footballer who recently emerged Champion at the 2024/2025 NFL Season in a Superbowl LIX rematch with the Philadelphia Eagles Kansas City. For Ojomo, who is well known as Moro Ojomo, the victory was a double triumph, following his first career sack weeks earlier.

Ojomo, whose path to NPFL is a story of resilience and hard work, was born in Lagos. He moved with his parents to California at seven. His family later settled in Texas where his father was a Pastor.

Though he started American football relatively late, Ojomo's physical features quickly impressed coaches at Katy High School. Though he started as a backup, Ojomo's dedication earned him a place in varsity's starting spot at junior years. As a senior, he received state honour and a scholarship to University of Texas. He had a redshirt as a freshman, but became a key player in 2020, culminating in his winning his first super bowl win victory.

During the Eagles play off run, Ojomo recorded five tackles among sack, contributing to their victories over Green Bay, Los Angeles, Washington before securing the championship against Kansas City in the Super Bowl.

He finished with two total tackles and a tackle loss helping to keep the Chief's offence under control for most part of the game.



ries of 1980 AFCON Winning Team



Nigerian Ladies Shine At Cricket World Cup

Chairman, National Sports Commission Mallam Shehu Dikko has poured encomium on members of Nigerian's U19 Women Cricket team for their achievements at T20 ICC U19 Cricket World Cup.

The Nigerian team known as the Yellow Green made a mockery of pre-tournament analysis and predictions with their performance to make the competition Super 6.

Similarly, the girls secured an automatic ticket to the next U19 cricket World Cup after they shocked the Cricket world with a win against cricket giants like "New Zealand" and a hard-fought win against Ireland in the last game.

At a reception for the girls, Dikko described the girls' performance as a monumental achievement that is worthy of appreciation and celebration by

Nigerians.

"This girls gave our country another global recognition with what they achieved in Malaysia. These mark the first time Nigeria will be attending a cricket World Cup," he added.

President, Nigerian Cricket Foundation (NCF), Mr Uyi Akpata, believes the country's participation at future ICC U19 Women's T20 World Cup in Malaysia will surpass all expectations as a result of the Investments the federation board has done in recent years.

Akpata said Nigeria despite of being one of the four debutants put the world on notice with impressive displays in their test game almost

beating World Number 8 Pakistan before recording a seven wicket wins over the highly rated Scotland team.

This eye catching performances have drawn attention to the junior women's Yellow green and Akpata believes there is more to come for them at the world cup.



PARLONS FRANÇAIS

By Victoria Tarfa

LEÇON TRENTE SIX (Lesson 36)

Welcome back on parlons français. Our aim is to master common words in French, be able to use them and make simple sentences. So we need to learn common french language verbs and how they are conjugated in the different tenses as well as use them. We see them in every sentence thus, we need to know how they are conjugated.

In this lesson, we will look at one of the most common verbs, the verb "ÊTRE" it's conjunction in the present tense and try to use it in simple day to day sentences.

Before that, let's start with short revision from our last lesson, lesson 35. Always try to remember our past lessons and practice them with your friends.

Do you remember these words? say them in English.

- un prénom
- un nom/ nom de famille
- Masculin/Féminin
- date de naissance
- place de naissance
- une pièce d'identité
- les empreintes digitales
- situation de famille / état civil
- embarquement

Try saying these sentences in French.

- do you want my surname?
- do you (plural) want my surname?
- do you want his details
- this is my identity card
- do you know his name?
- do you (plural) know his name

Back to our lesson 36, one of French most common verbs is the verb ÊTRE (to be).

The verb Être (to be) is conjugated in the present tense as follows:

Je suis	I am
Tu es	You are
IL/Elle est	He is/She is
Vous êtes	You are (Plural)
Nous sommes	We are
Ils/Elle sont	They are (Masculine/Feminine)

Let's look at new words for this lesson.

L'Afrique- Africain	Africa-African
Le Congo- Congolais	Congo- Congolese
Le Cameroun- Camerounais	Cameroon – Cameroonian.
La Cote d'Ivoire- Ivorien	Cote d'Ivoire –Ivorian
L'Argentine-Argentin	Argentina-Argentinian
La Chine-Chinois	China-Chinese
Le Nigeria-Nigérien	Nigeria-Nigerian
La Bretagne-britannique	Britain-British
La Belgique-Belge	Belgium-Belgian
La France-Français(e)	France-Frenchman/woman


Let's practice our verb être.

Je suis française.	I am a Frenchwoman
Jesmine est belge	Jesmine is Belgian
Nous sommes chinois	We are Chinese
Vous êtes Ivoriens?	You (plural)are ivorians?
Paul et Marta sont britanniques	Paul and Marta are british
Nous sommes devant Lagos port	We are in front of Lagos port
Kate est dans le bureau	Kate is in the office
Je suis dehors	I am outside
Il est dans sa voiture	He is in his car
Ou es-tu ?	Where are you.
Elle est à la maison	she is at home.

à la prochaine fois (See you in next lesson)

NPA AT THE ENUGU TRADE FAIR





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Nigeria offers direct
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Import/export



Julius Berger Services Nigeria Limited has expanded its offerings to include a regular Liner Service between North Europe and West Africa / Julius Berger Warri Port Terminal, Nigeria, in cooperation with Universal African Lines (UAL) – a leading provider of shipping services, specialized in breakbulk and project cargoes.