

President Tinubu Congratulates Dantsoho On His Election As IAPH Vice President



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MARINE AND BLUE ECONOMY:

Oyetola's Two-Year Voyage of Reform, Growth

L'ÉCONOMIE MARITIME ET BLEUE:

Les deux années de réforme et de croissance d'Oyetola

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From the Editor-in-Chief

Welcome to this edition of *Nigerian Ports Today*, your quarterly window into the dynamic world of Nigeria's maritime industry. As usual, this edition of the magazine is designed not only to inform you, but also to engage, inspire, and document the milestones shaping our ports. This issue captures a range of important themes including the remarkable work the Honourable Minister for Marine and Blue Economy, His Excellency, Mr Gboyega Oyetola is doing to deliver a Maritime Industry, that will be the pride of every Nigerian. The article entitled "Marine and Blue Economy: Oyetola's Two-year Voyage of Reform Growth" tells of the Hon Minister's drive for efficiency drives across our ports, the adoption of digital tools to ease cargo clearance, infrastructural upgrades designed to improve capacity, and sustainability measures that align our operations with global best practice.

"In NPA So Safe, So Secured, Globally Competitive," we look at the strategy orchestrated by the Dantsoho led management in collaboration with stakeholders to improve security at the ports thereby improving competitiveness. Just as "Boosting Activities at the Eastern Ports, Driving FG's diversification," unveil the Authority's concerted efforts at attracting investment and patronage to the Eastern ports. Together, these stories, with our regular columns offer a balanced perspective of the challenges the NPA faces and the efforts currently ongoing to surmount them.

Finally, we congratulate our Managing Director/CEO on his election as Vice President (Africa) of the International Association of Ports and Harbours (IAPH). This is an outstanding achievement which reflects global recognition of the NPA's current strides in the appropriate positioning of Nigerian ports.

As you read this edition, we welcome your feedback, insights, and suggestions on how to make the *Nigerian Ports Today* a regular delight for you our readers and stakeholders.

Ikechukwu Onyemekara Ksc
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MOT DE LA RÉDACTRICE EN CHEF

Du rédacteur en chef

Bienvenue à ce numéro de Nigerian Ports Today, votre fenêtre trimestrielle sur le dynamisme du secteur maritime nigérian. Comme d'habitude, ce numéro du magazine a pour objectif non seulement de vous informer, mais aussi de vous engager, de vous inspirer et de documenter les étapes marquantes qui façonnent nos ports.

Ce numéro aborde une série de thèmes importants, notamment le travail remarquable de Monsieur le Ministre de la Marine et de l'Économie Bleue, Son Excellence, M. Gboyega Oyetola qui s'efforce de bâtir une industrie maritime qui fera la fierté de chaque Nigérian. L'article intitulé « Marine et économie bleue : le parcours de deux ans d'Oyetola vers la croissance et la réforme » décrit les efforts du ministre en faveur de l'efficacité de nos ports, de l'adoption d'outils numériques pour faciliter le dédouanement des marchandises, de la modernisation des infrastructures visant à accroître la capacité et de mesures de durabilité qui alignent nos opérations sur les meilleures pratiques mondiales.

« Au sein d'une NPA si sûre, si sécurisée et compétitive à l'échelle mondiale », nous examinons la stratégie mise en œuvre par la direction de Dantsoho, en collaboration avec les parties prenantes, pour améliorer la sécurité des ports et, partant, la compétitivité. Tout comme « Stimuler les activités dans les ports de l'Est, favoriser la diversification du Gouvernement Fédéral », nous dévoilons les efforts concertés de l'Autorité pour attirer les investissements et la clientèle dans les ports de l'Est. Mis ensemble, ces articles, ainsi que nos chroniques régulières, offrent une perspective équilibrée des défis auxquels la NPA est confrontée et des efforts déployés pour les surmonter.

Enfin, nous félicitons notre Directeur Général/PDG pour son élection au poste de Vice-Président (Afrique) de l'Association Internationale des Ports et Havres (IAPH). Il s'agit d'une réalisation exceptionnelle qui reflète la reconnaissance mondiale des progrès actuels de la NPA dans le positionnement approprié des ports nigériens.

En lisant cette édition, nous apprécierons vos commentaires, vos idées et vos suggestions sur la manière de faire de Nigerian Ports Today afin qu'il devienne un plaisir régulier pour vous, nos lecteurs et parties prenantes.



Ikechukwu Onyemekara
Rédacteur En Chef

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FROM THE DESK OF THE CEO

Charting New Horizons for Nigeria's Maritime Future

I am greatly delighted to welcome you to yet another insightful edition of our flagship publication, the “Nigerian Ports Today” (NPT) which keeps cherished partners like you updated on our corporate efforts at maximizing the rich benefits and ever-widening opportunities and potentials that our national maritime assets confer.

This edition chronicles the odyssey of reform and growth under our amiable Minister for Marine and Blue Economy, His Excellency Adegboyega Oyetola which has resulted into our continuous improvement in safety, security and global competitiveness.

At the Nigerian Ports Authority, we recognise that ports are more than gateways for trade; they are the heartbeat of national development, catalysts for regional integration, and platforms for global competitiveness.

Each edition of Nigerian Ports Today is therefore not just a magazine—it reflects our shared journey towards repositioning Nigeria as Africa's maritime hub of choice.

You will also read about the Authority's push for greater efficiency at our terminals, through the embrace of digital technologies, and the sustainability initiatives that reflect our long-term vision.

The magazine reflects our commitment to bestowing the country with a modern, resilient, and globally competitive port system as envisioned by the Renewed Hope Agenda of the President Bola Ahmed Tinubu administration. In our unflinching commitment to diversifying our ports through an increased customer-orientation focus that confers greater decision-making power on consignees, we have intensified our advocacy and investment drive for the growth of the Eastern Ports, and I am delighted to inform you that we recently accomplished the maiden call of the first wholly Nigerian-owned vessel “MV Ocean Dragon” at the Onne Port Complex.

Our stakeholders shippers, concessionaires, partners, and indeed our dedicated officers & staff—remain central to this transformation. It is through collaboration and innovation that we can unlock the full potential of Nigeria's blue economy and contribute to national prosperity.

I trust you will find this edition both insightful and inspiring as we continue to chart new horizons together.

Dr Abubakar Dantsoho

Managing Director/CEO



MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Tracer de nouveaux horizons pour l'avenir maritime du Nigéria

Je suis ravi de vous accueillir dans une nouvelle édition éclairante de notre publication phare, « Nigerian Ports Today » (NPT), qui garde des partenaires précieux comme vous.

Nous avons fait le point sur nos efforts pour maximiser les avantages considérables et les opportunités et potentiels toujours plus vastes qu'offrent nos ressources maritimes nationales.

Cette édition relate l'odyssée de réformes et de croissance menée sous la direction de notre aimable ministre de la Marine et de l'Économie Bleue, Son Excellence Adegboyega Oyetola, qui a permis une amélioration continue de la sûreté, de la sécurité et de la compétitivité mondiale.

À l'Autorité Portuaire Nigériane, nous reconnaissons que les ports sont plus que de simples portes d'entrée pour le commerce; ils sont le cœur du développement national, des catalyseurs de l'intégration régionale et des plateformes de compétitivité mondiale.

Chaque numéro de Nigerian Ports Today n'est donc pas seulement un magazine : il reflète notre démarche commune pour repositionner le Nigéria comme plateforme maritime de choix en Afrique.

Vous découvrirez également les efforts déployés par l'Autorité pour accroître l'efficacité de nos terminaux.

Grâce à l'adoption des technologies numériques et aux initiatives de développement durables qui reflètent notre vision à long terme, ce magazine reflète notre engagement à doter le pays d'un système portuaire moderne, résilient et compétitif à l'échelle mondiale, conformément à l'Agenda « Espoir renouvelé » de l'administration du président Bola Ahmed Tinubu.

Dans notre engagement indéfectible à diversifier nos ports en mettant davantage l'accent sur la satisfaction des clients et en conférant un plus grand pouvoir de décision aux destinataires, nous avons intensifié nos efforts de plaidoyer et d'investissement pour la croissance des ports de l'Est. Je suis ravi de vous informer que nous avons récemment effectué l'appel inaugural du premier navire entièrement nigérian, le « MV Ocean Dragon », au complexe portuaire d'Onne. Nos parties prenantes – expéditeurs, concessionnaires, partenaires, ainsi que nos dirigeants et notre personnel dévoués – restent au cœur de cette transformation. C'est grâce à la collaboration et l'innovation que nous pouvons libérer tout le potentiel de l'économie bleue du Nigéria et contribuer à la prospérité nationale.

J'espère que vous trouverez cette édition à la fois instructive et inspirante alors que nous continuons à explorer ensemble de nouveaux horizons

Dr Abubakar Dantsoho

Directeur Général/PDG



à



MARINE AND BLUE ECONOMY: Oyetola's Two-Year Voyage of Reform, Growth

By Dr Bolaji Akinola

On August 20, 2023, history was made in Nigeria's maritime governance. That day, the Federal Government under President Bola Ahmed Tinubu GCFR formally birthed the Ministry of Marine and Blue Economy — a bold institutional innovation to harness the nation's vast maritime resources as a driver of growth, jobs, and sustainable development. At the helm of this new ministry was appointed a man known for his quiet efficiency, policy discipline, and unmatched integrity: His Excellency Adegboyega Isiaka Oyetola, CON.

Two years later, the Ministry is not just two years old — it is already a case study in what visionary leadership, strategic focus, and political will can achieve in a remarkably short period. From restoring sanity to Nigeria's busiest seaports, to unlocking long-frozen funds for indigenous shipowners,

from pioneering human capital investments to spearheading continental maritime financing infrastructure, Oyetola has delivered transformation on a scale that is as monumental as it is measurable.

A Ministry Born of Vision

The idea of a stand-alone Ministry of Marine and Blue Economy was not an accident of bureaucracy; it was a deliberate decision under President Tinubu's Renewed Hope Agenda to take the maritime sector out of the shadows and place it at the heart of economic diversification. Nigeria's coastline stretches more than 850 kilometres, and its inland waterways span over 10,000 kilometres — yet for decades, these assets remained underutilised, fragmented, and constrained by policy neglect. The “blue economy” — globally defined as the sustainable use of ocean resources for economic



Minister of Marine & Blue Economy with Heads of Agencies Under the Ministry

growth, improved livelihoods and environmental health, offers Nigeria an ocean of possibilities in shipping, fisheries, tourism, offshore energy, marine biotechnology and more. But vision alone does not deliver results; it takes leadership. In Minister Oyetola, Nigeria found a helmsman who could translate a bold concept into concrete impact.

Charting a New Course with Landmark Marine and Blue Economy Policy

In a historic stride for Nigeria, Minister Adegboyega Oyetola recently secured the approval of the Federal Executive Council (FEC) for the National Policy on Marine and Blue Economy, a ground-breaking framework developed by his Ministry. This policy, the first of its kind in Africa, positions Nigeria at the forefront of harnessing the vast opportunities of the blue economy and provides a clear roadmap for sustainable development, investment and innovation across the nation's maritime and marine resources.

The policy is a 10-year strategic framework to utilize the country's vast ocean and inland water resources for economic growth and environmental sustainability. The policy's significance lies in its capacity to broaden Nigeria's economic base by opening new frontiers in shipping, fisheries, aquaculture, tourism, offshore energy and maritime services, thereby reducing overreliance on crude oil. It is also designed to stimulate mass employment and foster the transfer of new skills and technologies, especially for coastal and riverine communities, while embedding the principles of environmental stewardship and resilience against climate

change. By aligning Nigeria's maritime sector with global standards, it enhances competitiveness and positions the country as an attractive destination for global partnerships. Crucially, the policy will galvanise private sector funds and attract foreign direct investment into the country for the development of critical maritime infrastructure, ensuring that the sector not only grows but becomes globally competitive and self-sustaining. Beyond its economic dimensions, the policy reinforces maritime security and governance, strengthening regulatory oversight, improving safety standards and curbing illicit activities at sea. In doing so, it safeguards national sovereignty while building investor confidence. With this bold initiative, Oyetola has not only charted a transformative new course for Nigeria but has also set a continental precedent. The National Policy on Marine and Blue Economy is a visionary instrument of economic sovereignty, environmental responsibility and shared prosperity that is set to redefine the future of Nigeria's maritime sector.

Breaking the Apapa Gridlock Jinx

Perhaps nothing symbolised the old dysfunction more than the Apapa gridlock — a 20-year scourge of port access roads that strangled productivity, inflated costs and discouraged foreign investors. Many had tried to fix it; all had failed. Yet under

Oyetola's watch, the nightmare ended. By fixing dilapidated port access roads, strengthening digital port access systems, restructuring traffic flows, introducing modern logistics management and — critically — confronting entrenched vested interests, the once-immovable congestion melted away. The difference is visible: truck queues have disappeared, cargo evacuation is faster, haulage costs have crashed and business confidence has returned to the Lagos Port Complex and Tin-Can Island Port Complex, both in Apapa. This was not just a traffic win; it was an economic liberation.

Modernising Nigerian Ports for Economic Prosperity

In a landmark decision, the Federal Executive Council, acting on a memo submitted by Minister Oyetola, recently approved the comprehensive modernisation of two of Nigeria's most vital maritime assets: the Lagos Port Complex, Apapa, and the Tin Can Island Port Complex. With a completion target of 48 months, this ambitious initiative addresses a long-standing challenge — the age and outdated infrastructure of these critical gateways. The Apapa Port, a centenarian, and the Tin Can Island Port, now 48 years old, have endured decades of service without major rehabilitation. While the Tin Can Island Port was originally conceived to alleviate the legendary 1975 "cement armada" crisis at Apapa, both ports have since struggled to keep pace with the exponential growth in trade volume and the advent of larger, more sophisticated vessel designs.

The full-scale upgrade of these ports is not just about aesthetic improvement; it is a strategic investment with profound economic and operational merits. By



The Apapa Port, a centenarian, and the Tin Can Island Port, now 48 years old, have endured decades of service without major rehabilitation

rehabilitating these national assets, Nigeria will unlock a new era of efficiency, significantly reducing vessel turnaround times and eliminating the persistent congestion that has long plagued port operations. This will translate into substantial cost savings for businesses, enhanced trade competitiveness and have a more predictable supply chain. Furthermore, the modernisation will enable the ports to handle larger container ships, thereby increasing their capacity and solidifying their role as key hubs for regional and international commerce. Beyond this, the Minister is actively pursuing the



His Excellency
Adegboyega Oyetola

establishment of new deep seaports in collaboration with state governments and the private sector. This forward-looking strategy follows the successful Lekki Deep Seaport project in Lagos, whose access road was recently commissioned by President Bola Tinubu. This successful blueprint serves as a model for future projects, ensuring Nigeria's maritime infrastructure is not only modernised but also expanded to meet future demands.

Furthermore, rehabilitation plans are already underway for other ports outside Lagos with the procurement process fully activated. These parallel initiatives underscore a holistic national strategy to revitalise Nigeria's entire port system, ensuring that every economic gateway is equipped

to support a more dynamic and prosperous blue economy.

Revenue Surge: From Billions to Trillions

Oyetola's reforms have delivered record-breaking fiscal gains, transforming the maritime sector into a powerhouse of national revenue. In 2023, agencies under the ministry generated 700.79 billion, but by the close of 2024, that figure had almost doubled to an unprecedented 1.39 trillion — the highest in Nigeria's maritime history. This remarkable surge was not the result of burdening operators with new costs, but of bold institutional reforms: tightening regulatory oversight, sealing revenue leakages, streamlining processes and embracing modernisation. The outcome was unmistakable — Nigeria's maritime industry has shed its old reputation as a dormant backwater and emerged as a strategic pillar of economic resilience and growth.

The CVFF Breakthrough

— Empowering Indigenous Shipping

For more than twenty years, the Cabotage Vessel Financing Fund (CVFF) created to empower Nigerian shipowners with access to vital vessel financing languished in bureaucratic paralysis. Oyetola has now shattered that inertia. The Minister has directed the Nigerian Maritime Administration and Safety Agency (NIMASA) to set the long-awaited disbursement in motion, offering indigenous shipowners a lifeline to expand their fleets and challenge foreign dominance in Nigeria's waters. With improved indigenous capacity, the Minister has pledged to dismantle the entrenched culture of arbitrary waivers that for years diverted lucrative coastal shipping contracts to foreign firms while sidelining Nigerians. This is more than reform — it is economic sovereignty in



launched a bold initiative to aggressively boost local fish production and end Nigeria's reliance on foreign imports.

During a recent high-level consultative meeting with key fisheries cooperative groups, the Minister laid out a visionary plan to transform the nation's aquaculture sector into a powerhouse of food security, employment and export competitiveness. Declaring that "Nigeria must chart a new course towards self-sufficiency in fish production," Oyetola affirmed the Federal Government's strong commitment to supporting the sector through robust policies, technical expertise and financial inclusion. He vowed to significantly scale up domestic fish production,

repositioning the industry for sustainable growth.

The interactive meeting, which gathered leaders from major associations including the Fisheries Cooperative Federation of Nigeria (FCFN), Tilapia Aquaculture Developers Association of Nigeria (TADAN) and the Catfish Farmers Association of Nigeria (CAFAN), underscored a collaborative approach to this national challenge.

Furthermore, Oyetola announced that the Ministry is intensifying efforts to empower women and youth in the fishing sector with start-up grants and other

practice: a bold recalibration of policy that secures opportunities for Nigerian operators, safeguards Nigerian jobs, and builds enduring Nigerian capacity.

Recalibrating Nigeria's National Shipping Capacity

In another bold strategic move, the administration is poised to launch a national shipping carrier, through a robust public-private partnership that promises to redefine Nigeria's maritime future. Minister Oyetola's foresight is clear: true maritime power rests on a nation's ability to command its own seas and carry its own goods. To this end, he set up the National Flag Carrier Technical Committee, tasked with establishing a formidable, private-sector-led national shipping line. As with the planned disbursement of the Cabotage Vessel Financing Fund (CVFF), this ambitious initiative is more than a policy; it is an economic declaration. Oyetola's vision aims to recapture the billions in freight revenue currently lost to foreign shipping companies, generate thousands of jobs for Nigerians and firmly anchor Nigeria as the unrivaled maritime hub of the West and Central African region. The Minister's move is a generational commitment to national self-reliance and the retention of economic prosperity within our borders.

A Bold Vision to Boost Fish Production

For too long, Nigeria has forfeited a significant portion of its economy to other nations through the unbridled importation of fish, a practice that costs the country an estimated \$1.26 billion annually in hard-earned foreign exchange. This dependence has not only drained national resources but has also exported countless jobs that could have been created domestically. In a determined move to reverse this trend, Minister Adegboyega Oyetola has



As with the planned disbursement of the Cabotage Vessel Financing Fund (CVFF), this ambitious initiative is more than a policy; it is an economic declaration.

empowerment initiatives already in the pipeline. This move is a strategic alignment with President Bola Ahmed Tinubu's Renewed Hope Agenda, which prioritises youth engagement and economic diversification as key drivers of national prosperity.

A New Era for Waterway Safety

For years, Nigeria's waterways were synonymous with preventable tragedy, a grim reality born of inadequate safety measures that predated the current administration. However, since his assumption of office, Minister Adegboyega Oyetola has taken a resolute stand, committing to end the cycle of fatalities on Nigeria's waters. His proactive leadership is now yielding tangible results. A cornerstone of his initiative is the nationwide distribution of 42,000 life jackets to waterway users

across 28 riverine states. This measure is a direct response to the alarming rate of boat mishaps and the tragic loss of life. Its impact was recently lauded by the Niger State Ministry of Transportation, which commended Minister Oyetola for his donation of 3,500 life jackets to the state. As a testament to the programme’s effectiveness, the Ministry noted a recent boat mishap where all nine passengers survived because they were wearing the life jackets provided by the Minister. This incident serves as a powerful demonstration of how a simple piece of safety equipment can be the difference between life and death.

In a further bold step towards a new era of maritime safety, the Minister officially received the report of the Special Committee on the Prevention of Boat Mishaps in Nigeria on 1st August 2025. Vowing to implement sweeping reforms, Oyetola reiterated the government’s unwavering commitment to making Nigerian waters safe for all. He declared that the current spate of boat mishaps is both unacceptable and preventable, and must be tackled through a blend of policy enforcement, stakeholder cooperation, and behavioural change. This comprehensive approach signals a new, zero-tolerance stance on waterway fatalities, ensuring that every journey is undertaken with the highest possible level of safety.

Celebrating Three Years of Zero Piracy

For years, Nigeria’s maritime domain was marred by the threat of piracy and attacks against ships, a dangerous reality that severely impacted trade and inflated the cost of shipping to the country. The imposition of a “war risk surcharge” by international insurers was a punitive measure that burdened businesses and stifled economic growth. However, a new chapter has been written under the leadership of Minister Adegboyega Oyetola. His decisive



For years, Nigeria’s maritime domain was marred by the threat of piracy and attacks against ships, a dangerous reality that severely impacted trade and inflated the cost of shipping to the country

consolidation of the Deep Blue Project has yielded unprecedented results: a remarkable three consecutive years with zero piracy incidents in Nigeria’s waters. This success has also led to a significant reduction in attacks across the wider Gulf of Guinea, transforming one of the world’s most perilous shipping lanes into a far safer corridor. This monumental achievement has garnered international acclaim from prestigious global bodies such as the



International Maritime Bureau (IMB) and the International Maritime Organization (IMO). In a landmark recognition of Nigeria’s enhanced security, the country has been officially removed from the list of maritime high-risk zones.

The benefits of this achievement are profound and far-reaching. The end to attacks against ships has led to a dramatic reduction in insurance premiums and shipping costs, making Nigeria a more attractive destination for international trade. This is expected to stimulate a surge in shipping traffic and foreign investment, while also lowering the cost of imported goods for the average Nigerian. Ultimately, Oyetola’s unwavering commitment to maritime security has not only protected lives and property but has also unlocked a new era of economic prosperity and international confidence in Nigeria’s blue economy.

200,000 Minimum Wage for Maritime Workers

For years, Nigerian workers in the shipping sector were subjected to a cycle of exploitation, with foreign companies capitalising on the absence of a regulated wage structure to offer paltry salaries. This chronic underpayment stifled the livelihoods of thousands of workers and undermined the dignity of labour within a crucial economic sector. However, a new era has dawned under the leadership of Minister Adegboyega Oyetola.

In a historic intervention, the Minister, through a landmark partnership midwifed by the Nigerian Shippers’ Council, brought together the Maritime Workers Union of Nigeria (MWUN) and the Shipping Agencies, Clearing and Forwarding Employers Association (SACFEA). This collaboration led to an unprecedented agreement in August 2024, which approved a 200,000 minimum wage for maritime workers employed by SACFEA-member companies. This historic agreement is a major victory for the Nigerian worker and a testament to the Minister’s commitment to social justice. The new 200,000 wage, which is almost three times the national minimum wage, provides a crucial lifeline, ensuring that workers are no longer exploited but are instead fairly compensated for

their vital contributions to the nation's economy. This landmark decision not only uplifts the standard of living for countless families but also sets a new benchmark for labour practices, fostering greater dignity and stability within the entire maritime industry.

Championing the Regional Maritime Development Bank

In a move that transcends national boundaries, Minister Adegboyega Oyetola is actively shaping the future of African maritime affairs. His unwavering commitment as the champion of the Regional Maritime Development Bank (RMDB) has been the driving force behind the operationalisation of this long-envisioned financial institution. Dedicated to financing shipping, port modernisation and critical maritime infrastructure, the RMDB is set to be a cornerstone of the continent's blue economy.

The recent appointment by President Tinubu of a seasoned

“ This collaborative spirit has been reflected in the Ministry's remarkable performance, which scores 96% in the first quarter of 2025 in the rigorous assessment conducted by the Central Results Delivery Coordination Unit (CRDCU) ”

administrator and banker, Mr. Adeniran Aderogba, as the pioneer President/CEO marks a pivotal moment in the RMDB's journey. With its headquarters in Nigeria and under Oyetola's persistent advocacy, the bank is now poised to unlock affordable financing for shipowners, modern port facilities, and innovative projects across Nigeria and all Maritime Organisation of West and Central Africa (MOWCA) member states. This initiative is a powerful statement of self-reliance, positioning Nigeria as the definitive leader in continental maritime finance. It ensures that Africa is no longer exclusively dependent on foreign capital to cultivate its shipping and port capacity, but instead takes command of its own economic destiny.

Nigeria's Bid for Global Maritime Leadership

Minister Adegboyega Oyetola is also leading a vigorous 'door-to-door' diplomatic campaign to secure Nigeria's re-election into Category C of the International Maritime Organisation (IMO) Council. The IMO is the United Nations' specialised agency responsible for the safety and security of shipping and the prevention of marine pollution by ships. Oyetola formally launched the campaign in June 2025 at the IMO Headquarters in London, and has since engaged in high-level bilateral meetings with maritime leaders from many countries. Nigeria's re-election to the IMO Council will provide significant benefits for both the country and the African continent. A seat on the council allows Nigeria to actively participate in and influence the formulation of international maritime policies on safety, security, and environmental protection, ensuring that the interests of Nigeria and the wider West African sub-region are represented in global decision-making. Furthermore, IMO

Council membership elevates Nigeria's position on the global stage, reinforcing its role as a key player in maritime affairs and helping to attract foreign investment by signalling stability and adherence to international standards.

The council seat can also lead to enhanced technical cooperation, funding and training opportunities for Nigeria, which can improve local capacity in areas like ship safety inspections, seafarer training and port modernisation. By holding a seat in Category C, which is designed to ensure equitable geographic representation, Nigeria serves as a voice for African nations, particularly in the West and Central Africa region. This allows the country to advocate for regional priorities and foster greater intra-African maritime trade and development

Recognition and National Impact

Minister Adegboyega Oyetola's bold and transformative reforms within the marine and blue economy sector have not gone unnoticed. In a resounding validation of his leadership, the Ministry of Marine and Blue Economy was recently named the Best Performing Ministry by the Presidential Enabling Business Environment Council (PEBEC). This prestigious accolade is a direct testament to Oyetola's disciplined, data-driven and results-oriented governance style. The Ministry's success is rooted in its proactive and inclusive approach. It has consistently engaged with stakeholders through regular meetings, ensuring their invaluable input is not just heard but actively implemented. This collaborative spirit has been reflected in the Ministry's remarkable performance, which scores 96% in the first quarter of 2025 in the rigorous assessment conducted by the Central Results Delivery Coordination Unit (CRDCU). This outstanding result underscores the Minister's unwavering commitment to efficiency, accountability and achieving President Tinubu's strategic vision for the marine and blue economy sector with precision and excellence.

The Oyetola Legacy in Motion

In just 24 months, Oyetola has transformed a newborn ministry into one of the most productive engines of Nigeria's economic diversification. He has tackled problems that were once thought intractable, built institutions that will endure and championed policies that place Nigeria at the heart of Africa's maritime future.

As President Tinubu's Renewed Hope Agenda sails into its third year, the winds are favourable and the waters are calm because at the helm is a minister who knows both the map and the tide. Adegboyega Oyetola has not only changed the course of Nigeria's marine and blue economy; he has changed the pace at which history is written.

***Dr Bolaji Akinola is the Special Adviser on Media and Communications to the Honourable Minister of Marine and Blue Economy.**



Dr Muda Yusuf

“The Ministry Has Established Itself as A Pivotal Driver of Nigeria’s Economic Diversification”

Dr Muda Yusuf is the immediate past Director General of the Lagos Chamber of Commerce and Industry (LCCI). He served in that capacity for over a decade. He is an economist and has contributed immensely to the national economic discourse through his research-based analysis of government policies as they affect various sectors of the economy. He is currently the Founder/CEO of the Centre for the Promotion of Private Enterprise [CPPE], an NGO committed to the ideals of free enterprise and private sector development.

In this interview with NPT, he gives his perspectives on a wide range of issues on the Nigerian maritime industry, especially since the creation of the Marine and Blue Economy Ministry.

By **Sola Adesanwo, Helen Maduakolam & Paul Erakhifu**

What do you think the Ministry of Marine and Blue Economy achieved in the last two years?

The Ministry of Marine and Blue Economy, though relatively new, has already established itself as a pivotal driver of Nigeria’s economic diversification. Its achievements are significant across multiple dimensions: This include Economic Growth. According

to the rebased 2024 GDP figures released by the National Bureau of Statistics, the sector’s contribution to GDP rose by 1,367%, which is both a statistical rebasing outcome and a reflection of stronger output from port services, maritime trade and inland waterways. It has also enhanced Revenue Generation. The combined revenues from agencies under the Ministry including NPA, NIMASA, NIWA and the Shippers’ Council almost doubled in two years, from 700 billion in 2023 to 1.39 trillion in 2025, highlighting improved efficiency, better governance and stronger compliance.

In addition to these, the resolution of the Apapa/Tincan gridlock, which had crippled Nigeria's major ports for over a decade, has transformed the logistics landscape. This has reduced delays in import and export clearance, lowered costs for businesses and restored confidence in Nigerian ports.

It is noteworthy that the new Ministry has enhanced Maritime Security. For the first time in decades, Nigeria has recorded zero piracy incidents in its territorial waters and the Gulf of Guinea over the past three years. This not only boosts Nigeria's global maritime reputation but also lowers shipping costs as vessels no longer face high insurance premiums when navigating Nigerian waters.

These achievements demonstrate that with deliberate policy action, Nigeria's maritime sector can significantly contribute to national growth and competitiveness.

How has the Ministry supported indigenous participation in the maritime sector?

For decades, Nigeria's maritime trade has been dominated by foreign shipping lines, leaving local operators marginalized. This imbalance has meant lost revenue, lost jobs and limited transfer of skills to Nigerians. To correct this, the current Minister of Marine and Blue Economy has taken some major steps which include the Cabotage Vessel Financing Fund (CVFF). The fund, long dormant, has been revived to provide accessible financing for indigenous shipowners. This will allow Nigerian companies to acquire modern vessels, reducing dependence on foreign ships for coastal and offshore trade.

Also, the establishment of the National Fleet Implementation Committee, which is driven by the private sector, aims to create a national shipping line that will ensure Nigerian ownership in the carriage of import and export cargo. This addresses the current situation where Nigeria generates massive cargo volumes but earns almost nothing from the shipping value chain.

It is noteworthy that the Regional Maritime Development Bank has taken-off. Nigeria has championed this regional initiative to make long-term, low-cost capital available to local operators across West Africa. By pooling regional resources, the bank will create a financing ecosystem that is friendly to indigenous players who often cannot access expensive commercial loans for maritime sector investments.

The combined impact of these measures is to ensure that Nigerian entrepreneurs, investors and workers capture more of the value created by the maritime economy, reducing capital flight and strengthening national economic sovereignty.

What impact has maritime security improvement had on Nigeria?

Maritime security has historically been one of Nigeria's greatest vulnerabilities. In the past, the Gulf of Guinea was labelled as the most dangerous maritime corridor in the

world, deterring trade and raising costs. The transformation in the last two years has been profound, I must say. There have been no reported piracy incidents within Nigerian waters for three consecutive years — a record achievement. This has restored confidence in Nigeria, such that international shipping companies are now more willing to berth at Nigerian ports, boosting traffic and competitiveness.

It is also instructive that Nigeria's success in maritime security has repositioned the Gulf of Guinea as safer for international shipping, benefiting not only Nigeria but also neighbouring states. This shows how targeted investments in surveillance, naval capacity, and inter-agency collaboration can fundamentally alter a nation's trade environment.

What measures are being taken to improve Nigeria's ports?

Nigeria's ports are the heartbeat of her external trade, yet they have suffered from neglect for decades. The Ministry of Marine and Blue Economy has prioritized port reform as a cornerstone of its agenda. This is evident in port Modernization Projects. Plans are underway for major upgrades of Apapa and Tincan Island Ports, the



It is obvious that export documentation has been streamlined, reducing the delays

first comprehensive investments in over 20 years. These will expand capacity, improve efficiency and enable the ports to handle larger vessels that are currently bypassing Nigeria. Ports in Onne, Warri and Calabar are being upgraded with deeper drafts, positioning them as trans-shipment hubs for regional cargo, including to landlocked countries such as Niger and Mali.

There is also manifest improvement in cargo handling. Investments in cranes, scanners and automation will reduce turnaround times and enhance competitiveness. The ministry is also working to harmonize operations between Customs, NPA and terminal operators to reduce duplication, speed up clearance processes and minimize corruption.

The goal is clearly to make Nigerian ports the preferred destination for West and Central African trade, rather than losing cargo to Tema, Cotonou, or Lome ports.

What do you think are the current challenges facing the Ministry?

While significant progress has been made, several challenges remain in areas such as inland waterway safety, where the nation has experienced frequent boat accidents due to overloading, poor adherence to safety standards and limited enforcement of regulations continue to cause tragic losses of life.

Also, Nigerian ports still face stiff competition from

ports of neighbouring countries, which are perceived as more efficient and less costly. Despite modernization plans, most Nigerian ports still operate with outdated facilities and limited automation.

Addressing these challenges requires a mix of investment, enforcement and diplomacy.

What role can the Ministry play in promoting non-oil exports?

Nigeria's non-oil export drive depends heavily on efficient maritime logistics and the ministry is playing a central role in this area. It is obvious that export documentation has been streamlined, reducing the delays that previously discouraged exporters. Similarly, agencies such as the Nigerian Ports Authority and the Nigerian Shippers' Council have become active in resolving bottlenecks for exporters.

There is noticeable collaboration with financial regulators, which has improved the speed with which exporters receive payments, enhancing their liquidity.

In the area of infrastructure support, there are efforts to decongest ports and improve cargo handling directly, which is of benefits to exporters by cutting costs and improving turnaround times.

These reforms have already resulted in growth in non-oil exports, aligning with Nigeria's broader diversification agenda.

What should be the Ministry's priorities for the next two years?

The strategic agenda moving forward should include, transforming Nigeria into a Maritime Hub, by completing port modernization and maximizing the use of eastern and western ports.

The next two years should also be used to deepen



Agencies such as the Nigerian Ports Authority have become active in resolving bottlenecks for exporters

shipbuilding, logistics and marine tourism.

I advise expansion of coastal shipping routes to reduce reliance on road transport, easing congestion and boosting regional trade. This will promote regional integration.

These priorities will ensure Nigeria's maritime economy becomes a true engine of growth and global competitiveness.

How do you think the Regional Maritime Development Bank will support Nigeria?

Once operational, the Regional Maritime Development Bank will be a game-changer. It will aid indigenous shipping firms and port operators to finally have access to long-term financing at low interest rates, enabling them to acquire vessels and modernize facilities.

The bank is expected to reduce road dependence. By funding coastal shipping, the RMDB will shift cargo from congested highways to waterways, reducing costs and risks.

The bank will be an enabler of Regional Trade Facilitation. A stronger maritime ecosystem will ease the flow of goods across ECOWAS, boosting regional integration and reducing trade costs. It will also be an economic multiplier through expanded indigenous participation, which will mean more jobs, more tax revenues and greater retention of value in the Nigerian economy.

What should be the overall vision for Nigeria's Marine and Blue Economy?

The vision is to make Nigeria the leading maritime hub in West and Central Africa, fully leveraging its natural assets — an 850 km coastline and 10,000 km of navigable inland waterways.

This vision rests on five pillars, which are: World-Class Ports — modernized, efficient and capable of handling the largest vessels, Indigenous Empowerment — ensuring Nigerian companies and workers benefit fully from shipping and logistics. Safe and Secure Waters — sustaining the zero-piracy

achievement and enhancing inland waterway safety. Export Diversification — supporting Nigeria's transition away from oil dependency through efficient trade facilitation. Global Leadership — securing Nigeria's rightful place in international maritime governance.

If fully implemented, this vision will transform Nigeria's maritime sector from a weak link into a pillar of national prosperity and global influence.



The goal is clearly to make Nigerian ports the preferred destination for West and Central Africa

indigenous participation in shipping. The Ministry should ensure that the CVFF is fully operational and government should support the creation of a national shipping line.

The Ministry must also accelerate technology adoption, by deploying digital clearance systems and automating port processes. This is in addition to strengthening inland waterway safety, by enforcing compliance with safety standards, providing more modern boats and educating local operators.

The Ministry should also mobilise investments, by creating fiscal incentives to attract private capital into

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



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L'ÉCONOMIE MARITIME ET BLEUE: Les deux années de réforme et de croissance d'Oyetola

Par Dr Bolaji Akinola

Le 20 août 2023, une page historique s'est écrite dans la gouvernance maritime du Nigeria. Ce jour-là, le gouvernement fédéral dirigé par le président Bola Ahmed Tinubu GCFR a officiellement créé le ministère de la Marine et de l'Économie bleue, une innovation institutionnelle audacieuse visant à exploiter les vastes ressources maritimes du pays comme moteur de croissance, d'emploi et de développement durable. À la tête de ce nouveau ministère a été nommé un homme connu pour son efficacité discrète, sa rigueur politique et son intégrité sans faille : Son Excellence Adegboyega Isiaka Oyetola, CON.

Le ministère n'a que deux ans, mais il constitue déjà une étude de cas sur ce que le leadership visionnaire, l'orientation stratégique et la volonté

politique peuvent accomplir en un laps de temps remarquablement court. Qu'il s'agisse de rétablir la santé financière des ports maritimes les plus actifs du Nigeria, de débloquer des fonds gelés depuis longtemps pour les armateurs locaux, d'être le pionnier des investissements dans le capital humain ou de mener la charge en matière d'infrastructures financières maritimes continentales, M. Oyetola a opéré une transformation aussi monumentale que mesurable.

Un ministère né d'une vision

L'idée d'un ministère autonome chargé de l'économie marine et bleue n'était pas le fruit du hasard bureaucratique ; il s'agissait d'une décision délibérée prise dans le cadre du programme « Renewed Hope Agenda » du président Tinubu afin de sortir le secteur maritime de l'ombre et de le placer au cœur de la diversification économique. Le Nigeria possède plus de



850 kilomètres de côtes et plus de 10 000 kilomètres de voies navigables intérieures, mais pendant des décennies, ces atouts sont restés sous-utilisés, fragmentés et limités par une politique négligente.

L'« économie bleue », définie à l'échelle mondiale comme l'utilisation durable des ressources océaniques pour la croissance économique, l'amélioration des moyens de subsistance et la santé environnementale, offre au Nigeria un océan de possibilités dans les domaines du transport maritime, de la pêche, du tourisme, de l'énergie offshore, de la biotechnologie marine et bien d'autres encore. Mais la vision seule ne suffit pas pour obtenir des résultats ; il faut aussi du leadership. Avec le ministre Oyetola, le Nigeria a trouvé un timonier capable de traduire un concept audacieux en résultats concrets.

Tracer une nouvelle voie avec une politique historique en matière d'économie maritime et bleue

Dans le cadre d'une avancée historique pour le Nigeria, le ministre Adegboyega Oyetola a récemment obtenu l'approbation du Conseil exécutif fédéral (FEC) pour la politique nationale sur l'économie marine et bleue, un cadre novateur élaboré par son ministère. Cette politique, la première du genre en Afrique, place le Nigeria à l'avant-garde de l'exploitation des vastes opportunités offertes par l'économie bleue et fournit une feuille de route claire pour le développement durable, l'investissement et l'innovation dans l'ensemble des

ressources maritimes et marines du pays.

Cette politique est un cadre stratégique décennal visant à exploiter les vastes ressources océaniques et fluviales du pays au profit de la croissance économique et de la durabilité environnementale. Son importance réside dans sa capacité à élargir la base économique du Nigeria en ouvrant de nouvelles perspectives dans les domaines du transport maritime, de la pêche, de l'aquaculture, du tourisme, de l'énergie offshore et des services maritimes, réduisant ainsi la dépendance excessive à l'égard du pétrole brut. Elle vise également à stimuler l'emploi de masse et à favoriser le transfert de nouvelles compétences et technologies, en particulier pour les communautés côtières et riveraines, tout en intégrant les principes de gestion environnementale et de résilience face au changement climatique. En alignant le secteur maritime nigérian sur les normes mondiales, elle renforce la compétitivité du pays et le positionne comme une destination attractive pour les partenariats internationaux. Cette politique aura pour effet crucial de mobiliser les fonds du secteur privé et d'attirer les investissements directs étrangers dans le pays pour le développement d'infrastructures maritimes essentielles, garantissant ainsi que le secteur non seulement se développe, mais devienne également compétitif à l'échelle mondiale et autonome. Au-delà de ses dimensions économiques, cette politique renforce la sécurité et la gouvernance

maritimes, en renforçant la surveillance réglementaire, en améliorant les normes de sécurité et en luttant contre les activités illicites en mer. Ce faisant, elle préserve la souveraineté nationale tout en renforçant la confiance des investisseurs. Avec cette initiative audacieuse, Oyetola a non seulement tracé une nouvelle voie transformatrice pour le Nigeria, mais il a également créé un précédent à l'échelle continentale. La politique nationale sur l'économie marine et bleue est un instrument visionnaire de souveraineté économique, de responsabilité environnementale et de prospérité partagée qui est appelé à redéfinir l'avenir du secteur maritime nigérian.

Briser le mythe des embouteillages à Apapa

Peut-être rien ne symbolisait mieux l'ancien dysfonctionnement que l'embouteillage d'Apapa, un fléau qui a sévi pendant 20 ans sur les routes d'accès au port, étouffant la productivité, gonflant les coûts et décourageant les investisseurs étrangers. Beaucoup avaient tenté d'y remédier, mais tous avaient échoué. Pourtant, sous la houlette d'Oyetola, ce cauchemar a pris fin. En réparant les routes d'accès au port délabrées, en renforçant les systèmes d'accès numérique au port, en restructurant les flux de circulation, en introduisant une gestion logistique moderne et en s'attaquant aux intérêts particuliers bien établis, les embouteillages autrefois inextricables ont disparu. La différence est visible : les files de camions ont disparu, l'évacuation des marchandises est plus rapide, les coûts de



His Excellency
Adegboyega Oyetola

soumise par le ministre Oyetola, a récemment approuvé la modernisation complète de deux des actifs maritimes les plus importants du Nigeria : le complexe portuaire de Lagos, à Apapa, et le complexe portuaire de Tin Can Island. Avec un objectif d'achèvement fixé à 48 mois, cette initiative ambitieuse répond à un défi de longue date : l'âge et l'obsolescence des infrastructures de ces portes d'entrée essentielles. Le port d'Apapa, centenaire, et le port de Tin Can Island, aujourd'hui âgé de 48 ans, ont fonctionné pendant des décennies sans réhabilitation majeure. Alors que le port de Tin Can Island avait été initialement

conçu pour atténuer la crise légendaire de 1975 dite « de l'armada de ciment » à Apapa, les deux ports ont depuis lors eu du mal à suivre le rythme de la croissance exponentielle du volume des échanges commerciaux et l'avènement de navires plus grands et plus sophistiqués.

Dans une décision historique, le Conseil exécutif fédéral, agissant sur la base d'une note soumise par le ministre Oyetola, a récemment approuvé la modernisation complète de deux des actifs maritimes les plus importants du Nigeria : le complexe portuaire de Lagos, à Apapa, et le complexe portuaire de Tin Can Island. Avec un objectif d'achèvement fixé à 48 mois, cette initiative ambitieuse répond à un défi de longue date : l'âge et l'obsolescence des infrastructures de ces portes d'entrée essentielles. Le port d'Apapa, centenaire, et le port de Tin Can Island,

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sophistiqués.

Au-delà de cela, le ministre poursuit activement la création de nouveaux ports en eau profonde en collaboration avec les gouvernements des États et le secteur privé. Cette stratégie tournée vers l'avenir fait suite au succès du projet du port en eau profonde de Lekki à Lagos, dont la route d'accès a récemment été inaugurée par le président Bola Tinubu. Ce modèle couronné de succès sert de référence pour les projets futurs, garantissant que les infrastructures maritimes du Nigeria soient non seulement modernisées, mais

“ **Le port d'Apapa , un centenaire et le port de l'île de Tin Can , qui a maintenant 48 ans, ont endure des decennies de service sans réhabilitation majeure.** ”

transport ont chuté et la confiance des entreprises est revenue au complexe portuaire de Lagos et au complexe portuaire de Tin-Can Island, tous deux situés à Apapa. Il ne s'agit pas seulement d'une victoire sur le plan de la circulation, mais aussi d'une libération économique.

Modernisation des ports nigériens pour la prospérité économique

Dans une décision historique, le Conseil exécutif fédéral, agissant sur la base d'une note



financement des navires de cabotage (CVFF), créé pour permettre aux armateurs nigériens d'accéder à des financements essentiels pour leurs navires, a été paralysé par la bureaucratie. Oyetola a désormais brisé cette inertie. Le ministre a chargé l'Agence nigérienne pour la sécurité maritime et l'administration maritime (NIMASA) de mettre en œuvre le débloccage tant attendu, offrant ainsi aux armateurs locaux une bouée de sauvetage pour agrandir leurs flottes et contester la domination étrangère dans les eaux nigériennes. Grâce à l'amélioration des capacités locales, le ministre s'est engagé à démanteler la culture bien ancrée des dérogations arbitraires qui, pendant des années, ont détourné les contrats lucratifs de transport

également développées afin de répondre aux demandes futures.

En outre, des plans de réhabilitation sont déjà en cours pour d'autres ports en dehors de Lagos, le processus d'approvisionnement étant pleinement activé. Ces initiatives parallèles soulignent une stratégie nationale holistique visant à revitaliser l'ensemble du système portuaire nigérien, afin de garantir que chaque porte d'entrée économique soit équipée pour soutenir une économie bleue plus dynamique et plus prospère.

Augmentation des recettes : de milliards à des milliers de milliards

Les réformes d'Oyetola ont permis d'obtenir des gains fiscaux records, transformant le secteur maritime en une source importante de revenus nationaux. En 2023, les agences relevant du ministère ont généré 700,79 milliards, mais à la fin de 2024, ce chiffre avait presque doublé pour atteindre le montant sans précédent de 1,39 billion, le plus élevé de l'histoire maritime du Nigeria. Cette augmentation remarquable n'est pas le résultat de nouveaux coûts imposés aux opérateurs, mais d'une réforme institutionnelle audacieuse : renforcement de la surveillance réglementaire, élimination des fuites de recettes, rationalisation des processus et modernisation. Le résultat est sans équivoque : l'industrie maritime nigérienne s'est débarrassée de son ancienne réputation de secteur en sommeil et est devenue un pilier stratégique de la résilience et de la croissance économiques.

La percée du CVFF — Renforcement du transport maritime local-autochtone

Pendant plus de vingt ans, le Fonds de

maritime côtier vers des entreprises étrangères, tout en écartant les Nigériens. Il s'agit plus que d'une réforme, c'est la souveraineté économique en pratique : un réajustement audacieux de la politique qui garantit des opportunités aux opérateurs nigériens, préserve les emplois nigériens et renforce les capacités durables du Nigeria.

Recalibrage de la capacité nationale de transport maritime du Nigeria

Comme par le décaissement de l'avion du Fonds de financement des navires de cabotage, cette initiative ambitieuse est plus qu'une politique ; c'est une déclaration économique.

Dans le cadre d'une autre initiative stratégique audacieuse, le gouvernement s'apprête à lancer une compagnie maritime nationale, grâce à un partenariat public-privé solide qui promet de redéfinir l'avenir maritime du Nigeria. La vision du ministre Oyetola est claire : la véritable puissance maritime repose sur la capacité d'une nation à contrôler ses propres mers et à transporter ses propres marchandises. À cette fin, il a mis en place le Comité technique national des transporteurs maritimes, chargé de créer une formidable compagnie maritime nationale dirigée par le secteur privé. Tout comme le versement prévu du Fonds de financement des navires de cabotage (CVFF), cette initiative ambitieuse est plus qu'une simple politique, c'est une déclaration économique. La vision d'Oyetola vise à récupérer les milliards de



dollars de revenus de fret actuellement perdus au profit des compagnies maritimes étrangères, à créer des milliers d'emplois pour les Nigériens et à ancrer fermement le Nigeria comme le centre maritime incontesté de la région de l'Afrique occidentale et centrale. L'initiative du ministre est un engagement générationnel en faveur de l'autosuffisance nationale et du maintien de la prospérité économique à l'intérieur de nos frontières.

Une vision audacieuse pour stimuler la production piscicole

En effet, pendant des années, le Nigeria a laissé une partie importante de son économie aux mains d'autres pays en raison de l'importation effrénée de poisson, une pratique qui coûte au pays environ 1,26 milliard de dollars par an en devises étrangères durement gagnées. Cette dépendance a non seulement épuisé les ressources nationales, mais a également entraîné la perte d'innombrables emplois qui auraient pu être créés au niveau national. Déterminé à inverser cette tendance, le ministre Adegboyega Oyetola a lancé une initiative audacieuse visant à stimuler de manière agressive la production locale de poisson et à mettre fin à la dépendance du Nigeria vis-à-vis des importations étrangères. Lors d'une récente réunion consultative de haut niveau avec les principaux groupes coopératifs de pêcheurs, le ministre a présenté un plan visionnaire visant à transformer le secteur aquacole du pays en un moteur de la sécurité alimentaire, de l'emploi et de la compétitivité à l'exportation. Déclarant que « le Nigeria doit tracer une nouvelle voie vers l'autosuffisance en matière de production halieutique », M. Oyetola a réaffirmé la ferme volonté du gouvernement fédéral de soutenir le secteur par des politiques solides, une expertise technique et l'inclusion financière. Il s'est engagé à

“ **Pendants des annes, le domaine maritime du Nigeria a ete entache par lanace de piratage et d'attaques cointre les navires , une realitee dangereuse qui a grave, ment eu un impact sur le commerce et a gonfle le cout de l'expedition vers le pays.** ”

augmenter considérablement la production halieutique nationale, en repositionnant l'industrie pour une croissance durable. La réunion interactive, qui a rassemblé les dirigeants des principales associations, notamment la Fédération des coopératives de pêche du Nigeria (FCFN), l'Association des développeurs de l'aquaculture du tilapia du Nigeria (TADAN) et l'Association des éleveurs de poissons-chats du Nigeria (CAFAN), a mis en évidence une approche collaborative face à ce



défi national. En outre, M. Oyetola a annoncé que le ministère intensifiait ses efforts pour autonomiser les femmes et les jeunes dans le secteur de la pêche grâce à des subventions de démarrage et d'autres initiatives d'autonomisation déjà en cours d'élaboration. Cette initiative s'inscrit dans le cadre d'un alignement stratégique avec le programme « Espoir renouvelé » du président Bola Ahmed Tinubu, qui donne la priorité à l'engagement des jeunes et à la diversification économique en tant que moteurs clés de la prospérité nationale.

Une nouvelle ère pour la sécurité des voies maritimes

Pendant des années, les voies maritimes du Nigeria se sont révélées être le théâtre de tragédies qui auraient pu être évitées, une triste réalité due à des mesures de sécurité inadéquates qui existaient avant l'arrivée au pouvoir de l'administration actuelle. Cependant, depuis son entrée en fonction, le ministre Adegboyega Oyetola a adopté une position ferme, s'engageant à mettre fin au cycle des accidents mortels sur les eaux nigérianes. Son leadership proactif porte désormais ses fruits. L'un des piliers de son initiative est la distribution à l'échelle nationale de 42 000 gilets de sauvetage aux utilisateurs des voies navigables dans 28 États riverains. Cette mesure est une réponse directe au taux alarmant d'accidents de bateau et aux tragiques pertes en vies humaines. Son impact a récemment été salué par le ministère des Transports de l'État du Niger, qui a félicité le ministre Oyetola pour son don de 3 500 gilets de sauvetage à l'État. Pour témoigner de l'efficacité du programme, le ministère a mentionné un accident de bateau récent dans lequel les neuf passagers ont survécu parce qu'ils portaient les gilets de sauvetage fournis par le ministre. Cet incident démontre de manière frappante comment un simple équipement de sécurité peut faire la différence entre la vie et la mort.

Dans le cadre d'une nouvelle initiative audacieuse visant à ouvrir une nouvelle ère en matière de sécurité maritime, le ministre a officiellement reçu le rapport du Comité spécial sur la prévention des accidents nautiques au Nigeria le 1er août 2025. S'engageant à mettre en œuvre des réformes radicales, M. Oyetola a réitéré la volonté inébranlable du gouvernement de rendre les eaux nigérianes sûres pour tous. Il a déclaré que la vague actuelle d'accidents de bateau était à la fois inacceptable et évitable, et qu'elle devait être combattue par une combinaison de mesures d'application des politiques, de coopération entre les parties prenantes et de changement des comportements. Cette approche globale marque une nouvelle position de tolérance zéro envers les accidents mortels sur les voies navigables, garantissant que chaque trajet soit effectué avec le plus haut niveau de sécurité possible.

Célébration de trois ans sans piraterie

Pendant des années, le secteur maritime nigérian a été marqué par la menace de la piraterie et des attaques contre les navires, une réalité dangereuse

“ **Cette spirit de collaboration a été une réflexion dans les performances remarquables du ministère qui ont obtenu 96% au premier trimestre de 2025 dans l'évaluation rigoureuse menée par l'unité centrale de coordination de la livraison des résultats**

qui a gravement affecté le commerce et fait grimper le coût du transport maritime vers le pays. L'imposition d'une « surcharge pour risque de guerre » par les assureurs internationaux était une mesure punitive qui pesait sur les entreprises et freinait la croissance économique. Cependant, un nouveau chapitre s'est ouvert sous la direction de M. Oyetola en tant que ministre. Sa consolidation décisive du projet Deep Blue a donné des résultats sans précédent : trois années consécutives sans aucun incident de piraterie dans les eaux nigérianes. Ce succès a également conduit à une réduction significative des attaques dans l'ensemble du golfe de Guinée, transformant l'une des voies maritimes les plus périlleuses au monde en un corridor beaucoup plus sûr. Cette réalisation monumentale a été saluée au niveau international par des organismes mondiaux prestigieux tels que le Bureau maritime international (IMB) et l'Organisation maritime internationale (OMI). Dans le cadre d'une reconnaissance historique du renforcement de la sécurité au Nigeria, le pays a été officiellement retiré de la liste des zones maritimes à haut risque.

Les avantages de cette réussite sont profonds et considérables. La fin des attaques contre les navires a entraîné une réduction spectaculaire des primes d'assurance et des coûts de transport maritime, rendant le Nigeria plus attractif pour le commerce international. Cela devrait stimuler une augmentation

du trafic maritime et des investissements étrangers, tout en réduisant le coût des marchandises importées pour le Nigérian moyen. En fin de compte, l'engagement sans faille d'Oyetola en faveur de la sécurité maritime a non seulement permis de protéger des vies et des biens, mais a également ouvert une nouvelle ère de prospérité économique et de confiance internationale dans l'économie bleue du Nigeria.

Salaire minimum de 200 000 nairas pour les travailleurs maritimes

Pendant des années, les travailleurs nigériens du secteur maritime ont été victimes d'un cycle d'exploitation, les entreprises étrangères profitant de l'absence d'une structure salariale réglementée pour leur offrir des salaires dérisoires. Cette sous-rémunération chronique a étouffé les moyens de subsistance de milliers de travailleurs et porté atteinte à la dignité du travail dans un secteur économique crucial. Cependant, une nouvelle ère s'est ouverte sous la direction

du ministre Adegboyega Oyetola. Dans le cadre d'une intervention historique, le ministre, grâce à un partenariat historique mis en place par le Conseil nigérian des chargeurs, a réuni le Syndicat des travailleurs maritimes du Nigeria (MWUN) et l'Association des agences maritimes, des commissionnaires en douane et des transitaires (SACFEA). Cette collaboration a abouti à un accord sans précédent en août 2024, qui a approuvé un salaire minimum de 200 000 nairas pour les travailleurs maritimes employés par les entreprises membres de la SACFEA. Cet accord historique est une victoire majeure pour les travailleurs nigériens et témoigne de l'engagement du ministre en faveur de la justice sociale. Le nouveau salaire de 200 000 nairas, soit près de trois fois le salaire minimum national, constitue une bouée de sauvetage cruciale, garantissant que les travailleurs ne sont plus exploités, mais sont au contraire rémunérés équitablement pour leur contribution essentielle à l'économie du pays. Cette décision historique améliore non seulement le niveau de vie d'innombrables familles, mais établit également une nouvelle référence en matière de pratiques de travail, favorisant une plus grande dignité et une plus grande stabilité dans l'ensemble du secteur maritime.

Promouvoir la Banque régionale de développement maritime

Dans une démarche qui transcende les frontières nationales, le ministre Adegboyega Oyetola façonne activement l'avenir des affaires maritimes africaines. Son engagement sans faille en tant que champion de la Banque régionale de

développement maritime (RMDB) a été le moteur de la mise en place de cette institution financière attendue depuis longtemps. Dédiée au financement du transport maritime, de la modernisation des ports et des infrastructures maritimes essentielles, la RMDB est appelée à devenir la pierre angulaire de l'économie bleue du continent. La récente nomination par le président Tinubu d'un administrateur et banquier chevronné, M. Adeniran Aderogba, au poste de président-directeur général pionnier marque un moment charnière dans l'histoire de la RMDB. Avec son siège au Nigeria et grâce au plaidoyer persistant d'Oyetola, la banque est désormais prête à débloquer des financements abordables pour les armateurs, les installations portuaires modernes et les projets innovants à travers le Nigeria et tous les États membres de l'Organisation maritime de l'Afrique occidentale et centrale (OMAOC). Cette initiative est une déclaration forte d'autonomie, qui positionne le Nigeria comme le leader incontesté du financement maritime continental. Elle garantit que l'Afrique ne dépend plus exclusivement des capitaux étrangers pour développer ses capacités maritimes et portuaires, mais prend plutôt en main son propre destin économique.

La candidature du Nigeria au leadership maritime mondial

Le ministre Adegboyega Oyetola mène également une campagne diplomatique dynamique « porte-à-porte » afin d'assurer la réélection du Nigeria dans la catégorie C du Conseil de l'Organisation maritime internationale (OMI). L'OMI est l'agence spécialisée des Nations unies chargée de la sécurité et de la sûreté du transport maritime et de la prévention de la pollution marine par les navires. M. Oyetola a officiellement lancé la campagne en juin 2025 au siège de l'OMI à Londres et a depuis participé à des réunions bilatérales de haut niveau avec les responsables maritimes de nombreux pays. La réélection du Nigeria au Conseil de l'OMI apportera des avantages considérables tant au pays qu'au continent africain. Un siège au Conseil permettra au Nigeria de participer activement à l'élaboration des politiques maritimes internationales en matière de sécurité, de sûreté et de protection de l'environnement, et d'influencer celles-ci, garantissant ainsi que les intérêts du Nigeria et de l'ensemble de la sous-région ouest-africaine soient représentés dans les prises de décision mondiales. En outre, l'adhésion au Conseil de l'OMI renforce la position du Nigeria sur la scène internationale, consolidant son rôle d'acteur clé dans les affaires maritimes et contribuant à attirer les investissements étrangers en témoignant de sa stabilité et de son adhésion aux normes internationales. Ce siège au Conseil peut également déboucher sur un renforcement de la coopération technique, du financement et des possibilités de formation pour le Nigeria, ce qui peut améliorer les capacités locales dans des domaines tels que les

inspections de sécurité des navires, la formation des marins et la modernisation des ports. En occupant un siège dans la catégorie C, qui vise à garantir une représentation géographique équitable, le Nigeria sert de porte-parole aux nations africaines, en particulier dans la région de l'Afrique occidentale et centrale. Cela permet au pays de défendre les priorités régionales et de favoriser le commerce et le développement maritimes intra-africains.

Reconnaissance et impact national

Les réformes audacieuses et transformatrices du ministre Adegboyega Oyetola dans le secteur de l'économie marine et bleue ne sont pas passées inaperçues. Dans une validation retentissante de son leadership, le ministère de l'Économie marine et bleue a récemment été nommé « ministère le plus performant » par le Conseil présidentiel pour un environnement commercial favorable (PEBEC). Cette prestigieuse distinction témoigne directement du style de gouvernance discipliné, fondé sur les données et axé sur les résultats de M. Oyetola. Le succès du ministère repose sur son approche proactive et inclusive. Il a toujours collaboré avec les parties prenantes dans le cadre de réunions régulières, veillant à ce que leurs précieuses contributions soient non seulement entendues, mais aussi activement mises en œuvre. Cet esprit de collaboration se reflète dans les performances remarquables du ministère, qui a obtenu un score de 96 % au premier trimestre 2025 lors de l'évaluation rigoureuse menée par l'Unité centrale de coordination des résultats (CRDCU). Ce résultat exceptionnel souligne l'engagement sans faille du ministre en faveur de l'efficacité, de la responsabilité et de la réalisation de la vision stratégique du président Tinubu pour le secteur de l'économie marine et bleue avec précision et excellence.

L'héritage d'Oyetola en action

En 24 mois, Oyetola a transformé un ministère naissant en l'un des moteurs les plus productifs de la diversification économique du Nigeria. Il s'est attaqué à des problèmes autrefois considérés comme insolubles, a mis en place des institutions durables et a défendu des politiques qui placent le Nigeria au cœur de l'avenir maritime de l'Afrique. Alors que le programme « Renewed Hope Agenda » du président Tinubu entame sa troisième année, les vents sont favorables et les eaux calmes, car à la barre se trouve un ministre qui connaît à la fois la carte et les marées. Adegboyega Oyetola n'a pas seulement changé le cours de l'économie maritime et bleue du Nigeria, il a également changé le rythme auquel l'histoire s'écrit.

**Le Dr Bolaji Akinola est conseiller spécial en charge des médias et de la communication auprès de l'honorable ministre de l'économie maritime et bleue.*



Dr Muda Yusuf

« Le ministère s'est imposé comme un moteur essentiel de la diversification économique du Nigéria »

Le Dr Muda Yusuf est l'ancien directeur général de la Chambre de commerce et d'industrie de Lagos (LCCI). Il a occupé ce poste pendant plus de dix ans. Économiste, qui a grandement contribué au débat économique national grâce à ses analyses fondées sur la recherche des politiques gouvernementales et de leur impact sur divers secteurs de l'économie, Yusuf est le fondateur et PDG du Centre pour la Promotion de l'Entreprise Privée [CPPE], une ONG engagée dans les idéaux de la libre entreprise et du développement du secteur privé.

Dans cette interview avec NPT, il donne son point de vue sur un large éventail de questions concernant l'industrie maritime nigériane, en particulier depuis la création du ministère de la Marine et de l'Économie Bleue.

Par 'Sola Adesanwo, Helen Maduakolam et Paul Erakhifu

A votre avis, quelles sont les réalisations du ministère de la Marine et de l'Économie Bleue au cours des deux dernières années ?

Le ministère de la Marine et de l'Économie Bleue, bien que relativement récent, s'est déjà imposé comme un moteur essentiel de la diversification économique du Nigéria. Ses réalisations sont significatives dans de multiples dimensions, notamment la croissance économique. Selon les chiffres du

PIB 2024 rebasés et publiés par le Bureau National des Statistiques, la contribution du secteur au PIB a augmenté de 1 367 %, ce qui est à la fois un résultat de rebasage statistique et le reflet d'une production plus forte des services portuaires, du commerce maritime et des voies navigables intérieures. Il a également amélioré la génération de revenus. Les recettes combinées des agences sous la tutelle du ministère, notamment la NPA, la NIMASA, la NIWA et le Conseil des expéditeurs, ont

presque doublé en deux ans, passant de 700 milliards en 2023 à 1,39 trillions en 2025, mettant en évidence une efficacité accrue, une meilleure gouvernance et une conformité renforcée.

Par ailleurs, la résolution du blocage d'Apapa/Tincan, qui paralysait les principaux ports nigériens depuis plus de dix ans, a transformé le paysage logistique. Cela a permis de réduire les délais de dédouanement à l'importation et à l'exportation, de diminuer les coûts pour les entreprises et de restaurer la confiance dans les ports nigériens.

Il convient de noter que le nouveau ministère a renforcé la sécurité maritime. Pour la première fois depuis des décennies, le Nigéria n'a enregistré aucun incident de piraterie dans ses eaux territoriales et dans le golfe de Guinée au cours des trois dernières années. Cela renforce non seulement la réputation maritime du Nigéria à l'échelle internationale, mais réduit également les coûts de transport maritime, les navires n'étant plus soumis à des primes d'assurance élevées lorsqu'ils naviguent dans les eaux nigériennes.

Ces réalisations démontrent qu'avec une action politique délibérée, le secteur maritime du Nigéria peut contribuer de manière significative à la croissance et à la compétitivité nationales.

Comment le Ministère a-t-il encouragé la participation autochtone au secteur maritime ?

Pendant des décennies, le commerce maritime nigérien a été dominé par les compagnies maritimes étrangères, marginalisant les opérateurs locaux. Ce déséquilibre a entraîné des pertes de revenus et d'emplois, ainsi qu'un transfert limité de compétences vers les Nigériens. Pour remédier à cette situation, l'actuel ministre de la Marine et de l'Économie Bleue a pris des mesures importantes, notamment la création du Fonds de Financement des Navires de Cabotage (CVFF). Longtemps inactif, ce fonds a été relancé afin d'offrir un financement accessible aux armateurs locaux. Cela permettra aux entreprises nigériennes d'acquérir des navires modernes, réduisant ainsi leur dépendance aux navires étrangers pour le commerce côtier et hauturier.

Par ailleurs, la création du Comité de Mise en œuvre de la Flotte Nationale, piloté par le secteur privé, vise à



L'objectif est clairement de faire des ports Nigeriens la destination préférée pour l'Afrique occidentale et centrale

créer une compagnie maritime nationale qui garantira la propriété nigérienne du transport de marchandises à l'import et à l'export. Cette mesure répond à la situation actuelle où le Nigéria génère d'importants volumes de marchandises, mais ne tire quasiment aucun profit de la chaîne de valeur du transport maritime.

Il convient de noter le succès de la Banque Régionale du Développement Maritime. Le Nigéria a soutenu

cette initiative régionale visant à mettre à disposition des capitaux à long terme et à faible coût aux opérateurs locaux d'Afrique de l'Ouest. En mettant en commun les ressources régionales, la banque créera un écosystème financier favorable aux acteurs locaux, souvent privés d'accès à des prêts commerciaux coûteux pour leurs investissements dans le secteur maritime.

L'impact combiné de ces mesures est de garantir que les entrepreneurs, les investisseurs et les travailleurs nigériens captent une plus grande part de la valeur créée par l'économie maritime, réduisant ainsi la fuite des capitaux et renforçant la souveraineté économique nationale.

Quel impact l'amélioration de la sécurité maritime a-t-elle eu sur le Nigéria ?

La sécurité maritime a toujours été l'une des plus grandes vulnérabilités du Nigéria. Par le passé, le golfe de Guinée était considéré comme le corridor maritime le plus dangereux au monde, ce qui freinait le commerce et augmentait les coûts. La transformation de ces deux dernières années a été profonde, je dois le dire. Aucun incident de piraterie n'a été signalé dans les eaux nigériennes pendant trois années consécutives – un record. Cela a restauré la confiance au Nigéria, si bien que les compagnies maritimes internationales sont désormais plus disposées à accoster dans les ports nigériens, ce qui stimule le trafic et la compétitivité.

Il est également révélateur que le succès du Nigéria en matière de sécurité maritime ait repositionné le golfe de Guinée comme un lieu plus sûr pour le transport maritime international, profitant non seulement au Nigéria, mais aussi aux États voisins. Cela montre comment des investissements ciblés dans la surveillance, les capacités navales et la collaboration interinstitutionnelle peuvent transformer fondamentalement l'environnement commercial d'un pays.

Quelles sont les mesures prises pour améliorer les ports du Nigéria ?

Les ports du Nigeria sont au cœur de son commerce extérieur, mais ils souffrent d'un manque d'entretien depuis des décennies. Le ministère de la Marine et de l'Économie Bleue a fait de la réforme portuaire une priorité absolue de son programme. Les projets de modernisation des ports en témoignent. Des projets de modernisation majeure des ports d'Apapa et de l'île Tincan sont en cours, ce qui représente les premiers investissements d'envergure depuis plus de 20 ans. Ces projets permettront d'accroître la capacité, d'améliorer

l'efficacité et de permettre aux ports d'accueillir des navires plus gros qui contournent actuellement le Nigeria. Les ports d'Onne, Warri et Calabar sont en cours de modernisation et bénéficient de tirants d'eau plus importants, ce qui les positionne comme des plateformes de transbordement pour le fret régional, notamment vers des pays enclavés comme le Niger et le Mali.

On constate également une nette amélioration de la manutention du fret. Les investissements dans les grues, les scanners et l'automatisation réduiront les délais d'exécution et renforceront la compétitivité. Le ministère s'efforce également d'harmoniser les opérations entre les douanes, la NPA et les opérateurs de terminaux afin de réduire les doublons, d'accélérer les processus de dédouanement et de minimiser la corruption.

L'objectif est clairement de faire des ports nigériens la destination privilégiée du commerce de l'Afrique de l'Ouest et

du Centre, plutôt que de perdre des marchandises au profit des ports de Tema, Cotonou ou Lomé.

Quels sont, selon vous, les défis actuels auxquels le ministère est confronté ?

Bien que des progrès significatifs aient été réalisés, plusieurs défis subsistent dans des domaines tels que la sécurité des voies navigables intérieures, où le pays a connu de fréquents accidents de bateau dus à la surcharge, le manque de respect des normes de sécurité et l'application limitée des réglementations continuent de provoquer des pertes tragiques en vies humaines.

En outre, les ports nigériens sont toujours confrontés à une forte concurrence de la part des ports des pays voisins, perçus comme plus efficaces et moins coûteux. Malgré les plans de modernisation, la plupart des ports nigériens fonctionnent encore avec des installations obsolètes et une automatisation limitée.

Pour relever ces défis, il faut combiner investissement, application des lois et diplomatie.

Quel rôle le ministère peut-il jouer dans la promotion des exportations non pétrolières ?

La dynamique d'exportation non pétrolière du Nigeria dépend fortement d'une logistique maritime efficace, et le ministère joue un rôle central dans ce domaine. Il est évident que la documentation d'exportation a été simplifiée, réduisant les délais qui décourageaient auparavant les exportateurs. De même, des organismes tels que l'Autorité Portuaire Nigérienne et le Conseil des Chargeurs Nigériens se sont mobilisés pour résoudre les goulots d'étranglement auxquels sont confrontés les exportateurs.

Il existe une collaboration notable avec les régulateurs financiers, ce qui a amélioré la rapidité avec laquelle les exportateurs reçoivent leurs paiements, renforçant ainsi leur liquidité.

Dans le domaine du soutien aux infrastructures, des efforts sont déployés pour décongestionner les ports et améliorer directement la manutention des marchandises, ce qui profite aux exportateurs en réduisant les coûts et en améliorant les délais d'exécution.

Ces réformes ont déjà entraîné une croissance des exportations non pétrolières, s'alignant ainsi sur le programme de diversification plus large du Nigeria.

Quelles devraient être les priorités du Ministère pour les deux prochaines années ?

L'agenda stratégique à venir devrait inclure la transformation du Nigeria en une plaque tournante maritime, en achevant la modernisation des ports et en maximisant l'utilisation des ports de l'est et de l'ouest.

Les deux prochaines années devraient également être consacrées à renforcer la participation autochtone au transport maritime. Le ministère devrait veiller à ce que le CVFF soit pleinement opérationnel et le gouvernement devrait soutenir la création d'une compagnie maritime nationale.

Le ministère doit également accélérer l'adoption des technologies, en déployant des systèmes de dédouanement numériques et en automatisant les processus portuaires. Il doit également renforcer la sécurité des voies navigables intérieures, en veillant au respect des normes de sécurité, en fournissant des

bateaux plus modernes et en formant les opérateurs locaux.

Le ministère devrait également mobiliser les investissements, en créant des incitations fiscales pour attirer les capitaux privés dans la construction navale, la logistique et le tourisme maritime.

Je propose l'expansion des routes de navigation côtière afin de réduire la dépendance au transport routier, de décongestionner le trafic et de stimuler le commerce régional. Cela favorisera l'intégration régionale.

Ces priorités permettront à l'économie maritime du Nigeria de devenir un véritable moteur de croissance et de compétitivité mondiale.

Comment pensez-vous que la Banque Régionale de Développement Maritime va aider le Nigeria ?

Des agences telles que l'Autorité portuaire Nigérienne sont devenues actives pour résoudre les goulots d'étranglement pour les exportateurs

Une fois opérationnelle, la Banque Régionale de Développement Maritime changera la donne. Elle aidera les entreprises de transport maritime et les opérateurs portuaires locaux à avoir enfin accès à des financements à long terme à des taux d'intérêt bas, leur permettant d'acquérir des navires et de moderniser leurs installations.

La banque devrait réduire la dépendance au transport routier. En finançant le transport côtier, la RMDB transférera les marchandises des autoroutes encombrées vers les voies navigables, réduisant ainsi les coûts et les risques.

La banque contribuera à la facilitation des échanges régionaux. Un écosystème maritime renforcé facilitera la circulation des marchandises au sein de la CEDEAO, stimulant ainsi l'intégration régionale et réduisant les coûts commerciaux. Elle aura également un effet multiplicateur économique grâce à une participation accrue des populations locales, ce qui se traduira par la création d'emplois, de recettes fiscales et une meilleure rétention de la valeur dans l'économie nigérienne.

Quelle devrait être la vision globale de l'économie marine et bleue du Nigeria ?

La vision devrait être de faire du Nigeria le principal centre maritime d'Afrique de l'Ouest et d'Afrique centrale, en exploitant pleinement ses atouts naturels : un littoral de 850 km et 10 000 km de voies navigables intérieures.

La réalisation de cette vision repose sur cinq piliers, à savoir : des ports de classe mondiale — modernisés, efficaces et capables d'accueillir les plus grands navires ; l'autonomisation des populations autochtones — garantir que les entreprises et les travailleurs nigériens bénéficient pleinement du transport maritime et de la logistique ; des eaux sûres et sécurisées — maintenir l'objectif zéro piraterie et renforcer la sécurité des voies navigables intérieures ; la diversification des exportations — soutenir la transition du Nigeria hors de sa dépendance au pétrole grâce à une facilitation efficace des échanges ; et le leadership mondial — garantir la place légitime du Nigeria dans la gouvernance maritime internationale.

Si elle est pleinement mise en œuvre, cette vision transformera le secteur maritime du Nigeria, passant d'un maillon faible à un pilier de la prospérité nationale et de l'influence mondiale.



President Tinubu Congratulates Dantsoho on His Election as IAPH Vice President (Africa)

By Victoria Tarfa & Joachim Akinseloyin

President Bola Ahmed Tinubu has congratulated Dr. Abubakar Dantsoho, Managing Director of the Nigerian Ports Authority (NPA), on his election as Vice President (Africa) of the International Association of Ports and Harbours (IAPH). Dr. Dantsoho joins the management team of the IAPH for a two-year term.

The 70-year-old global association serves as the voice for seaports worldwide and will mark its anniversary on October 7 in Kobe, Japan.

The President thanks the members of the IAPH for the confidence reposed in Dantsoho by entrusting him with the position, just as they did in 2017, when Hadiza Bala Usman, one of Dantsoho's predecessors, was similarly elected.

President Tinubu believes that the election of the NPA Managing Director will boost Nigeria's ambition to tap into the global marine and blue economy.

The President encourages Dantsoho to continue his efforts to reposition the NPA, thereby contributing to Nigeria's goal of expanding its economy to \$1 trillion by 2030.

The Managing Director of the Nigerian Ports Authority Abubakar Dantsoho reached yet another milestone in his career, Nigeria's visibility and capabilities in the International Maritime sector as he was elected Vice President Africa region for the International Association of Ports and Harbours (IAPH) for the next 2 years, 2025-2027.

The IAPH has a president Mr. Jens Meier, and Vice Presidents that head regions. Dantsoho is to lead the affairs of African ports in IAPH involving 18 Port Authorities from Northern to Southern Africa who voted and elected him. In this elected position, the Managing Director of NPA is to encourage African Ports in IAPH.

The International Association of Ports and Harbours started in Japan in 1955. It is an international network of ports involving 200 Port Authorities in the globe in 94 countries and over 173 maritime related businesses as members. The IAPH currently operates from the headquarter in Japan.

The IAPH has a consultative status in the IMO. In 2023, it signed an MOU to enhance cooperation in areas of Climate and Energy, Data Collaboration and Resilience of ship to shore operations. Thus it has 3 technical groups, the Climate and Energy, Data Collaboration and Risk & Resilience technical committees that brainstorm to impact sustainability development.

The IAPH created the IAPH Environmental Ship Index, the leading global standard measurement index for shipowners that aims to improve energy efficiencies in their fleets to reduce emissions. It also runs the IAPH initiatives developed in partnerships for alternative fuel bunkering infrastructure, onshore power, port call optimization and just-in-time arrival of vessels.

This gives an insight into Dantsoho's responsibility in Africa, which involves fostering the objectives of IAPH in Africa encouraging the commitment of Africa to maritime development, compliance to IMO regulations. Through the office of Vice President Africa, Dantsoho could increase African input on regulatory policy impacting ports at the IMO.



President Bola Ahmed Tinubu



Dr. Abubakar Dantsoho

Eugene Sesoka

Dr. Ichio Motono

Marika Calfas

Jacques Vandermeiren

Vinicius Patel

Abubakar Dantsoho's mandate is to pull members in the African continent to embrace the current international maritime trends towards the development of Africa among 18 out of the 200 port Authorities that are members of the IAPH. These are Angola, Benin, Cabo Verde, Cameroon, Congo, Cote D'Ivoire, Djibouti, Ghana, Guinea, Kenya, Mauritius, Morocco, Namibia, Nigeria, Senegal, Sierra Leone, South Africa and Togo

It's worthy to remember that Abubakar Dantsoho's leadership responsibility of leading African regional ports started in the Port Management Association of West and Central Africa (PMAWCA) as the President and the ports in the African continent under the Pan-African Port Cooperation as the Chairman.

Just in November, 2024, the Port Management Association of West and Central Africa (PMAWCA) named the MD NPA as the President of the association comprising all ports in West and Central Africa. This automatically made him the Chairman of the Pan-African Port Cooperation (PAPC) which is a unifying body of all Ports in Africa under the PMAWCA, PMAESA and UAPNA regions.

By this herculean task, Nigeria is to draw Africa into cooperation, integration, trade facilitation, economic and world class maritime development.



MD NPA

Dantsoho:

Boosting Activities at Eastern Ports, Driving FG's Economic Diversification

By Our Correspondents

Apart from reviving the eastern ports, the Nigerian Ports Authority is at the heart of the federal government's drive to strengthen Nigeria's economic diversification options through a sustainable blue economy ventures like ship building, ship repair and other dry dock activities

Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, is sustaining conscious steps aimed at improving ship traffic to the eastern ports and repositioning them for optimum efficiency.

As part of the Authority's contribution to boosting the national economy, Dantsoho is working tirelessly to maximise the potentials of Onne and Portharcourt ports while also reviving the existing ports in Calabar, Warri and other parts of the South South without losing focus on greenfield port projects.

Proximity to Northern Industrial Clusters

For years, shipping into Nigeria made Lagos ports first, everywhere else second. The Eastern Ports - Port Harcourt, Onne, Warri and Calabar- were left in the shadows despite their proximity to key markets and resource corridors. Despite its potential, weak infrastructure and limited connectivity kept the Eastern ports underused. Lagos absorbed over 90 per cent of maritime traffic while Eastern facilities ran below a third of their capacity.

But today, that story is beginning to change. Under the leadership of Dantsoho. Eastern ports are being repositioned as a competitive gateway. For shippers, the benefits are obvious- shorter turnaround times, closer access to the South-East and North-Central industrial clusters, lower transportation costs and the ability to move agricultural and mineral products more efficiently.

All these are aimed at deepening Nigeria's participation in the African Continental Free Trade Area

(AfCFTA) regime.

To demonstrate his hands on approach, Dantsoho embarked on a series of tours of focused on driving investment into the Eastern Ports. These tours have started to yield expressions of interest for Rivers, Calabar and Burutu Ports. One of these is the recently celebrated call of the wholly Nigerian-owned MV Ocean Dragon at Onne's West African Container Terminal (WACT) on July 31, 2025.

With a 349 TEU capacity, the MV Ocean Dragon shall be plying routes across West, Central and Southern Africa, exemplifying the "Nigeria First" policy and pronouncing Nigeria as a key player in intra African trade. Through these efforts, the NPA is showing its commitment to integrating Nigerian producers with global markets and maximising the immediate benefits of the proximate African trade corridor by water.

Dantsoho's management introduced new tariffs, which became effective on March 1, 2025. The tariffs reflect operational costs while maintaining competitiveness and enhancing the actualisation of the Authority's 25-year master plan which emphasizes automation, cybersecurity and sustainability, including a proposed "Green Craft Acquisition Fund" for IMO-compliant vessels.

Partnerships, Achievements Touching on Exports

The NPA has continued to pursue strategic partnerships, which are driving growth. For instance, Hapag-Lloyd launched a weekly service at Onne, connecting Eastern Nigeria to global routes and enhancing transshipment under the African Continental Free Trade Area (AfCFTA).

Collaborations with relevant agencies of government like the Nigeria Customs Service (NCS) for 24-hour operations also aim at reducing cargo release times and curb diversions to neighbouring ports.

The performance metrics reflect success so far. Records show that service boat Gross Registered Tonnage (GRT) rose from 129.3% to 4.58 million tons in 2024. The Eastern Ports have also seen larger vessels berth safely, with stakeholders like Indorama reporting higher export tonnages.

In anticipation of the growth that this progress growth indicates, the NPA projects 1.28 trillion in revenue for 2025, up from 894.86 billion in 2024. And the development in the Eastern Ports contributes significantly to the projected revenue rise. Buoyed by the fruits of its effort so far, the NPA is a new incentive regime to encourage patronage of non-Lagos ports, including discounts and streamlined processes for Eastern corridors. And in achieving that, the Authority is aligning with the Federal Government's "Nigeria First" which emphasises infrastructure modernization, operational efficiency, and indigenous



participation in the maritime sector. Discussions with stakeholders like the Seaport Terminal Operators Association of Nigeria (STOAN) have therefore, focused on boosting indigenous ownership and short-sea shipping.

Driving FG's Economic Diversification

Apart from rebuilding investors' confidence to attract foreign direct investments (FDI) to viable private sector initiatives like ship building and repairs, NPA is presently at the heart of the federal government's drive to strengthen Nigeria's economic diversification options through a sustainable blue economy ventures like ship building, ship repair and other dry dock activities.

At a recent forum in Lagos, Founder of Starz Marine and Engineering Limited in Rivers State, Engr. Greg Ogbeifun, disclosed the commitment of \$350 million loan by Afrexim Bank to facilitate shipbuilding and expansion of the yard.

This, he stated, will aid the expansion of the Starz's shipyard from 500 tons to 10,000 ton lifting capacity, 120 meter long circle lift, for the purpose of achieving quality ship repair and building which Nigerians have had cause to travel for.

Infrastructure Modernisation, Capacity Building

A cornerstone of the NPA's strategy is significant investment in port infrastructure to accommodate larger vessels and reduce vessel turnaround times.

Port Harcourt, though historic, was underdeveloped. Onne thrived as an oil and gas base but not for as container-handling, Warri struggled with shallow

approaches through Escravos, while Calabar, battled draft restrictions that discouraged major carriers. These barriers created a cycle of neglect and reinforced Lagos' dominance.

The Dantsoho led administration at Nigerian Ports Authority, has however made breaking cycle a priority. With reforms that include infrastructural and equipment upgrades, financial incentives and stakeholder engagement have been put forward. Channel dredging and rehabilitation are said to be ongoing at Warri, Onne and Calabar to accommodate larger vessels.

At Onne Port Complex, a Public-Private Partnership (PPP) with West African Container Terminal (WACT) Nigeria Limited has advanced Terminal 'B' expansion (Berths 7 and 8) to 62% completion, with over \$110 million invested.

This upgrade is part of a broader \$2.9 billion Onne Port Expansion Phase 4B project which is the largest port investment in Africa over the past decade

Additionally, a 6,000 metric tonne bitumen tank is nearing completion at Rivers Port Complex, enhancing storage and supporting regional infrastructure needs.

The NPA has now secured \$1.1 billion for comprehensive rehabilitation across Eastern Ports, including Onne, Rivers, Calabar and Warri. Key projects include road network integration at Onne's Berths 9-11, installation of marine fenders authority-wide and surveys for shore protection at Escravos breakwaters in Warri.

Navigational aids and buoys have been deployed in Warri and Calabar Pilotage Districts to improve channel marking and safety. These enhancements have led to unprecedented cargo traffic, particularly at Onne, attributed to improved channel security and reduced attacks on vessels.

Dredging efforts are also ongoing to increase draught depths, such as targeting 11 meters at Onne and Calabar to handle bigger ships with a mind on avoiding past situations like the stalled \$12.5million contract and legal conundrum.

Although Onne has welcomed ships that once avoided the corridor. Security patrols across the Niger Delta are supported by partner agencies, thereby reducing piracy and other threats at sea while reassuring international shipping lines of the security of their vessels. On the commercial side, tariff rebates on harbour dues has lowered cost for users of the Eastern ports, while terminal concessions are driving private investment in modern cargo-handling equipment.

Hopefully through the Port Harcourt-Maiduguri rail, the North-East would have a direct maritime outlet, where agricultural produce and solid minerals can be exported from. This is exactly what an efficient port system is.

Furthermore, the NPA has acquired state-of-the-art harbour crafts, including two 80-tonne Bollard Pull tugboats (M.T. Maikoko and M.T. Da-Opukuro), the first of their kind in Africa to eliminate berthing and sailing delays. These vessels, complemented by additional tugboats and pilot cutters, have improved efficiency, with average vessel turnaround time dropping to 5.16 days so far. The Electronic Call-up (Eto) system and Export Processing Terminals (EPTs) have also streamlined operations,

boosting export volumes by 60% in some terminals. Opening of 'Road D' at Onne has also alleviated logistics bottlenecks, attracting commendations from truckers. That is in addition to several other initiatives that support multimodal transport and align with International Association for Ports and Harbours (IAPH) standards for port-hinterland connectivity.

Future Outlook: Thriving Eastern Maritime Hub

The NPA's multifaceted approach —combining infrastructure upgrades, equipment acquisitions, incentives and partnerships, to improve delivery positions the Eastern Ports as vital economic engines.

Under the supervision of His Excellency, Gboyega Oyetola, these efforts promise sustained ease of doing business and blue economy optimization. As transshipment figures from Lekki Deep Seaport rise and trade surpluses grow, the Eastern Ports with continued focus on security, dredging and indigenous capacity are poised for even greater vessel traffic and investment, contributing to Nigeria's maritime renaissance.

Succour for Aba Manufacturers, Onitsha Traders

Thanks to NPA, manufacturers in Aba, traders in Onitsha and industrial clusters in Nnewi can now route their cargo through the Eastern ports nearest to them, saving



The NPA has now secured \$1.1 billion for comprehensive rehabilitation across Eastern Ports, including Onne, Rivers, Calabar and Warri.

time and money. With this new dawn, Onne will strengthen its dominance as the Gulf of Guinea's offshore logistics hub. Port Harcourt and Calabar can become lifelines to South-East and linkages to Cameroon and Central Africa.

Like the legendary King Midas, whose hands turned anything he touched to gold, Dr Dantsoho is championing a regime of deploying human resources and materials to where matters most, focusing attention on critical areas of NPA functions that affects the economy.

His hands on approach to management and leadership is providing a hybrid of government, private and sector collaboration that daily draws Nigeria closer to the full realisation of becoming the leading maritime country in West and Central Africa.

His impactful work in progress mode is a testament to his decades of involvement in port activities as a youth corps member in NPA to an employee who grew through the ranks that providence has seen to now lead the NPA as MD. There is a consensus that he is President Tinubu's most experienced maritime appointee who justifies the trust by creating an enabling environment for unfettered growth in the nation's blue economy ecosystem.



NIGERIAN PORTS:

So Safe, So Efficient To Attract Investments, Boost National Economy

The current management of the Nigerian Ports Authority (NPA), has put in place robust maritime security measures, improved infrastructure, stringent compliance with international standards like the ISPS Code, effective inter-agency coordination, enhanced cybersecurity to combat evolving digital threats, and collaborative efforts with other government agencies and stakeholders to protect the ports against internal and external attacks. The management has also provided efficient port services through genuine secure operations, minimised threats to crew, cargo and vessels, and employed advanced technologies and optimised processes to achieve rapid turnaround times and reduced costs.

In this special report by **JOACHIM AKINSELOYIN AND ALBERT OREM**, the duo looked at the key characteristics of what the NPA management has done in terms of port security and port efficiency which include robust security systems like access control, surveillance and cargo screening; implementation of automation, modernisation and digital technologies; efficient internal logistics and cargo handling; and strategic planning for port layout and equipment placement to enhance productivity and user satisfaction to attract investments and boost the nation's economy.

In the heart of Nigeria's Marine and Blue Economy Ministry, the Nigerian Ports Authority (NPA) stands sentinel, safeguarding the nation's economic lifeline with cutting-edge security measures. With advanced technologies and a steadfast commitment to safety, the NPA ensures that Nigeria's ports remain secure, efficient, and globally competitive.

From state-of-the-art surveillance systems to rigorous access control protocols, the NPA's advanced port

security framework protects the nation's maritime assets, facilitates international trade, and fosters economic growth.

Port security is an aspect of maritime security that is essential in facilitating safe and secure maritime transport. High rate of security incidents in ports threatens operations in ports and hinders effective and efficient facilitation of trade domestically and internationally. Port security measures are therefore, employed to safeguard seaports from terrorism and other criminal activities and are

structured to provide effective and efficient landside operations, patrols of the harbours, anchorages and waterways around the ports.

Managing Director of the NPA, Dr. Abubakar Dantsoho, says that this reality guides the Authority's proactive approach to maritime security towards mitigating threats that could disrupt operations within and outside the port.

According to Dantsoho: "By prioritising maritime security, Nigeria can ensure the continued growth and development of its economy, while protecting the lives and livelihoods of those who depend on the maritime industry. As the nation looks to the future, one thing is clear: a secure maritime environment is essential to achieving its full potential."

Findings revealed that the NPA has made significant investments in modern surveillance technologies, to enhance the monitoring of port activities and detect potential security threats. These cutting-edge systems enable the Authority to respond swiftly and effectively to any security breaches, while ensuring the safety of personnel, cargo and vessels within the port and its environment.

Investigations by the NPT have shown that the NPA operates at Maritime Security (MARSEC) Level One, indicating a normal security situation. To ensure adequate security provisions, ship agents or masters are required to submit a 72-hour pre-arrival notice to Port Facility Security Officers/Port Security Officers (PFSO/PSO). Additionally, strict access control procedures are in place to prevent unauthorised access to port areas, just as regular patrols are conducted in collaboration with the Harbours Department and Marine Police Unit to maintain waterfront security. The NPA has implemented real-time solutions, such as the Electronic Truck Call-up System (ETO), to streamline truck movements and reduce congestion within the port. This system enables the NPA to manage truck arrivals and departures more efficiently, minimising wait times and improving overall productivity. By leveraging technology, the NPA has optimised port operations, enhanced security and improved the overall efficiency of the maritime supply chain.

Safety First: A Fortress Against Disaster

As part of its determination to promote the safety of personnel, cargo and infrastructure, NPA has implemented a multi-faceted approach, which encompasses the modernisation of its equipment, regular training and drills, infrastructural upgrades and a conscious promotion of safe environment practises.

Speaking on the Authority's investment in state-of-the-art equipment like cranes, tugboats and others to boost quick cargo clearance, reduce the risk of accidents and facilitate international trade, the Spokesperson of the NPA, Onyemekara Ikechukwu told the magazine that "The recent acquisition of Tugboats adding to the existing ones at the Western corridor has dramatically improved security patrols by guards and minimised human error."

The NPA has in fact embedded safety in the organisation's culture. In demonstration of this, the Port Manager at the Lagos Port Complex, Adebowale Lawal explained that the facility conducts "fire drills every quarter and regularly train our personnel on hazardous material handling." This is to equip port workers with the knowledge and skills to respond effectively to any emergency.

The NPA, he said, is also committed to maintaining a robust

infrastructure. For example, the agency, according to him, is actively dredging channels to accommodate larger vessels, repairing quays and strengthening breakwaters to protect against harsh weather conditions. "The focus is sharp: to enhance safety, fortify security and streamline operations to make Nigerian ports competitive on the global stage."

In addition, "the NPA is implementing initiatives to reduce pollution, manage waste and protect the marine environment. This includes the use of eco-friendly equipment and promoting responsible disposal practices.

Collaboration with Sister Agencies

To achieve the important mission of protecting Nigeria's maritime borders from threats like piracy, smuggling and terrorism, the NPA also collaborates with other agencies. The partnerships work towards implementing the ISPS Code.

Some of the security measures that have been put in place include the following:

- **Enhanced Surveillance:** Installation of advanced surveillance systems, including CCTV cameras and radar systems, which provide constant monitoring of port activities and help to detect and deter suspicious activity. This new integrated security system installed at the ports has, according to General Manager, Security, Edosomwan, A. Anthony, "significantly improved the ability to monitor port activities and respond to any potential threats,"

- ***Strengthen Border Control:** The NPA also works closely with customs officials and other border control agencies to ensure the smooth and secure flow of goods, preventing the entry of contraband and ensuring compliance with international trade regulations.

- ***Collaborative Efforts:** Partnerships with international organisations like the International Maritime Organization (IMO) and foreign navies foster information sharing and provide training to enhance maritime security capabilities.

- ***Cybersecurity:** Recognising the increasing vulnerability of digital infrastructure, the NPA is investing in robust cybersecurity measures to protect its systems from cyberattacks and ensure the integrity of operations.

Additionally, the International Maritime Organisation (IMO), which developed the ISPS Code, works closely with the key sister agencies to implement the ISPS Code. These organisations include:

- ***International Labour Organisation (ILO):** The ILO is a UN agency that works to promote social justice and promote decent working conditions. The ILO has developed guidelines on maritime security and works with the IMO to ensure that the security measures outlined in the ISPS Code are consistent

with the principles of decent work.

2. International Civil Aviation Organization (ICAO): The ICAO is a UN agency that works to promote safe and efficient air transport. The ICAO and the IMO have developed guidelines for the sharing of information between the aviation and maritime sectors to help prevent acts of terrorism.

3. World Customs Organisation (WCO): The WCO is an intergovernmental organization that works to promote the international movement of goods. The WCO and the IMO work together to promote the secure movement of cargo by sea, including the implementation of the Customs-Trade Partnership Against Terrorism (C-TPAT) program.

4. International Association of Ports and Harbors (IAPH): The IAPH is a global association of ports that works to promote the development of sustainable and efficient port operations. The IAPH works with the IMO to develop best practices for port security and to ensure that the security measures outlined in the ISPS Code are consistent with the needs of port operators.

By collaborating with these and other sister agencies, the Nigerian maritime industry has promoted a coordinated approach to maritime security and has helped to ensure the safety and security of ships, ports, and the people who work within them.



The Minister, Adegboyega Oyetola & Dr. Dantsoho Exchanging Pleasantries

now required to provide a 72-hour pre-arrival notice, which allows for appropriate security arrangements.

Moreover, the NPA has fostered strong collaborations with relevant government agencies, such as the Nigeria Customs Service and the Department of State Services. The NPA also conducts regular waterfront patrols in partnership with the Harbours Department and Marine Police Unit. These initiatives showcase the NPA's commitment to always maintaining a safe and secure environment within the ports.

In line with its vision to create a fully digital ecosystem, the Authority aims to transform all Nigerian ports by 2025. To achieve this, it has implemented advanced surveillance systems and digital platforms that enable real-time tracking of vessels, cargo and permits. The Electronic Truck Call-up System (ETO) has also been introduced to streamline truck movements and minimise congestion within the ports.

Additionally, the NPA has invested in various systems such as port community systems, revenue invoicing and management systems and vessel traffic services to enhance their operations.

Furthermore, the management of the Authority recognises the importance of investing in its personnel's capacity building. As a result, the Authority offers a variety of recruitment programmes, including graduate trainee programmes, management trainee programmes, technical apprenticeships and internships. It also conducts training and capacity-building programme for its security personnel and staff. Moreover, the NPA has actively collaborated with international organisations, such as the International Maritime Organisation (IMO), to enhance its staff's skills and knowledge; Port of Antwerp and APEC Maritime Training Centre, to expand their port development and training capabilities.

Speaking at the recent National Conference of the Port Facility Security Officers Forum of Nigeria, Dantsoho highlighted the pivotal role of the maritime industry in facilitating international trade, safeguarding national

“ To ensure maximum safety measures, ship agents or masters are now required to provide a 72-hour pre-arrival notice, which allows for appropriate security arrangements

NPA's Strategic Investments in Security Infrastructure, Technology and Capacity Building

The Nigerian Ports Authority (NPA) is dedicated to improving and fortifying its security infrastructure, technology advancements and personnel capacity through substantial investments. These efforts have immensely contributed to the efficiency and smooth functioning of port operations. One notable accomplishment is the successful implementation of Maritime Security (MARSEC) Level One, indicating a secure environment within Nigerian ports. To ensure maximum safety measures, ship agents or masters are

interests and ensuring the safety of seafarers, port workers, and the marine ecosystem. He stressed the importance of reviewing the implementation of the International Ships and Port Facility Security (ISPS) Code to enhance security across the nation's maritime industry.

Through its comprehensive investments in security infrastructure, technology and personnel, the NPA has solidified its position as a leading authority in the Nigerian ports industry. Its unwavering commitment to excellence and continuous improvement is a testament to their dedication to providing safe, efficient and seamless port operations for all stakeholders.

Compliance and Regulations of International Security Standards

Reflecting on the evolution of maritime security over the past two decades, Dr Dantsoho praised the ISPS Code as a "game changer" that has addressed emerging threats such as piracy, terrorism and illicit trafficking in the maritime sector. Implemented in 2004, the Code has enabled Nigeria to invest in robust security systems and frameworks, securing the nation's ports and enhancing its reputation as a safe and reliable maritime logistics hub in Africa.

It is worthy of note that Nigeria collaborates with the United States Coast Guard on the implementation of the ISPS Code.

According to the information available to the NPT, the then- Federal Ministry of Transportation (FMOT) through the Nigerian Maritime Administration and Safety Agency (NIMASA) informed the US government that the Authority had performed creditably by moving the compliance level from 9 per cent in 2013 to 79.3 per cent in 2016.

During one of its visits to Nigeria, where it toured six ports facilities, the group applauded the level of improvement by NIMASA. The team leader, Mr Tivo Ronero, promised that the US Coast Guard would support Nigeria with technical assistance.

"The US Coast Guard will provide required technical assistance to ensure that the infrastructural and legal instruments needed for effective implementation of the ISPS Code in Nigeria are put in place. I urge you all to see this project as a voyage which we have all embarked on, that must be concluded."

Having come into force in 2004, the Code presents responsibilities to governments, shipping companies, and ship brand personnel to detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade.

The ISPC Code is implemented through Chapter x1-2 special measures to enhance Maritime Security in the International Convention for the Safety of Life at Sea (SOLAS). Its code is a two-part document describing minimum requirements for the security of Ships and Ports. Part A provides mandatory requirements, Part B guides implementation.

The code also applies to ships on International Voyages (including Passenger ships, Cargo ships of 500 GT and

upwards and Mobile offshore drilling units) and the Port facilities serving such ships.

The main objectives of the ISPS Code are:

- a. To detect Security Threats and implement security measures.
- b. To establish roles and responsibilities concerning Maritime Security for Governments, Local administration, ships and port industries at the national and international level
- c. To collate and promulgate security related information
- d. To provide a methodology for security assessments
- e. To have in place plans and procedures to react to changing security levels.

The General Manager, Security, NPA; Mr Anthony Edosowan explained the Authority's commitment to maintaining the standards set by the ISPS Code in his interview with the NPT crew.

Edosowan described the ISPS code as a set of protocols or rules regarding how the ports are meant to operate and how people are meant to carry ourselves in the ports. They are guidelines on how port activities are to be carried out in a secured environment to ensure that negative things, unauthorised personnel are not



Dr Dantsoho praised the ISPS Code as a "game changer" that has addressed emerging threats such as piracy, terrorism and illicit trafficking in the maritime sector

allowed access into the port premises.

On the issue of conformity with internationally approved standards, the Security Chief informed NPT that the NPA security operators have been able to comply with laid-down procedures.

He explained further that the ISPS Code simply means that all ports operating in modern times must meet certain standards, and those standards are spelt out in the protocol.

For instance, at a particular level of operation, Level 1, the security in a port must meet up with normal security practice worldwide. At level 2, this means that there is an identified problem or threat. Based on that identified problem or threat, the security level is raised accordingly where there will be more random searches and checks of persons and vehicles entering the port.

At Level 3, the security level is raised at the highest and it means that certain sections or parts of the port are isolated and restricted. People are not allowed to go near restricted areas in the ports and the searches are more frequent and specialized.

Similarly, NPA's Assistant General Manager, Security; Mr Onyenakenya Onwuhara Bartholomew expressed happiness on the level of compliance of the Port to the Code. "For the ports in Nigeria, under the NPA, the compliance level has been remarkably high. If you go

into the terminals in most of the ports in the country today, the terminals have vigorously pursued the implementation of the ISPS code. There is no terminal one visits today that you do not have streetlights, the normal perimeter fencing as specified by the ISPS code. There, you have the visitors tagging and monitoring of pedestrians and unauthorised people that might want to go into restricted areas.”

He further informed the NPT that the NPA boasts of the largest number of ISPS-certified officers in Nigeria today. He noted that while a lot of these people are retiring, Management plans to train more personnel, especially those that just came in. “We are looking at maintaining that standard because the Ports cover a vast area of land, and we need these men to be able to achieve that.”

The Ports also have a Joint Security Team, which holds constant meetings. This team, which is made up of relevant agencies holds constant meetings to evaluate the security of the different ports that they are situated in and to take necessary action where they deem fit.

The code also enjoys a form of technical support from foreign parties, with a robust relationship with the WeCAPs. He disclosed that, the WeCAPs, recently finished a programme to indoctrinate and bring the general knowledge of Port community work experience to NPA’s security personnel, as well as personnel of other agencies like the Customs and even other divisions within the NPA.



MD NPA on Port Tour

“ Any investor who is determined to come into Nigeria to do business doesn’t have any issues with port operations

“They relate to the central business district organisations, the local central business district, both in Apapa and at the Marina area. They also have a relationship with the trade unions, the local transport unions, as well as others that have an impact and relationship with the ports. These enable collaborations as well as relationships and diplomacy. Whenever issues arise, we solve those issues without too many problems.”

To maintain the required level of compliance monitoring and verification, NIMASA conducts regular verification

inspection exercises (VIEs), in all the facilities and at the end of the day, there is a general meeting that enables assessment of all the verification that is done.

This is followed by a monthly meeting of all the Port facility security certified officers in all the facilities. This meeting is to share information on regular events and events to enable and create a better Port and Maritime environment.

He assured investors who want to do business in Nigeria, using the Nigerian Ports Authority. “Any investor who is determined to come into Nigeria to do business doesn’t have any issues with port operations. Once it has to do with bringing in your cargo and moving out with your cargo to the port, the operation is done promptly.” The gridlock that was a problem is no longer there.

He concluded by stating that the management of NPA is deliberate about making the Ports a very safe, efficient and user-friendly environment for traders and other stakeholders. This, according to him, accounts for the purchase of several boats for waterfront patrol, procurement of several access control systems, and electronic access control devices to avert security threats in the Ports. The ports are also equipped with a backscatter vehicle that is a mobile scanner system meant to detect all threats.

Engagement of Local Communities to Prevent Security Breaches

The NPA is also collaborating with local communities, whose involvement is crucial in maintaining a secure port environment. As part of its attempt to involve every stakeholder, the Authority also engages with various stakeholders, including port users, shipping companies and terminal operators, to raise awareness about security protocols and best practices. This open communication and collaboration are crucial in building

strong partnerships and ensuring the continued protection of the ports.

As part of these continuous efforts, the Authority has taken proactive measures to prevent security breaches by acquiring nine patrol boats to add to its fleet, which have been commissioned to enhance maritime security and port efficiency. These boats have significantly improved the authority's ability to detect and respond to potential security threats. By closely collaborating with security agencies such as the Nigerian Navy, Nigeria Police Force, and the Department of State Services, the NPA is further increasing the effectiveness of security and intelligence gathering.



To stay ahead of the game, the NPA has also invested in advanced surveillance systems. These systems will continuously monitor port activities and promptly identify and address any security threats that may arise.

The Authority is equally working towards establishing a Port Community System (PCS) - an automated process that will streamline activities, eliminate delays, and drive port efficiency. This system will also foster collaboration and information sharing among various stakeholders, including the local communities.

Challenges and Future Prospects of the Nigerian Ports Authority

While the Nigerian Ports Authority (NPA) has made significant strides in improving port security and operations, several challenges persist. Key among these are infrastructure deficiencies, bureaucratic processes, and corruption. Addressing aging infrastructure and ensuring its continuous maintenance and upgrades is also crucial for efficient operations. Streamlining bureaucratic processes will improve efficiency and reduce delays, while fighting corruption and ensuring transparency in port operations is essential for building trust and credibility.

Despite these challenges, the NPA remains committed to overcoming them and creating a world-class port system. By leveraging technology, fostering collaboration, and prioritising safety,



The Authority is equally working towards establishing a Port Community System (PCS) - an automated process that will streamline activities, eliminate delays, and drive port efficiency

security, and efficiency, the authority is poised to drive economic growth, create jobs and connect Nigeria to the global economy. The NPA's efforts are geared towards transforming the port system, ensuring resilience and promoting prosperity.

So, the future of Nigerian ports looks promising with the NPA's steadfast commitment to becoming a safe, secure, and efficient port system. By tackling existing challenges and embracing innovation, the authority is playing a critical role in shaping the country's economic future. With a focus on continuous improvement and collaboration, the NPA is set to achieve its vision of a world-class port system that drives growth, creates opportunities, fosters national development and boosts the nation's economy.

NPA, as a competitive seaport, Onyemekara said, "Is characterised by efficiency in its operations, including quick cargo handling and intermodal connections. We have strong relationships with industry players and regulators, and a commitment to safety and security, all contributing to lower costs and reliable service for shippers and other traders doing business with us."

These factors, our image maker said, attract investment, boost our nation's economy, and facilitate international trade by ensuring minimal delays and a positive experience for traders, stakeholders and businesses using our port facilities.

The Port Facility Security Plan (PFSP) is the cornerstone of our security framework

Mr Anthony Edosomwan is the General Manager, Security at the NPA. In this interview with **Kingsley Ukabiala & Fibaresima Anabel**, he speaks about enforcement of ISPS Code in all the NATION'S seaports.

Can you give us an overview of the state of our port, with respect to ISPS Code compliance and sustenance?

The Nigerian Ports Authority (NPA) is fully-committed to the ISPS Code. I can confidently state that all our port locations are operating at Maritime Security (MARSEC) Level 1, which is the normal operational level. We maintain a high level of compliance and vigilance across all our facilities. Our focus is not just on initial compliance, but on the continuous sustenance of these critical security standards, which are integral to safe and secure international trade. We are constantly reviewing our procedures and infrastructure to meet and exceed the global requirements set by the IMO.



Mr Anthony Edosomwan

How does the management of Nigerian Ports Authority ensure sustenance of compliance with the ISPS Code, especially during high traffic or emergency situations?

Sustaining ISPS Code compliance, particularly during high traffic or emergency situations, requires a multi-faceted approach. We have well-defined protocols embedded in our Port Facility Security Plans (PFSPs) that allow for a seamless transition to higher security levels (MARSEC Level 2 or 3) when a threat is identified or anticipated. This includes increased surveillance, stricter access controls, enhanced patrols, and close coordination with all relevant stakeholders. Our incident response teams are regularly drilled to handle various scenarios, ensuring prompt and effective responses that maintain security without unduly disrupting port operations.

What measures are in place to regularly review and update the Port Facility Security Plan (PFSP)? Are there PFSPs in all the port corridors?

Absolutely. The Port Facility Security Plan (PFSP) is the cornerstone of our security framework. Each port facility under the NPA has a meticulously developed PFSP, tailored to its unique operational environment and risk profile. These plans are not static documents, they are living blueprints that are regularly reviewed and updated.

We conduct internal reviews periodically, and they are also subject to audits by the Designated Authority in Nigeria, which is NIMASA. Any changes in the port's infrastructure, operations, or the security threat landscape necessitate a review and update of the PFSP. Yes, PFSPs are in place across all our port corridors, ensuring a comprehensive security blanket.

How are staff trained and retrained to remain compliant with ISPS standards, and how often are drills conducted? What capacity-building efforts are in place to enable staff training concerning the ISPS to ensure efficiency?

Staff training is paramount to ISPS compliance. We have a robust training programme that ensures all personnel, from security officers to operational staff, are well-versed in ISPS standards and their roles in maintaining security. Initial training covers the fundamentals of the ISPS Code, security awareness, access control, threat identification, and emergency procedures. Retraining is conducted regularly to refresh knowledge and introduce updates to protocols.

Drills are conducted at least every three months, as stipulated by the ISPS Code. These drills are designed to test specific elements of the PFSP and individual competencies.

Additionally, we conduct full-scale security exercises annually, involving multiple agencies and simulating complex security scenarios. In terms of capacity efforts, we partner with certified maritime security training institutions both locally and internationally, to provide specialized courses for our security personnel, including PFSO certification and advanced security management. We also leverage e-learning platforms for continuous professional development and to ensure a consistent understanding of ISPS requirements across all our facilities.

Are there Port Facility Security Officers in all the port facilities in Nigeria?

Yes, it is a mandatory requirement of the ISPS Code, and I

can confirm that every port facility within the Nigerian Ports Authority's jurisdiction has a duly certified Port Facility Security Officer (PFSO). These officers are extensively trained and bear the primary responsibility for the development, implementation, revision and maintenance of the Port Facility Security Plan as well as coordinating with Ship Security Officers and other relevant authorities.

What challenges do the ports face in sustaining ISPS compliance, and how are these challenges mitigated?

Like any dynamic environment, our ports face certain challenges in sustaining ISPS compliance. These can include evolving security threats such as stowaway attempts, pilferage, and occasionally, external threats from the surrounding maritime environment.

Infrastructure limitations in some older port areas, funding for state-of-the-art technology, and sometimes, the challenge of ensuring uniform adherence to protocols by a diverse range of port users and stakeholders, can also be factors.

To mitigate these, we are continuously investing in security infrastructure upgrades, including perimeter fencing, lighting and advanced surveillance systems. We've intensified our intelligence gathering and collaboration with national security agencies to proactively address emerging threats. We also maintain a strong focus on public awareness campaigns and stakeholder engagement to foster a shared responsibility for port security.

Furthermore, we are constantly advocating for stronger legal frameworks and more stringent enforcement mechanisms for maritime crimes.

Are there any technological systems (e.g., CCTV, access control, surveillance drones) used to enhance ISPS compliance? What is the role of automation in this perspective?

Coordination is absolutely crucial. We operate on a principle of integrated security. For ships, before arrival, vessels are required to send a 72-hour pre-arrival notice, including their security level, last 10 ports of call, and other critical information. Upon arrival, the PFSO works closely with the Ship Security Officer (SSO) to ensure a smooth transition of security responsibility and to complete a Declaration of Security (DoS), if required. This establishes a clear understanding of security measures to be implemented between the ship and the port facility.

With external security agencies, we have established robust inter-agency collaboration frameworks. This includes the Nigerian Navy, Marine Police, Customs, Immigration, and other relevant government bodies. Regular periodic meetings, joint patrols, intelligence sharing, and coordinated exercises are standard practice. This synergy ensures a unified and formidable front against any security threats.

How does the port coordinate with ships and external security agencies to maintain ISPS-level security?

Yes, technology plays a pivotal role in enhancing our ISPS

compliance. We have invested significantly in modern security technologies, but there is still more ground to be covered.

Currently, installation of a robust Electronic Access Control System (EACS) enabled with biometric verifications is ongoing at LPC. We expect to replicate the project in Tin Can Island Port after completion of the one in LPC. Additionally, the Management recently engaged a consultant to carry out a general assessment of our CCTV coverage and blind spots across the ports in Lagos and Eastern areas, with a view to mitigate every identified gap and vulnerability.

We are also exploring the deployment of surveillance drones for wider area monitoring and rapid response capabilities, especially along our waterfronts and for management of truck traffic along the ports' access roads. We strongly believe that when these projects are completed and become operational, our compliance with the requirements of the ISPS Code will be significantly enhanced.

Automation is increasingly central to our security strategy. Automated access control systems reduce human error and enhance efficiency in managing entry



We are also exploring the deployment of surveillance drones for wider area monitoring and rapid response capabilities

and exit. Automated surveillance systems with analytics capabilities help us identify suspicious activities in real-time, allowing for quicker intervention. The goal is to leverage automation to enhance situational awareness, reduce response times, and optimize our human resources, making our security operations more efficient and effective."

What steps are being taken to ensure that the ports remain compliant during third-party operations like ship repairs, cargo handling or contractor work?

Maintaining ISPS compliance during third-party operations is critical. We have strict protocols in place for all third-party entities, including ship repairers, cargo handlers, and contractors. This includes mandatory security briefings, background checks for their personnel, issuance of temporary access permits with clear restrictions, and constant monitoring of their activities within the port environment. Their operations must align with the port's prevailing security level and the PFSP. Any equipment or materials brought into the port by third parties are also subject to security checks.

Another important area of concern in respect of the ISPS Code is the evolving cyber security threat landscape. As port operations become more digitized, the risk of cyber-attacks on critical infrastructure increases. Unfortunately, issues of cyber security in NPA are seen as exclusive purview of the ICT Division. We believe that NPA Security need to



Mr Adebowale Lawal

ISPS Code: Apapa Port boasts one of the highest compliance rates — Port Manager, LPC

The NPT Team, comprising of Editor Sola Adesanwo, Olubiyi Omidiji and cameraman; Samuel Francis, recently had a chat with Port Manager of the Lagos Port Complex (LPC), Mr Adebowale Lawal. He discussed various areas of interests at Nigeria's premier port, including operations, security, and customer service. He also shared experiences spanning over three decades.

What is it like being Port Manager of LPC?

Considering the strategic position of the Lagos Port Complex within the Nigerian Ports Authority (NPA), I can attest that significant improvements have been made. Previously, the port area was plagued by congestion, but the introduction of the Call-Up System has streamlined truck access and exit. This system schedules truck arrivals, assigns time berths, and ensures that trucks are directed to their designated terminals.

The Call-Up System has brought sanity to port operations, enabling us to track truck movements and reduce chaos. Recently, we received management approval to implement an enhanced system, effective August 1st 2025. The new system includes Color-coded ETO tickets for each terminal (e.g., APMT's yellow tickets with serialized numbers), integration with the Terminal Tariff Payment (TTP) system and port gates, technical meetings with ICT experts to ensure seamless implementation.

There is what we call 'Crazy Crossing' that means a truck destined to ENL Terminal, may enter the Port and

just go to APMT without informing us just because he hopes to get another job that will give him more money at APMT, he will leave ENL and branch in, though his ETO ticket is actually reading ENL. So, what we now did with management approval is that we redesigned the ETO ticket for Apapa Port, once we first produce the ticket then we give each Terminal a colour code.

This new system reduces human interference, minimizes unauthorized truck movements, and promotes a first-in-first-served approach. By tracking truck movements and assigning specific times and terminals, we can identify and address discrepancies, enhance security and efficiency, reduce the potential for corruption.

The NPA's efforts have significantly improved port operations, and we're committed to continued innovation and progress.

There has been a steady reduction of theft, container broaching and vandalism within the port premises, what is responsible for this positive turn around?

The key to success lies in collaboration between government agencies, terminals, and stakeholders. The government has made significant strides in enhancing security and efficiency. For instance, the installation of scanning machines at APMT has greatly reduced the need for physical examinations. These machines can scan up to 100 containers daily, allowing most containers to pass through without physical inspection unless the

scanner detects anomalies. This development has significantly improved the clearance process. Additionally, our monthly port security meetings provide a platform to discuss security concerns and share best practices, further enhancing our efforts.

Your port is known as the premier port, can you walk us through your plan for implementing ISPS Code at this port; including timelines, milestones, and resource allocation?

The Premier Port may not be perfect, but I can confidently say that we've handled a significant volume of cargo in Nigeria. Having been here for almost a year now, I can attest that our port has achieved remarkable milestones. The International Ship and Port Facility Security (ISPS) Code emphasizes safety and security within the port, and I'm proud to say that Apapa Port boasts one of the highest compliance rates.

Our success can be attributed to the synergy between us and other government agencies. For instance, we've collaborated with the Marine Police, to whom we've provided three crafts, and Apapa has added one more, making it four. We maintain and fuel these crafts to ensure waterfront security. In addition to the Marine Police, we've received support from other agencies, such as the Navy and Department of State Services (DSS). I attribute this success to the effective working relationships that we've built with these agencies.

A notable example is our collaboration with the Customs Controller, who responded promptly to a weekend issue, arriving within 40 minutes to address the problem on a particular Sunday, when containers released by various terminals, including APMT, ENL, and EKO Support, couldn't exit the port due to a lack of Customs escorts. The containers blocked the 1.6 kilometer road, causing congestion and disrupting terminal operations. The Customs Controller promptly responded, deploying additional personnel to escort the containers and clear the road.

This incident highlights the importance of collaboration between agencies. Another example is the issue with Port Health, where they required samples from every imported item. We intervened, suggesting they take samples from one or two items instead, to facilitate trade while still ensuring safety.

These experiences demonstrate that cooperation and effective communication among agencies are crucial for seamless port operations.

How safe is Lagos Port Complex?

As I mentioned earlier, Apapa Port prioritizes safety and security. Access to the port is strictly controlled, and even staff members like me are required to wear identification cards. Failure to display ID cards can result in fines. Identifying individuals entering the port is crucial for maintaining security.

We have notified all government agencies and

terminal operators to comply with security protocols at the port entrance. Since security personnel may not recognize everyone, ID cards issued by respective agencies are essential for identification. Terminals provide us with the lists of visitors, enabling us to issue port passes and ensure accountability.

What capacity building initiative are you undertaking to ensure that security operatives are equipped to handle security challenges?

We are working to enhance security measures within the port. One key initiative is providing comprehensive training for our personnel to stay ahead of evolving threats. We're also upgrading our CCTV system by installing record savers and additional cameras to cover more areas, including the waterfront. The security department will benefit from these upgrades, enabling them to monitor the port more effectively. Increased surveillance will deter misbehavior, as individuals are less likely to engage in wrongdoing when they know they're being watched.



When intruders know they are being monitored on CCTV, they will not misbehave within the port

Furthermore, we're addressing the need for more manpower in the security department. For instance, the "Finger Jetty" area is currently understaffed, with only one officer covering a 600-meter stretch. We're exploring ways to deploy more personnel to ensure adequate coverage and response.

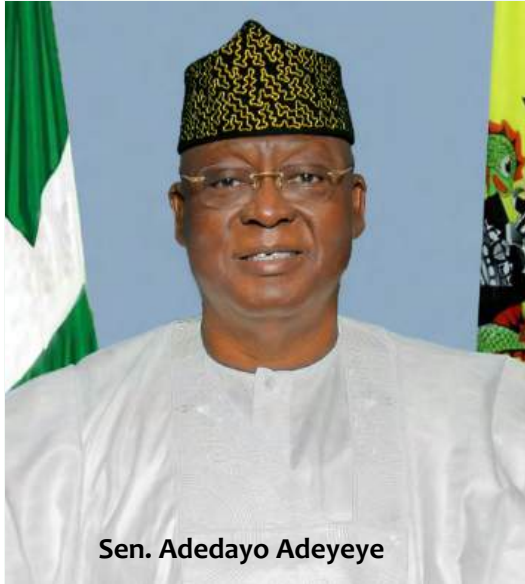
Finally, how would you identify and mitigate potential risk and vulnerabilities within the security framework?

Again, it's crucial not to disclose details of crime prevention strategies, as this could allow potential perpetrators to find ways to circumvent them. For instance, when implementing the ETO system, we only informed the heads of unions and agencies, without sharing specific details to prevent leaks.

This approach is essential in maintaining the element of surprise. A similar situation arose when we noticed unauthorized bike riders within the port. We discreetly monitored the situation and eventually set up a checkpoint, requesting riders to produce identification. This operation resulted in the seizure of six bikes, which were subsequently taken to court.

The incident highlighted the need for our security personnel to adapt and change their tactics regularly. We've also taken steps to address the issue of motor boys and 'spare' drivers operating in the port area, seeking management's approval to establish a designated location for them.

PROFILE



Sen. Adedayo Adeyeye



Barr. Eric Kelechi Igwe



Hon Olabanji Olayemi Olateju

Profile of NPA

By Joachim Akinseloyin & Paul Erahkifu

SENATOR CLEMENT ADEDAYO ADEYEYE hails from Ise-Ekiti, Ekiti State. An alumnus of the University of Ibadan and University of Lagos where he studied for his B.Sc and M.Sc. in Political Science, Distinguished Senator Adeyeye also holds a Bachelor's degree in Law from the University of Lagos and was called to the Bar in 1987. He is a member of The Nigerian Institute of Public Relations, the Nigerian Union of Journalist and Member, Commonwealth Journalist Association. He held various Senior Editorial Positions at Punch Newspaper between 1983 and 1987. He is the National Chairman of SWAGA. Southwest Agenda for Asiwaju the first and the most prominent support group for the election of Asiwaju Bola Ahmed Tinubu as President of the Federal Republic of Nigeria Senator Adeyeye has over 400 publications to his credit. He is a

member of Island Club of Ado Ekiti Lagos Country Club He enjoys reading and playing table tennis He is happily married with children.

BARR. ERIC KELECHI IGWE, (Ph.D) Former Deputy Governor of Ebonyi State (2015 – 2023). He is member of the Nigerian Bar Association (NBA), a Member of Institute of Credit and Risk Management of Nigeria Fellow Institute of Chartered Mediators and Conciliators. He had his primary and secondary education in Ebonyi State. He also attended Nnamdi Azikwe University Awka, and University of Lagos where he bagged his law degree and was called to the Bar. He finally bagged his Doctorate degree from the University of Jos. He also served as the governing council member of the University of Jos in 2002. He set up Kelly Chambers and became the Principal Partner. He served as Deputy Governor of Ebonyi State from 2015 to 2023.

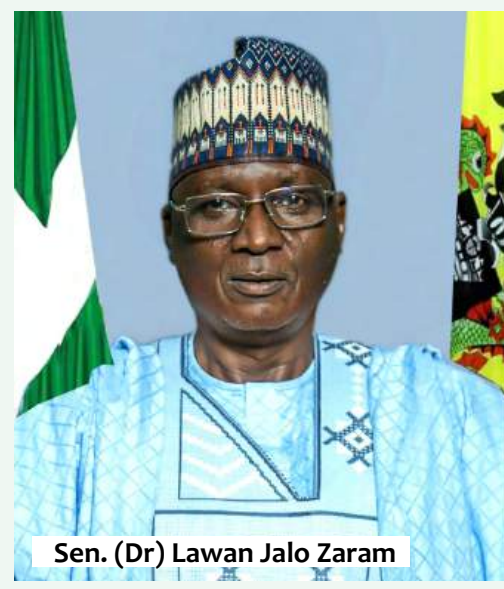
HON OLABANJI OLAYEMI OLATEJU (MHR.) He is a member of the Chartered Institute of Insurance of London. As a professionally trained teacher, he has attended numerous leadership training courses both within and outside the country. He also holds a certificate in Anti-Corruption at the Institute of Advanced Legal studies at the University of Lagos. Hon Olateju equally holds a certificate in Export Processing from the Nigeria Export Processing Council. He is a member of the Institute of Export As an astute businessman he has acquired skills in soap-making, natural honey processing and snails farming at the Federal Industrial Research under the ministry of science and technology. He established many companies among which are Bock Ventures Limited, Yemi Banji Nig Enterprises, Image Garden, and resort and others. He attended Esie Iludun Grammar School Badagry Grammar School Lagos and Offa Teacher's College. He is an Elected Member, Lagos State House of Assembly in



Dr. (Mrs.) Mercy Olanike Ilori



Ihaji Amiruddin Tukur



Sen. (Dr) Lawan Jalo Zaram

Board Members

1999 under AD. He was re-Elected in 2003 and served as the Chief Whip. He also represented Apapa Federal Constituency from 2007 to 2011. In 2018 he shifted his base to Kwara State. He has served in many committees both in Lagos and Kwara States In 2023, he served as a member of the Presidential Campaign planning and strategy council. He is the chairman of South West Agenda for Bola Ahmed Tinubu in Kwara State and he is happily married with children.

Dr. (Mrs.) **MERCY OLANIKE ILORI** DIRECTOR, MARITIME SERVICES She assumed this office in February this year. She has successfully handled diverse roles and responsibilities in policy formulation and analysis. Dr. Mrs Ilori is a member of Technical Committee that developed the newly approved National Policy on Marine and Blue Economy, development and operation of Sea, Rivers, Inland and Dry Ports and maritime related activities, Development and Implementation of Government Programs and projects, Budgeting

Processes, Bilateral and Multilateral Engagement and Negotiations , Ports , among others. She obtained a Doctorate Degree in Security and Strategic Studies from Nasarawa State University in 2021, bagged her MBA from National Open University in 2019 acquired her MSc and BSc Degrees in Economics from University of Jos and Ahmadu Bello University, Zaria respectfully. An excellent team player, she has served in the governing boards of NRC NITT FUN T Daura. CITAD She is currently a member of the board of NPA.

ALHaji **AMIRUDDIN TUKUR** hails from Bakori Bakori Local Government Area of Katsina State He obtained a bachelor's degree in Business Administration from Ahmadu Bello University Zaria. Hon TUKUR was a member of the house of Representatives from 2011 to 2023. While he was in the National assembly, he was Deputy Chairman, Interparty relations Chairman, Ad-HOC Committee on Oil Spill and others. Hon TUKUR has attended several conferences within and

outside the country among which are Conference of parliamentary in Turkey and the Conference of World Parliament in Belgrade Serbia.

SEN. (Dr) **LAWAN JALO ZARAM** He holds an MBBS, masters in Health Planning and Administration. The distinguished Senator began his primary school education at Central Primary School, Geidam Yunusari Local Government Area of Yobe State. He attended the University of Maiduguri where he bagged UMBS certificate, MBBS and master's in health planning and administration. He was the Honorable Commissioner of Health, Yobe State. He was also the Permanent Secretary, Yobe State Ministry of Health, Senator Federal Republic of Nigeria Member of the Governing council Usman Dan Fodio University Member APC Presidential Campaign council His hobbies include Horse Riding, Badminton Writing, and Reading. He is happily married with children.



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Delta Ports, Warri
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NPA Berths MV Ocean Dragon, First Indigenous Container Vessel

By 'Sola Adesanwo

In a bid to fully harness maritime resources and support growing trade volumes, the Nigerian Ports Authority (NPA) recently unveiled the arrival of MV Ocean Dragon, an indigenous ocean-going container vessel on 2nd July 2025 at Onne Port, Rivers State.

The vessel carried 350 containers, and is owned by Clarion Shipping West Africa Ltd, an indigenous player in the maritime sector.

At the ceremony, the Managing Director of NPA, Dr. Abubakar Dantsoho said the arrival of the wholly owned Nigerian vessel, MV Ocean Dragon underscores President Bola Ahmed Tinubu's "Renewed Hope Nigeria First" agenda, which reinforces a strong focus on local content development in the maritime sector. Dantsoho highlighted the ship's capabilities as illustrating Nigeria's commitment to the International Association of Ports and Harbours (IAPH) principles around multi-modalism and seamless port-hinterland connectivity.

The Managing Director assured that, the NPA, under the guidance of the Minister of Marine and Blue Economy, Chief Adegboyega Oyetola, is committed to fully harness the country's maritime potentials.

According to the Managing Director, the arrival of MV Ocean Dragon is a key boost to Nigeria's port modernization efforts, reinforcing the nation's improving business environment and trade efficiency.

The vessel owners, Clarion Shipping, officially unveiled the MV Ocean Dragon at a ceremony held at the Five Star Logistics Terminal at Tin Can Island Port Complex, Lagos.

The vessel also supports the NPA's Export Processing Terminals (EPTs) initiative, designed to streamline export processes and connect local producers to global markets more effectively.

The vessel is expected to operate across a wide network of ports, spanning Nigeria, Benin Republic, Togo, Ghana, Cameroon, Sierra Leone, Ivory Coast, Egypt and South Africa. This development is envisioned to enhance cost-effective intra-African trade, reduce road congestion, and improve efficiency of freight movement across the region.

Expectedly, the MV Ocean Dragon's call at Onne and Tin Can ports underscores



Nigeria's growing ambition for indigenous capacity in maritime transport, aligning with strategic trade and infrastructure goals. It further demonstrates the country's commitment to operational

excellence, regional trade integration and a reinforced blue economy in line with both national policy and continental trade networks.

MARITIME CROSSWORD

Y	D	H	H	G	T	I	V	C	L	B	E	C	J	S	A	T	Y
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I	K	X	P	M	S	I	L	B	O	E	T	M	C	H	H	B	B
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ADMIRAL	ANCHOR	BALLAST	BASELINE	BAY
BEAM	BITTS	BOILER	BOLLARD	BOW
BRIDGE	BULWARK	CABIN	CAPSIZE	CARGO
CAVITATION	CONTAINER	DAVIT	DEPTH	DRAFT
FENDER	HEEL	HOVERCRAFT	LIFEBOAT	WINCH
YACHT	MARITIME	HURRICANE	NIGERIA	NPA
PORT	QUAY	TUGBOAT	VESSEL	

SOLUTION ON PAGE 50

By: ABUBAKAR MOHAMMED

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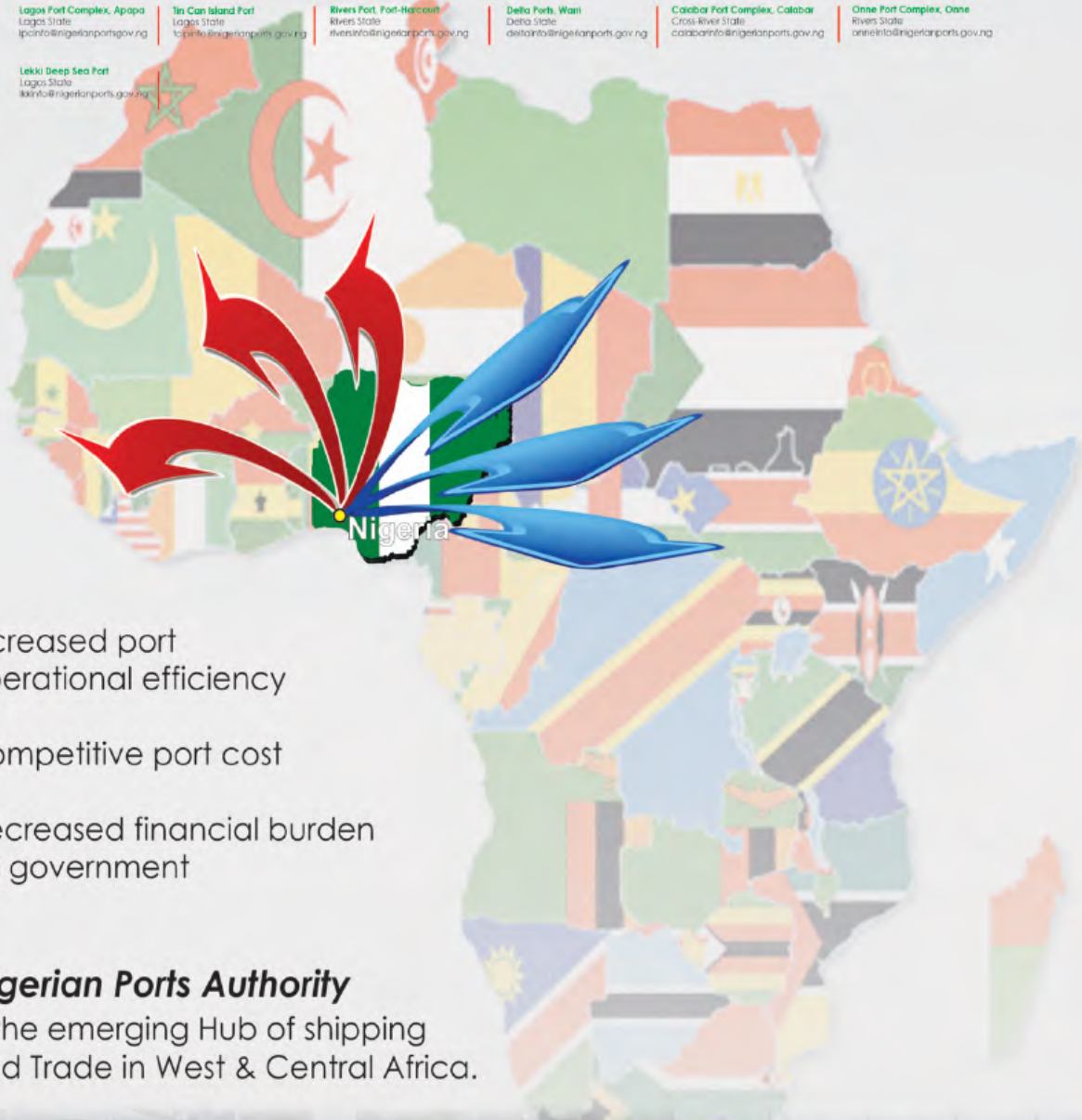
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NPA's Biometric Verification Exercise: A Step towards Modernising and Accuracy of the Pension System

By Albert Orem

The Nigerian Ports Authority (NPA) has taken a significant step towards digitalising the pensioner's verification process, aiming to enhance efficiency and accuracy in data collation. This initiative marks the first step towards digital verification, aligning with the transformation drive of NPA's Managing Director, Dr. Abubakar Dantsoho, under the supervision of the Honourable Minister of Marine and Blue Economy, Alhaji Adegboyega Oyetola.

In compliance with the Pension Reform Act of 2004, the NPA operates both the Defined Pension Scheme and the Contributory Pension Scheme, managed by the Pension Fund Administration. The Defined Pension Scheme currently caters to over 6,000 pensioners who receive their monthly pensions from the NPA's Superannuation Division.

The introduction of biometric verification aims to eliminate irregularities by identifying genuinely existing pensioners. By utilising biometric data such as fingerprints and facial recognition, the NPA seeks to identify and eliminate potential cases of fraud, ensuring pension payments are made to legitimate beneficiaries.

According to Dr. Dantsoho, "Biometric verification provides an added layer of security, helping to eliminate 'ghost' pensioners. This exercise is expected to be conducted twice every year." He emphasised the NPA's commitment to the welfare of its pensioners, citing prompt payment of monthly pensions, opportunities for interaction, and updates to records.

The biometric verification process has made the exercise more efficient and accurate, reducing the likelihood of human error. The Superannuation Division officers handled the verification process in all locations, ensuring a quicker and more reliable experience.

This exercise has also allowed NPA pensioners to update their information, including personal details and bank account information, ensuring uninterrupted pension

payments. Wrongly removed pensioners will be reinstated, and the authority has provided medical welfare, enabling access to medical attention at designated hospitals across Nigeria's six political zones.

By embracing digitalisation, the NPA demonstrates its commitment to transparency, efficiency, and the well-being of its pensioners.

Speaking to the Nigerian Ports Today crew, the President of the Nigerian Ports Authority Pensioners Welfare Association, Comrade Ali Umaru, commended the Dantsoho-led management for prioritising pensioners'

wellbeing by introducing automation, thereby digitising the exercise, which has eased the process and made it more transparent.

Said he, "At the end of the screening exercise, the number of our members that have passed on will be ascertained."

He therefore suggested that the NPA should publicise future biometric verification exercises for pensioners and maintain regular communication with the association's executives.



Ongoing Pensioner Verification Exercise

NPA Poised to Eliminate Corruption, Reconstitute ACTU Committee

The Nigerian Ports Authority (NPA), in collaboration with the Independent Corrupt Practices and Other Related Offences Commission (ICPC), has reconstituted its AntiCorruption and Transparency Unit (ACTU) in unified efforts aimed at crushing systemic corruption. The inauguration took place at the NPA Corporate Headquarters Conference Room of the NPA Marina Lagos. The Managing Director of NPA, Dr. Abubakar Dantsoho, who was represented at the ceremony by the Executive Director, Marine and Operations, Engr. Olalekan Badmus, told the ICPC that the new members were carefully chosen for their performance, integrity and professional skills from across the Authority.

Dantsoho explained that "The reinaugurated team are to act as ambassadors of probity and diligence and said the Authority would provide the necessary support for their mandate." He urged the that while successive senior officials have led the Unit, recent

retirements altered its composition, making the current reconstitution necessary.

The Authority has reaffirmed its commitment to probity, transparency and accountability and pledged continued support for the ACTU in line with ICPC guidelines. Support measures include senior leadership for the Unit, office accommodation, training at the AntiCorruption Academy in Keffi and other approved centres locally and abroad, adequate funding, autonomy and sponsorship of public enlightenment programmes.

Speaking at the event, the resident AntiCorruption Commissioner (RACC) Chukwura Alexander, represented by Chief Superintendent Mary Omonoyan of the ICPC Lagos State Office, said involving public servants directly in the prevention and fight against corruption is commendable.

ANNUAL CSR PROGRAMME; Tincan Port Extends Educational Supplies To Orphanage And Schools Around The Port

BY 'Sola Adesanwo and Kelvin Udeogu (Industrial Trainee)

The Port Manager Tincan Island Port, Abubakar Sani Isa has reaffirmed Tincan Port commitment to community development and support for schools and institutions which make a difference in the life of indigent children.

Speaking while giving out a portion of 2024 CSR educational supplies which include 100 exercise books, 30 Mathematical sets and 20 treated mosquito nets to Lady Evangelist Olufunke Adesugba, operator of Franced Olufunke Children Orphanage with branches both in Agbara, Lagos and Oshogbo, Osun states.

The Port Manager commended the Director of the Orphanage for her unflinching compassion and commitment for choosing to take care of vulnerable children by giving them a home where guidance and care is of essence.

Alhaji Isa added that taking care of a little less than 100 inmates of the Orphanage is not easy at all, when one considers feeding, education and health care needs of the children at a place which now serves as a haven of hope for orphans and abandoned children.

While encouraging the Lady Evangelist not to despair but to continue the good work, Isa assured that Tincan Port and the NPA at large will continue to encourage her Orphanage and schools alike.

In her response, Lady Evangelist

Olufunke Adesugba thanked the Port Manager for the Port's consistent support for her Orphanage over the years assuring that the items would go a long way to ease some of the daily challenges of the children.

"Providing for close to 100 inmates is not easy when you consider feeding, educational needs and health care of the children and daily challenges for the home, we therefore rely heavily on donations from the society" she added.

Commending the management of Tincan, she said the kind gesture indicates

they are not alone Lady. Evangelist Adesugba added that her passion to help vulnerable children was unshaken and led to her creating the Orphanage to meet the needs of the children.

Also, she assured that the gifts would be shared among inmates at the two different locations accordingly.

Finally, six schools, four secondary and two primaries were chosen as beneficiaries of this year's schools outreach around the Port environments in line with the Port's tradition and culture.



From left, Sola Adesanwo, Lady Evangelist Olufunke Adesugba, operator of Franced Olufunke Children Orphanage and the Port Manager Tincan Island Port, Abubakar Sani Isa

NPA MD Commends Lekki Port Manager As Government Approves \$1.5 Billion For Dredging Of Port To Boost Economic Scale

By Omidiji Olubiyi

The Managing Directors, Nigerian Ports Authority, Dr. Abubakar Dantsoho has announced that the Federal Government has approved \$1.5 billion for the maintenance dredging of the Lekki Deep Sea Port channel from 16.5 meters to 17 meters, with plans to reach 19 meters depth. This will enhance the port's competitiveness, fuel demand, boost foreign exchange inflows, and contribute significantly to Nigeria's trade surplus.

Dantsoho added that "This enhanced competitiveness fuels demand, boosts foreign exchange inflows, and contributes significantly to Nigeria's year-on-year trade surplus, reinforcing the national economy.

His words "So it's very pleasing to note the rising export figures and we hope that the export volume is going to double or even triple shortly. And because of that, we have to reaffirm our commitment as NPA management to do what we can possibly do within our powers and with the support of the Federal Government to ensure that this trend, this beautiful throughput trend you have shown us, continues to grow and increase."

Dr. Dantsoho emphasised the importance of technology deployment, stating that it will be a key requirement for the PCS and NSW. He also thanked the management of Lekki Deep Sea Port for their superior performance and commitment to optimising the port's

potential.

The Lekki Port MD, Wang Qiang, presented several key requests for policy support, including adjustments to the tariff structure, reduction in ship dues, and provision of night pilotage services.

The NPA MD also visited the \$19.5 billion Dangote Petrochemicals Refinery, where he met with the CEO, Aliko Dangote, and discussed port activities and exports.

Similarly, the Managing Director NPA, alongside the Executive Director, Finance & Administration, and senior management, visited the Lekki Deep Sea Port to consolidate transshipment volumes to landlocked neighbouring countries. Lekki Deep Seaport's cutting-edge infrastructure and equipment set a benchmark for NPA's port modernisation program, showcasing the future of Nigeria's maritime industry. Its fully automated operations align seamlessly with NPA's drive to deploy the Port Community System (PCS), which is in its final stages of implementation, paving the way for the National Single Window (NSW) to streamline trade processes.

Lekki's capacity to berth super post-panamax vessels and deliver rapid cargo and vessel turnaround positions it as a game-changer for Nigeria's export competitiveness, particularly for agro-allied products, as the African Continental Free Trade Area (AfCFTA) gains traction.

Onne Port Recently Emerges as a Hub for Trade, Innovation, Sustainability, and Accountability

By Mispah Oba

At Onne Multipurpose Terminal (OMT), history was made with the arrival of *Kota Oasis*, Nigeria's first LNG-powered vessel. The Singaporean-flagged ship, owned by Pacific International Lines (PIL), measures 260 meters, carries 8,350 TEUs, and features dual-fuel technology with advanced exhaust systems designed to cut emissions. OMT Managing Director, Mr. Nicolo Scannavini, described the arrival as transformative, applauding the Nigerian Ports Authority (NPA), its Managing Director Dr. Abubakar Dantsoho, and NPA pilots for their role in ensuring a smooth berthing. He noted that the vessel strengthens Nigeria-Asia trade connectivity and reflects OMT's commitment to greener port operations. PIL's Head of Operations, Mr. Dhruv Sohli, reaffirmed the company's long-term commitment to Nigeria, describing Onne as a "critical port" in their West Africa service rotation.

In another development, NPA has commenced inspection of facilities for the forthcoming E-Call Up System at Onne Port. Led by Port Manager Abdulrahmon Hussain and his management team, the tour covered four approved truck parks, Don Climax Bonded Terminal, Freight Forwarders Transport Association, Water House Marine, and People's Link Multi-Services—selected from eleven applicants. Speaking through Traffic Manager Abolade Surajudeen, the Port Manager explained that the system will improve port security, create jobs, and curb indiscriminate truck parking. He called for stronger collaboration among agencies to enhance trade facilitation. The inspection checklist emphasized fencing, 24-hour security, proper flooring, canteens, and sanitary facilities. While some truck parks are close to compliance, others were urged to accelerate preparations. Forge, operators of the system, assured stakeholders of readiness

once facilities are upgraded.

Meanwhile, the NPA Environment Department at Onne Port marked the 2025 World Environment Day in grand style with a two-day programme themed "Ending Plastic Pollution." The celebration began with awareness and sensitization campaigns across the port community and culminated in a symposium at the INTELS OPMC facility. Welcoming participants, Port Manager Hussain stressed the urgency of tackling plastic waste, warning that by 2050 there could be more plastic in the oceans than fish if decisive action is not taken. He urged all stakeholders, shipping companies, terminal operators, service providers, and port users, to embrace waste segregation, recycling initiatives, and eco-friendly alternatives. Guest speakers, including Sir Daminabo Amos Atuboyodia of Waste to Wealth and Dr. Theresa O., who delivered the keynote address, highlighted innovation and private sector participation in addressing the crisis. Chief Port Environment Officer, Enas Chinwe, thanked the Port Manager for his support and appreciated

stakeholders including INTELS, WACT, and OMT for partnering with NPA. The programme ended with community sensitization drives and presentation of awards to supportive organizations.

Further underscoring transparency in port operations, the House of Representatives Committee investigating Public Private Partnership (PPP) programmes visited terminal operators at Onne Seaport. Led by Chairman Hon. Ademorin Kuye, the Committee met with the Port Manager and his management team before touring Brawal Oil Services, West African Container Terminal (WACT), Intels Nigeria Limited, and OIS Indorama Port Limited. The objective was to assess performance, compliance with lease agreements, and contributions to the economy. While Brawal and Intels briefed the Committee on their investments and were asked to submit supporting documents, WACT was directed to reconcile its accounts with NPA and furnish its concessionaire report.



Kota Oasis

Lagos Port Celebrates 4th Edition of Employee Merit Award

By Florence Onweagba

The Management of the Nigerian Ports Authority NPA, Lagos Port complex (LPC), under the leadership of Mr. Adebowale Lawal Akanni recently held its 4th Edition of Employees Merit Award in LPC.

In his welcome address, the port's manager stated that the port needed to celebrate three employees who emerged as best workers in the first half of the year 2025. Stating that the parameters for the award are punctuality, Dutifulness, Speed on the Job, Initiative and dress Code.

While congratulating the celebrants, Asst. Manager, ICT Engr. Mrs. Udoka Opatá; Human Resources Officer 1, who is also the personal Assistant to the Port Manager, Mr. Olubola Emmanuel Oluwaopelunmi, and a Senior Motor Driver Muhammed Ahmed, for the noble feat attained and enjoined them to keep up with the excellent performance.

He added that the laudable initiative is aimed at motivating the

workforce towards excellent service delivery, also, was launched by the former Port Manager, Mr. Charles Bamidele Okaga in 2023. Lawal commended the Lagos Port Heads of Departments for their professionalism, hard work and dedication to duty. He said, he was very proud of the awardees, he described them as the best team ever. In his words, "they make my work easy by their unalloyed support and collaboration".

The Port Manager also commended the standing committee on Employee Merit Award under the invaluable leadership of Head of SERVICOM Department Mrs. Aderonke Olusile who undertook the rigorous process of selecting the best deserving awardees. He appreciated all attendees for making out time to grace the occasion.

The General Manager, Human Resources, Mrs. Zainab Dantiye, who is also the chairman of the occasion, expressed her delight regarding the initiative and hoped would be fully revived in the Organisation. She congratulated the awardees and encouraged them to continue their good works.

NPA Board's Commitment to Revitalize Delta State Ports

By Micheal Awiankele

The Nigerian Ports Authority (NPA) Board, chaired by Senator Adedayo Adeyeye, has committed to prioritizing the revitalization of ports in Delta State. The board aims to achieve this by proposing a collaboration with a Channel Management Company to ensure navigable channels and restore the ports to their full operational capacity.

"Lagos currently benefits from an established Channel Management Company, and we have mandated the

development of a similar initiative at Calabar Port. It is only logical for Delta Ports to have an organization in place that guarantees regular dredging of the channel," Senator Adeyeye remarked.

During a recent tour of Delta Ports, Senator Adeyeye, accompanied by board members, engaged with various stakeholders and management teams to assess the challenges facing the ports. He characterized these challenges as significant but surmountable.

"The administration of President Bola Ahmed Tinubu is dedicated to ensuring our ports are fully functional, which is vital for stimulating the economy and creating much-needed job opportunities," Adeyeye stated.

The delegation met with Delta State Governor, Rt. Honourable Sheriff Francis Orhedor Oborewvori; the Orodje of Okpe (Orhue I); the Olu of Warri (Atuwatse III); the management and staff of the NPA; and other

local stakeholders.

"It is illogical for importers serving the North-Central and South-East regions to continue relying on Lagos Ports when Delta Ports are available," Senator Adeyeye emphasized.

He further revealed that the team had visited Calabar Port, which is grappling with even greater challenges, and announced the establishment of a Delta Ports Channel Management Company. This new entity will focus on addressing issues related to shallow drafts, breakwater challenges, and siltation in the waterways.

Concerning employment opportunities for qualified youths in the region, Senator Adeyeye assured stakeholders that their requests would be taken into consideration within the framework of existing policies. "What I can guarantee is that we will address these issues to create job opportunities for the people through the NPA," he promised.

Senator Adeyeye, NPA Board Chair, Set to Reposition Port Operations for Competitive Edge

By Franca Odogwu

Senator Adedayo Adeyeye, the newly appointed Chairman of the Board of the Nigerian Ports Authority (NPA), has expressed his commitment to enhancing the operational efficiency and competitiveness of Nigerian ports. During his recent visit to the Calabar Port Complex, Senator Adeyeye assured stakeholders, the port community, and the Cross River State Government that he and his fellow board members are determined to implement the necessary policies and provide support that would significantly strengthen the NPA's position among maritime nations globally.

These impactful remarks were made in the conference room of the NPA during a working visit that formed part of his inaugural tour across Eastern Ports. Senator Adeyeye commended the management team led by Ekene Ibifiri, Calabar Port Manager for their unwavering dedication and commitment to duty. He emphasized that under his leadership, the board is poised to transform the NPA into a hub for maritime activities not only within sub-Saharan Africa but also on a broader international scale.

During the engagement with the Cross River State Government, Senator Adeyeye and his team received encouragement from Governor Otu regarding the continued cooperation between the state government and the NPA. They discussed the importance of infrastructural development, trade facilitation, and investment promotion, particularly considering the abundant opportunities that the port presents for boosting economic growth and regional development.

Part of the agenda for the tour of the Eastern corridor included a courtesy visit to the Obong of Calabar, Edidem Ekpo Okon Abasi-Otu, at his royal palace. Senator Adeyeye used this opportunity to acknowledge the vital role of traditional institutions in fostering a conducive environment for peace and stability within the state, which is essential for promoting commerce and enhancing peaceful coexistence among communities.

MARITIME CROSSWORD SOLUTION

ADMIRAL	ANCHOR	BALLAST	BASELINE	BAY
BEAM	BITTS	BOILER	BOLLARD	BOW
BRIDGE	BULWARK	CABIN	CAPSIZE	CARGO
CAVITATION	CONTAINER	DAVIT	DEPTH	DRAFT
FENDER	HEEL	HOVERCRAFT	LIFEBOAT	WINCH
YACHT	MARITIME	HURRICANE	NIGERIA	NPA
PORT	QUAY	TUGBOAT	VESSEL	

By: ABUBAKAR MOHAMMED

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Tin Can Island Port
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Rivers Port, Port-Harcourt
Rivers State
rverinfo@nigerianports.gov.ng

Delta Ports, Warri
Delta State
deltainfo@nigerianports.gov.ng

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

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APRA Celebrates 50 Years of Excellence in Kenya

... As Nigeria Gets the Nod to Host 37th Edition

By Dr. Nchey-Achukwu Barbara, Omidiji Olubiye, Akinsanya Lucy & Abubakar Mohammed

The African Public Relations Association (APRA) marked a significant milestone this year, its 50th anniversary, with the 36th annual conference held in the vibrant city of Mombasa, Kenya. This landmark event was designed to explore the sustainability of a legacy of excellence in public relations, with a specific focus on the transformative power of digital communication. Themed **“Transforming Africa through Safe and Responsible Digital Communication: Celebrating 50 Years of APRA,”** the conference served as a nexus for public relations practitioners from across the continent to converge, share knowledge, and deliberate on the latest trends and challenges confronting the profession.

During the opening ceremony, Arik Karani, the President of APRA, delivered a compelling address that underscored the pivotal role of public relations practitioners as nation-builders. He emphasised the imperative of harnessing modern-day tools to optimise the potential within their environments, thereby setting the tone for the rest of the conference. The conference’s focal theme – using digital communication responsibly to transform Africa – resonated deeply with attendees, sparking insightful discussions and debates.

A highlight of the conference was the ninth edition of the SABRE Awards Africa, a prestigious recognition platform that honours outstanding PR campaigns that have made a profound impact across the continent.

In addition to the SABRE Awards, the conference hosted the seventh edition of Innovation Provoke Media, a cutting-edge platform showcasing innovative ideas in the PR industry. This unique opportunity enabled practitioners to learn from each other, draw inspiration from pioneering campaigns and strategies, and explore novel approaches to public relations.

Among the guests are the Honourable Minister of Information and National Orientation of the Federal Republic of Nigeria, Alhaji Idris Mohammed, who was ably represented by Mallam Lanre Issa-Onilu, Director-General of the National Orientation Agency (NOA). In his keynote address, Mallam Issa-Onilu assured delegates of the country’s unwavering support for APRA’s efforts toward transforming Africa through responsible digital communication.

William Kabogo, the Cabinet Secretary for the Ministry of Information, Communications, and the Digital Economy in Kenya, extended a warm welcome to delegates, charging them to

collaborate toward advancing the Association’s objectives.

At the ceremony, 13 pioneers of the Association were honoured for their invaluable contributions to its growth and success. Their recognition served as a testament to the dedication and hard work of those who have paved the way for the current generation of public relations professionals. They include Mike Okereke (Nigeria), Joseph Pappoe (Ghana), Robyn De Villiers (South Africa), Kabir Dangogo, posthumous, Professor Wole Ademolekun (Nigeria), Henry Rugamba (Uganda), Margaret Maranga (Kenya), Dr Robi. N. Mbugbua, David Omwoyo, Chief Yomi Badejo Okusanya (Nigeria), Esther Wausi Walya (Kenya), Peter Mutie and the posthumous Leah Eshitemi (Kenya).

Meanwhile, Nigeria has been chosen as the host country for the 37th edition of the Africa Public Relations Association (APRA), marking a significant milestone for the country’s communication industry. The event is scheduled to take place in Abuja the country’s Federal Capital, in 2026, has received overwhelming support and appreciation from the Nigerian government.

During a recent ceremony held at Pridel Flamingo Hotel in Mombasa, the Minister of Information and National Orientation, Alhaji Mohammed Idris, represented by the Director General of National Orientation, Mallam Lanre Issa-Onilu, expressed the government’s readiness to host the prestigious conference. He commended the APRA management for choosing Nigeria as the host country and pledged the government’s full support to ensure a successful event.



Participants at APRA, Kenya 2025

Comrade Bodunde Commends NPA Management

By Paul Erakhifu

Organised Labour, under the aegis of the Senior Staff Association of Statutory Corporations and Government Owned Companies (SSASCGOC) maritime Branch, has commended the management of the Nigerian Ports Authority.

The Union stated that the Dr. Abubakar Dantsoho administration has recently made significant changes regarding workers’ welfare and promotions.

President of the Trade Union Congress (TUC) affiliate, Comrade Akinola Bodunde, made this known recently in Ogun State at the 50th Joint Consultative Council (JCC). He further appreciated the management of NPA, especially concerning the welfare of the Union Members and workers which is in line with the conditions of service as approved by the

government.

Bodunde also appealed to members to support the management of NPA to generate revenue and stop leakages. He also called on them to be productive and maintain good work conduct.

Bodunde stressed the need for members in sensitive positions to be accountable, transparent, and supportive to enable management achieve the set goals and objectives aimed at promoting effective service delivery by the organisation.

He stressed that, members deserve the best from the system, the president said, “We appreciate the management for the welfare package and the review of the financial guide and conditions of service approved by the MD and the committee of works, and we pray that God strengthens them to do more,” he noted.

Additionally, he appreciated the mass promotion of over 1200 workers by this current Executive, according to him, it is unprecedented in the history of NPA.

Navigating Safety in Nigeria's Ports: A Public Call to Action

By ASP Isaac Hundeyin,
Police Public Relations Officer, Ports
Authority Police (Western) Command

The Lifeblood of Nigeria's Economy
At the heart of Nigeria's bustling economy lie its seaports, dynamic intersections where global trade meets local logistics. These vital hubs not only facilitate the movement of goods but also serve as nerve centers for maritime activity, where cargo is loaded, unloaded, stored, and processed daily. However, within this flurry of movement—heavy machinery, high-value goods, and a diverse workforce—lies a pressing concern: safety. Terminal safety transcends mere operational protocol; it represents a crucial aspect of national stability and public welfare.

The Ports Authority Police (Western) Command stands at the forefront of this mission, tasked with protecting Nigeria's port infrastructure, personnel, and the surrounding environment. In this feature, we explore the importance of safe terminal operations, what they entail, and how the public can contribute to a secure maritime ecosystem.

Understanding Port Terminals: The Engines of Commerce

A port terminal is a specifically designed area where ships dock to load and unload cargo. Whether handling containerized goods, bulk commodities, or liquid products, these terminals are integral to the flow of international trade. Each terminal specializes in different cargo types, requiring meticulous coordination and strict adherence to safety measures to mitigate accidents, theft, and damage.

The Significance of Safety in Terminal Operations

Why should the public care about safety at port terminals? The answer is clear:

1. Preventing Tragedy: Unsafe practices reckless driving, improper cargo handling, and unauthorized access can lead to serious accidents, injuries, or worse.
2. Guarding Investments: Every shipment is valuable. Ensuring safety means protecting cargo from damage and ensuring it arrives as scheduled.
3. Sustaining Business: Accidents or disruptions can have ripple effects, cause significant economic losses and affect supply chains.
4. Enhancing Nigeria's Reputation: A



ASP Isaac Hundeyin

commitment to safety at terminals bolsters investor confidence and attracts international shipping companies, ensuring Nigeria remains a competitive player in global trade.

Key Areas for Ensuring Terminal Safety

To maintain a secure environment, the Ports Authority Police focuses on several critical areas:

Access Control: Entry is regulated to prevent unauthorized access. Security officers verify IDs and issue access permits, ensuring only authorized personnel enter restricted zones.

Traffic Management: With heavy machinery operating simultaneously, the Port Police work diligently to control traffic flow, reduce congestion, and prevent collisions.

Cargo Handling: Strict protocols dictate how cargo is loaded and unloaded, with only trained personnel allowed to operate heavy equipment.

Fire and Hazard Management: Given the presence of flammable materials, terminals must adhere to emergency protocols and conduct regular drills to ensure preparedness.

Surveillance: Continuous monitoring through CCTV and patrols helps detect potential security threats.

Environmental Compliance: Terminal operators must meet environmental standards to prevent pollution and safeguard public health.

The Role of the Port Police: Guardians of Safety

The Ports Authority Police play a crucial role in maintaining terminal safety, undertaking responsibilities that include:

- Conducting patrols across terminal areas.
- Investigating cargo-related fraud and theft.
- Managing crowd control during peak periods.
- Upholding all relevant laws.

Through collaboration with the Nigerian Ports Authority, the Nigerian Maritime Administration and Safety Agency, and various security agencies, the Port Police enhance overall safety and security in the ports.

A Call to Public Action: Your Role in Port Safety

As people interact daily with port terminals whether as truck drivers, clearing agents, labourers, or visitors everyone plays a vital role in maintaining safety. Here's how the public can contribute:

- Carry a Valid ID: Always present it when requested.
- Respect Restricted Access: Do not enter unauthorized areas.
- Report Suspicious Activity: Inform the Port Police of any concerns.
- Wear Protective Gear: Helmets, vests, and boots are essential in operational zones.
- Follow Traffic Directions: Adhere to flow patterns and instructions from security personnel.
- Park Responsibly: Never leave vehicles in unauthorized areas.
- Stay Alert: Avoid confrontations and discourage unauthorized access.

Conclusion: A Collective Commitment to Safety

The responsibility for safe terminal operations extends beyond machinery and protocols; it's a shared commitment among all stakeholders. As Nigeria's ports progress and modernize, the collective pledge to safety and security becomes increasingly important.

The Ports Authority Police (Western) Command is steadfast in its mission to enforce safety protocols and deter criminal activity. However, public cooperation is essential. By raising awareness and actively participating in safety measures, we can transform our terminals into models of discipline and proactive engagement.

Together, let's secure Nigeria's ports not just as centers of trade but as safe, thriving environments that contribute to our nation's economic prosperity.

NPA Commits to Enhanced Service Delivery and Sustainability at Management Retreat

By Albert Orem

The Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, has renewed a clear call to action for his management team to intensify efforts to improve port efficiency and embed sustainability into everyday operations measures he described as essential to sustaining Nigeria’s recent export gains.

Speaking at the NPA’s two-day Management Retreat at Onne, Rivers State, themed “Repositioning the Nigerian Ports System for Sustainability,” Dr. Dantsoho praised the Nigerian Export Promotion Council (NEPC) for driving non-oil exports. He said the steady rise in export volumes moving through Nigerian ports is tangible evidence of productive collaboration between regulatory agencies, port operators and private-sector exporters.

“We are proud of the excellent work undertaken by the Nigerian Export Promotion Council, as evident in the increased export numbers passing through our platforms. But we cannot rest on our laurels. We must commit to a continuous improvement paradigm of port operations and service delivery that places a high premium on issues of sustainability,” Dantsoho said.

Business Process Re-engineering and Performance Commitments

At the retreat, Executives and senior NPA officials participated in an intensive Business Process Re-engineering exercise aimed at mapping end-to-end workflows, identifying operational bottlenecks and redesigning processes to be more customer-centric. The sessions focused on reducing cargo dwell times, eliminating redundant approvals, improving inter-departmental coordination and increasing transparency for port users.

In a visible demonstration of accountability, the Authority signed a Performance Bond during the event. The instrument signals a strengthened commitment to deliver measurable improvements in service

delivery, which will align with the Authority with the priorities of President Bola Ahmed Tinubu, as articulated by the Minister of Marine and Blue Economy, Adegboyega Oyetola.

“We have to be accountable for the promises we make to the government, industry and the public,” Dantsoho noted. “Signing the Performance Bond is a step in that direction it formalizes our obligation to meet targets, improve turnaround times and enhance overall customer experience.”

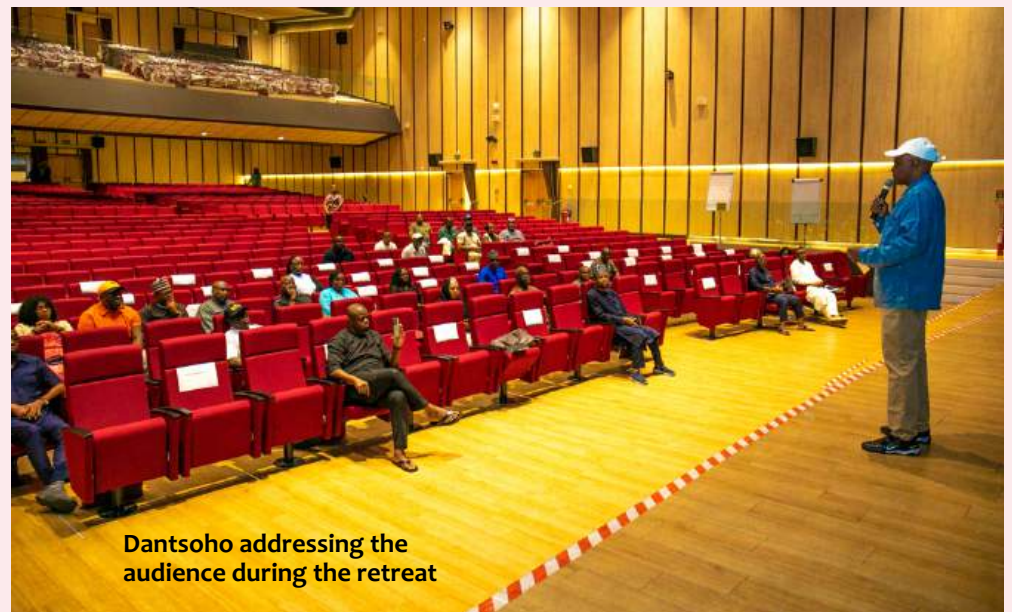
Sustainability at the Core

Sustainability was emphasized as a central pillar of the transformation agenda of Management. Discussions ranged from reducing energy consumption, curbing emissions through cleaner equipment, alternative energy sources, to improved waste management, water conservation and biodiversity protection in port environs. There were also proposals to pilot shore power in selected terminals, expand electrification of cargo-handling equipment, and adopt greener logistics practices that reduce the environmental footprint of port operations.

“We owe posterity a duty to infuse sustainability paradigms into the way we do things,” Dantsoho said, stressing that environmental stewardship and social responsibility must go hand-in-hand with operational efficiency.



Signing of performance bond by Executive Management



Dantsoho addressing the audience during the retreat

NIGERIAN-OWNED CONTAINER VESSEL [MV OCEAN DRAGON] CALLS AT ONNE PORT

Partnerships and Capacity Building

The Management team also highlighted the importance of technology and human capital. Plans were outlined to accelerate digitalization, automate routine transactions, enhance data sharing across agencies, and improve real-time visibility of cargo movements to cut delays and reduce costs for importers and exporters alike. Training and capacity-building initiatives for staff and frontline operators were flagged as critical to sustaining reforms.

The Nigerian Export Promotion Council (NEPC)-NPA collaboration on Export Processing Terminals (EPTs) received particular attention. Under the NEPC's technical guidance and in partnership with the NPA, the establishment of EPTs has been credited with helping to drive an unprecedented rise in non-oil exports. NEPC data show that in the first half of 2025, non-oil exports reached US\$3.225 billion, up 19.59 percent from the same period in 2024, while export volumes climbed to 4.04 million metric tonnes.

"These numbers underscore what can be achieved when agencies work together and the private sector is enabled to scale production and access markets," Dantsoho observed.

Milestones and Regional Connectivity

The retreat coincided with the maiden call of MV Ocean Dragon, the first wholly Nigerian-owned container vessel, at Onne in Eastern Port. The vessel is set to operate weekly services from Onne via the Calabar channel, linking Nigerian ports with destinations in the Benin Republic, Togo, Ghana, Cameroon, Sierra Leone, Ivory Coast, Egypt and South Africa, a development the NPA says will strengthen regional connectivity and support export-led growth.

A Roadmap for Delivery

The team concluded the retreat with a phased roadmap of interventions: immediate measures to finalize redesigned workflows and pilot digital tools at selected terminals; medium-term actions to expand systems integration and stakeholder engagement with shipping lines and freight forwarders; and longer-term investments aimed at infrastructure modernization, deeper sustainability commitments and institutionalizing continuous improvement.

By aligning operational reforms with sustainability principles and national priorities, the NPA aims to enhance customer satisfaction, improve competitiveness, and secure a more dependable port system that supports Nigeria's trade ambitions and broader economic development.



Dissecting The Importance of Exclusive Breast Feeding



Dr. Dabo U. Mohammed
Manager Medical for:
Workplace Wellness Committee,
NPA Medical Division

The importance of breastfeeding was globally recognized far back in 1990, when the World Health Organization (WHO) and United Nations International Children's Emergency Fund (UNICEF) created a memorandum known as the Innocenti Declaration to protect, promote and support breastfeeding.

It is important to see breastfeeding as a powerful foundation for lifelong health, development and equity.

Feeding an infant only breast milk (exclusive breast feeding)

Exclusive breastfeeding means that the infant should receive **only breast milk** and no other liquids or solids are given – **not even water** – with the exception of **oral rehydration solution or drops/syrups of vitamins, minerals or medicines for the first six months of baby's life**. The first milk that comes out after delivery is called

Colostrum. It is important to feed the child the colostrum which has antibodies against several childhood infections instead of expressing and discarding it as practiced in some cultures. It promotes a healthy gut, eliminating the need for medicines.

For the first six months of a baby's life, breast milk is all that a baby really needs. Thereafter, to meet their evolving nutritional requirements, infants should receive nutritionally adequate and safe complementary foods, while continuing to breastfeed for up to two years or beyond.

Exclusive breastfeeding is one of the best ways to minimize the chances of a baby getting diarrhoea, allergies, pneumonia and suffering from malnutrition; the addition of any other food will considerably increase the risks of the same.

Some benefits of exclusive breast feeding

- *It considerably decreases infant death on account of common childhood illnesses.

- *It delays fertility, assisting appropriate time intervals between pregnancies (Child spacing).

- *Mothers who exclusively breastfeed are less prone to the cancer of the breasts and ovaries.

*It is economical as it eliminates the need to purchase supplements and expensive formulas and equipment.

*It helps the mother to lose weight after delivery.

•Mothers who breastfeed exclusively are less likely to experience postpartum depression.

*The more a baby suckles, the more milk will be made in the breasts; this natural mechanism helps make exclusive breastfeeding a viable choice.

*Exclusive breastfeeding is also possible for working mothers via expressed breast milk. Expressed breast milk remains good for up to ten hours at room temperature and approximately three days in the fridge.

The Frequency and Duration of Breastfeeding

Breastfeeding should be initiated within **one hour of the baby being born**, the baby should only be given breast milk and nothing else, not even water. Since the baby is only given breast milk, the frequency of feeding depends on the baby. Feeding should be done as per the baby's demand.

This means that you will be feeding your baby at least **8 to 12 times a day**. Night time breastfeeding should be made possible by co-sleeping with the baby. The duration of breastfeeding again depends on the baby's needs. Each session could last from **20 to 45 minutes**. The baby should be satisfied feeding from one breast before another is offered.

Frequently Asked Questions (FAQs) about breastfeeding:

Can exclusive breastfeeding affect the mother's nutrient levels?

Yes, exclusive breastfeeding can impact a mother's nutrient levels, especially if she's not consuming a balanced diet. Breastfeeding mothers may experience a higher need for certain nutrients, like calcium, iron, and vitamin D, as their bodies prioritize milk production. Monitoring and addressing nutrient intake through a varied diet or supplements can help mothers maintain their health while exclusively breastfeeding.

Is there a difference in bonding between exclusively breastfed babies and partially breastfed babies?

Exclusive breastfeeding may foster a unique bonding experience due to the increased skin-to-skin contact and

direct feeding interactions. This contact encourages the release of a hormone called oxytocin in both the mother and the baby, which enhances emotional bonding

How long should infants be breastfed?

Exclusive breastfeeding for about the first six months is recommended. Dietary Guidelines recommend continued breastfeeding while introducing appropriate

complementary foods until children are 12 months or older. The World Health Organization recommends continued breastfeeding along with introducing appropriate complementary foods for up to 2 years or longer.

Basic Breastfeeding tips

1. Signs of a good latch

- *A comfortable experience with no pain.
- *More areola is visible above your baby's mouth than below.
- *Your baby's mouth is wide open.
- *Their lower lip is turned out.
- *Their chin is touching – or nearly touching – your breast.

2. Signs of good positioning

- *Your baby's head and body are in line. A baby cannot suckle or swallow easily if their head is twisted or bent.
- *Your baby is held close to your body. A baby cannot attach well to the breast if they are far away from it.
- *Your baby's whole body is supported with your arm along their back. This is particularly important for newborns and young babies. For older babies, support of the upper part of the body is usually enough.
- *Your baby approaches breast nose to nipple, so that they come to your breast from underneath the nipple.

3. Signs of effective suckling

- *Your baby takes slow deep suckles, sometimes pausing.
- *You may be able to see or hear your baby swallowing after one or two suckles.
- *Suckling is comfortable and pain free for you.
- *Your baby finishes the feed, releases the breast and looks contented and relaxed.
- *Your breast is softer after the feed.

In conclusion, breastfeeding delivers a hopeful future not only for children, but for societies. It reduces healthcare costs, boosts cognitive development, strengthens economies, and sets children up with healthy beginnings.

What are some benefits of breastfeeding?





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Environmental Pollution and Its Impacts



Water Pollution



YETUNDE AGORO (MRS)
PRINCIPAL MANAGER
POLLUTION CONTROL

Pollution refers to the introduction of harmful substances, energy or agents into the natural environment, resulting in adverse effects on ecosystems, human health and overall environmental quality. These harmful substances called **pollutants** can be **chemical, physical, or biological** in nature and may originate **from human activities or natural events**.

Over the past century, industrialisation, urbanisation and unsustainable consumption patterns have significantly accelerated the scale and complexity of pollution worldwide, making it one of the world's major environmental concerns.

Types of Pollution and their Impacts

1. Air Pollution

This refers to the contamination of the atmosphere by harmful gases, particulates and biological molecules.

Major Sources:

***Natural:** Volcanic eruptions, wildfires, dust storms, pollen dispersal.

***Human-made:** Vehicle emissions, industrial processes, burning of fossil fuels, agricultural activities (methane from livestock, ammonia from fertilizers).

***Common Pollutants:** Carbon monoxide (CO), sulphur dioxide (SO₂), nitrogen oxides (NO_x), particulate matter (PM_{2.5} and PM₁₀), ground-level ozone (O₃), volatile organic compounds (VOCs).

Environmental Impacts:

***Climate Change:** Greenhouse gases such as water vapour, carbon dioxide, methane, ozone, nitrous oxide, and chlorofluorocarbons, trap heat, causing global warming.

***Acid Rain:** Sulphur dioxide and nitrogen oxides mix with water vapour, damaging soil, forests and aquatic life.

***Ecosystems Damage:** Pollutants harm plant photosynthesis and reduce biodiversity.

***Human Health:** Respiratory diseases such as asthma and Chronic Obstructive Pulmonary Disease (COPD) cardiovascular issues and premature deaths.

2. Water Pollution

This refers to the contamination of rivers, lakes, oceans, and groundwater by harmful substances.

Major Sources:

- *Industrial discharge of chemicals and heavy metals.
- *Agricultural runoff containing pesticides and fertilizers.
- *Domestic sewage and plastic waste.
- *Oil spills and marine dumping.

Common Pollutants: Nitrates, phosphates, heavy metals (lead, mercury, arsenic), pathogens, plastics, hydrocarbons.

Environmental Impacts:

- ***Eutrophication:** Excess nutrients promote algae blooms, depleting oxygen and killing aquatic life.
- ***Habitat Destruction:** Coral reefs, wetlands, and mangroves suffer degradation.
- ***Bioaccumulation:** Toxic substances build up in the food chain, affecting predators and humans.
- ***Drinking Water Contamination:** Leads to waterborne diseases like cholera and dysentery.

3. Soil Pollution

This is the degradation of soil quality due to the presence of harmful chemicals or waste.

Major Sources:

- *Overuse of chemical fertilizers and pesticides.
 - *Industrial waste disposal and mining activities.
 - *Oil leaks and spills.
 - *Improper disposal of electronic waste (e-waste).
- Common Pollutants: Pesticides, heavy metals, hydrocarbons, microplastics, industrial chemicals.

Environmental Impacts:

- ***Loss of Fertility:** Reduced crop productivity and food security.
- ***Groundwater Contamination:** Pollutants leach into aquifers.
- ***Ecosystem Disruption:** Soil microbes and beneficial insects are destroyed.
- ***Food Safety Risks:** Toxins accumulate in crops consumed by humans and animals.

4. Noise Pollution

This is defined as unwanted or excessive sound that disrupts normal environmental conditions.

Major Sources:

- *Road, rail, and air traffic.
- *Industrial machinery.
- *Construction activities.
- *Loudspeakers, concerts, and urban activities.

Environmental Impacts:

- ***Wildlife Disturbance:** Alters migration, feeding, and breeding patterns.
- ***Human Health Issues:** Stress, sleep disturbances, hearing loss, and cardiovascular problems.
- ***Reduced Quality of Life:** Discomfort in living and



Air Pollution
Image Source: Freepik



Thermal Pollution Image Source: Freepik

working environments.

5. Thermal Pollution

This refers to a change in natural water temperatures, often due to human activity.

Major Sources:

- *Discharge of hot water from power plants and industries.
- *Removal of vegetation along waterways.

Environmental Impacts:

- ***Reduced Oxygen Levels:** Warm water holds less oxygen, stressing aquatic life.
- ***Biodiversity Loss:** Species sensitive to temperature changes may die or migrate.
- ***Increased Algae Growth:** Warmer waters promote harmful blooms.

6. Radioactive Pollution

This is the release of radioactive substances into the environment.



Soil Pollution
Image Source: Freepik



Light Pollution
Image Source: Freepik

Major Sources:

- *Nuclear power plant accidents.
- *Improper disposal of nuclear waste.
- *Uranium mining and nuclear weapons testing.

Environmental Impacts:

- ***Long-term Soil and Water Contamination:** some isotopes remain hazardous for thousands of years.
- ***Genetic Mutations:** In plants, animals and humans.
- ***Cancer Risks:** Prolonged exposure increases the likelihood of cancer.

7.Light Pollution

This is defined as excessive or misdirected artificial light.

Major Sources:

- *Street lighting, billboards, illuminated buildings.
- *Industrial and commercial lighting.

Environmental Impacts:

- ***Disrupted Ecosystems:** Interferes with nocturnal

animal behaviour.

***Astronomical Visibility:** Makes it harder to observe stars and planets.

***Human Health:** Alters sleep cycles and circadian rhythms.

8.Visual Pollution

This is defined as any unattractive or excessive visual elements in the environment that disrupt the aesthetic appeal of an area and negatively affect people's well-being.

It does not directly harm the body like chemical pollution but it impacts **mental health, quality of life and the environment's beauty.**

Causes of Visual Pollution:

A.Billboards and Excessive Advertising

*Overcrowded signboards, flashing lights, and large banners.

B.Urban Clutter

*Overhead power lines, tangled cables, poorly designed urban layouts.

C.Poorly Maintained Buildings

*Graffiti, peeling paint, and abandoned structures.

D.Waste Management

*Litter, overflowing bins and illegal dumping.

E.Traffic Congestion

*Long lines of vehicles and overcrowded streets

F.Construction Sites

Unfinished buildings, dust and scattered materials.

Impacts of Visual Pollution:

Psychological and Emotional Effects

- *Increases stress and anxiety.
- *Reduces concentration and focus.
- *Lowers community pride.

Environmental Effects:

- *Distracts drivers, increasing accident risk.
- *Blocks natural scenery and wildlife habitats.
- *Reduces tourism appeal.

Urban Quality of Life:

- *Makes cities appear disorganised and neglected.
- *Lowers property values in affected areas.

Prevention and Control

***Urban Planning:** Limit the number and size of billboards.

***Green spaces:** Plant trees to block unattractive views.

***Waste Management:** Improve litter collection and recycling.

***Architectural Guidelines:** Enforce building maintenance standards.

***Underground Cabling:** Reduce visual clutter from wires.

9. Chemical Pollution

Chemical pollution occurs when harmful or toxic substances are introduced into the environment, contaminating **air, water** or **soil**. These chemicals can come from **industrial, agricultural, household or medical sources** and may be persistent (long-lasting) or **acute** (short-term but severe).

Main Sources of Chemical Pollution

A. Industrial Discharges

Factories releasing toxic chemicals into rivers, lakes or the atmosphere.

B. Agricultural Chemicals

Pesticides, herbicides and fertilizers seeping into soil and groundwater.

C. Household Products

Cleaning agents, paints and solvents entering sewage systems.

D. Mining Activities

Heavy metals like lead, mercury and arsenic leaching into environment.

E. Oil Spills

Petroleum and its by-products contaminating oceans and coasts.

F. Medical Waste

Pharmaceuticals and laboratory chemicals entering water systems.

Impacts of Chemical Pollution

Environmental Effects

***Soil Contamination:** Reduce soil fertility, disrupts microbial life.

***Water Pollution:** Causes eutrophication, oxygen depletion, and death of aquatic life.

***Air Pollution:** Release of toxic fumes and gases harming ecosystems.

Human Health Effects

***Short-term:** Headaches, nausea, respiratory irritation, skin burns.

***Long-term:** Cancer, reproductive disorders, neurological damage, organ failure.

Wildlife Effects

***Bioaccumulation:** Chemicals build up in organisms over time.

***Biomagnification:** Concentrations increase up the food chain, affecting top predators.

*Reproductive and genetic damage.

General Consequences of Environmental Pollution

Across all types, pollution has interconnected impacts as follows:

***Loss of Biodiversity:** Species extinction and habitat destruction.

***Climate Alterations:** Global warming and changing weather patterns.

***Public Health Burden:** Increased disease prevalence and healthcare costs.

***Economic Losses:** Reduced agricultural yields, damage to infrastructure (including ports), litigation requiring claim settlement and compensation, issuance of fines and penalties to polluters and tourism decline.

·**Resource Scarcity:** Contamination of fresh water, soil, and air reduces essential natural resources.



Noise Pollution



Radioactive Pollution



Conclusion

Pollution is a complex and multifaceted threat that requires urgent global action. Addressing it involves:

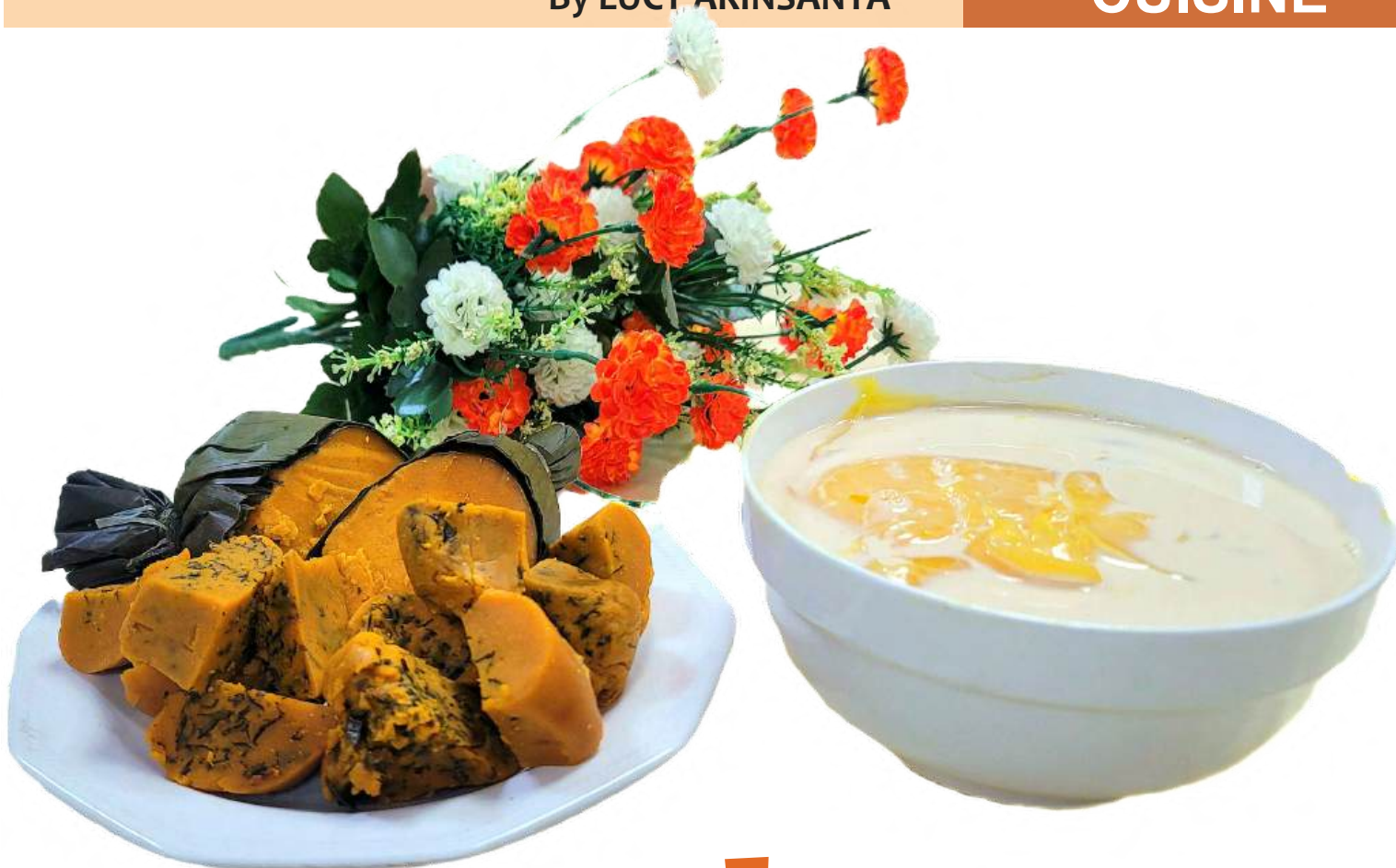
***Reducing Emissions** through cleaner technologies.

***Adopting Sustainable Practices** in agriculture, manufacturing, and waste management.

***Enforcing Environmental Laws** to hold polluters accountable.

***Raising Public Awareness** on reducing individual environmental footprints.

Pollution prevention is far more effective and less costly than remediation. A collective commitment to environmental stewardship is essential for a sustainable future.



Okpa is a popular delicacy in Nigeria, mainly eaten by people from the eastern part of the country. It is highly nutritious and a protein-rich meal which can be taken as breakfast or a snack.

Ingredients

1. Okpa flour (Bambara Nut) 3 cups
2. Palm oil -½
3. Crayfish - (ground)
4. Fresh/ground pepper
5. Seasoning cubes (Your preferred choice)
6. Banana leaves, plastic bowls, foil paper or nylon bags
7. Warm water
8. Salt to taste

Preparation Method

Wash and soften banana leaves by steaming them briefly.

Sift the Okpa flour into a mixing bowl

Gradually pour in warm water

Okpa

(Bambara Nut Pudding)

while stirring to dissolve the flour into a smooth paste, ensuring there are no lumps.

Add palm oil into the paste and mix until it becomes uniform or to your preferred colour.

Add the ground crayfish, seasoning cubes, salt and ground pepper. Mix thoroughly to incorporate the ingredients.

Taste the batter and adjust if needed.

Fold them into cone shapes and scoop the batter into the leaves, seal the top by folding it firmly.

On low heat, place the wrapped

Okpa in a washed pot, add water and cook for 45 minutes to 1 hour or until it is firm.

Check occasionally to ensure there is enough water in the pot to maintain cooking, add more water, if needed.

Insert a knife or fork into one of the Okpa. If it comes out clean, it means it is ready.

Allow the Okpa to cool slightly before serving.

You can serve with pap (Ogi) or any chilled drink of your choice.

The Fabric that Travels

Fashion has a way of moving, across time, across-borders, and sometimes, quite literally, across oceans. African fabrics are a perfect example. They are bold, colourful and deeply rooted in culture, yet they travel from our markets and loom onto runways, boutiques and boardrooms across the world. Let's take a moment to appreciate a few of them:

Ankara – The most recognizable African print fabric, Ankara is known for its bold, vibrant motifs. Perfect for office wear, it can be toned down into structured blouses, pencil skirts or even well-cut dresses that balance culture with professionalism.

Adire – Originating from Yoruba dyeing traditions, Adire is made with resist-dye techniques, usually in calming indigo shades. Its subtle patterns make it a great choice for blazers, tailored trousers and shift dresses that feel polished yet unique.

Akwete – A handwoven Igbo fabric, often made with cotton or raffia. Its durability and intricate designs make it excellent for jackets, structured

dresses, or skirts that hold shape well. Akwete brings both elegance and strength — ideal for a professional environment.

Aso-Oke – Traditionally a ceremonial cloth, Aso-Oke can be modernized into lighter weaves for workwear. Imagine a fitted Aso-Oke jacket or a sheath dress with Aso-Oke panels — stylish, authoritative and uniquely Nigerian.

Kente – From Ghana, Kente is symbolic, colourful and instantly recognizable. While traditionally bold, it can be incorporated as accents — trims on shirts, ties, scarves or details on jackets — bringing cultural pride without overwhelming a corporate look.

Bogolanfini (Mud Cloth) – A Malian treasure, Bogolanfini is handmade and hand-dyed using natural processes. Its earthy tones and geometric motifs work beautifully for outerwear, such as jackets or coats — practical yet expressive.



Every time a piece of African fabric travels through our ports, it isn't just cargo. It's a reminder of what we can wear, celebrate and share with the world.



Ankara pencil skirts

Shweshwe – Known as the “denim of Africa,” this South African fabric has small, repeating prints, often in indigo or earthy colours.

It’s highly versatile and can be tailored into office-appropriate dresses, shirts or trousers that give off a smart-casual vibe.

From Ankara with its eye-catching prints, to Adire in calming ocean blues, to Akwete, Kente, Bogolanfini and Shweshwe — each fabric carries a story. But their journey doesn’t end at the runway; they also belong in our everyday professional lives, even in the dynamic environment of the ports.

Office fashion at the ports often calls for practicality, neat tailoring, and comfort. But who says it can’t also showcase culture? African fabrics can be tailored into work-ready pieces that bring life and individuality into the corporate space:

Ankara pencil skirts paired with crisp shirts for meetings.

Adire blazers in muted indigo tones for a sophisticated yet cultural touch.

Akwete shift dresses, structured but comfortable for long workdays.

Kente-trimmed shirts for men — a pop of identity under a suit jacket.

Bogolanfini jackets or Shweshwe trousers as bold statement pieces on Fridays or less formal days.



These fabrics aren’t just beautiful; they’re versatile. With the right cuts and styling, they fit seamlessly into professional wardrobes, blending corporate polish with cultural pride. For port workers who operate in a global industry, wearing these fabrics becomes more than a fashion choice. It’s a subtle way of saying: we are modern, but we carry our roots with us.

Every time a piece of African fabric travels through our ports, it isn’t just a cargo. It’s a reminder of what we can wear, celebrate, and share with the

world. In boardrooms, at conferences or simply during the workday hustle, African fabrics make a statement: fashion doesn’t have to leave culture behind to be professional.

After all, style isn’t just about what we wear, it’s about what we represent. And at the ports, where local meets global every day, African fabrics are the perfect way to show both.

Høegh Autoliners Names Sixth Aurora-Class Green Ship at Port of Gothenburg

Norwegian shipping company; Høegh Autoliners has named its sixth Aurora-class pure car and truck carrier (PCTC) at the Port of Gothenburg in Sweden.

With a capacity of 9,100 car equivalent units (CEU), the Høegh Moonlight joins Høegh Autoliners' flagship series of 12 next-generation PCTCs.

The 25,200 dwt newbuilding features a length of 199.9 meters and a width of 37.8 meters.

The Aurora class is said to play a central role in the company's ambition to reach zero emissions by 2040. All vessels are classed by DNV and fly the

Norwegian flag.

The fifth sister vessel, the Høegh Sunrise, was named at Omaezaki Port in Japan in June this year.

"The naming of Høegh Moonlight demonstrates our strong commitment to decarbonising deep-sea shipping – not in the future, but right now, today. These vessels are not concepts; they are working, sailing answers to one of the most urgent challenges in our industry," Andreas Enger, CEO of Høegh Autoliners, commented.

Built for a low-carbon future, all 12 vessels are designed from the keel up to transition to clean fuels, with the first eight powered by LNG via dual-fuel

engines.

They are also "ammonia-ready" with reinforced decks and an integrated tank developed by TGE Marine at the heart of the design, allowing for straightforward conversion to be able to run on clean ammonia in the future.

The final four units in the Aurora newbuilding program, scheduled for delivery from 2027, are dual-fuel vessels able to operate on ammonia from day one.

The first eight dual-fuel LNG-powered vessels are estimated to deliver 58% lower emissions per transported car compared to the industry average.

"The Høegh Moonlight reflects the transformation we are leading across the maritime sector. From the speed of delivery to the scale of innovation onboard, these vessels demonstrate what can be achieved when ambition meets action. We are grateful to our partners, crew and global team for making this possible – together, we're building more than vessels, we're helping to shape a cleaner, smarter future for global trade," Sebjørn Dahl, Høegh Autoliners COO, said.



*Høegh Autoliners

CMA CGM Orders Up To 10 LNG Dual-Fuel Boxships In China

French container shipping and logistics major, CMA CGM, has reportedly placed an order for six firm liquefied natural gas (LNG) dual-fuel 22,000 TEU container ships in China.

The shipbuilding contract also includes four optional 22,000 TEU boxships, Greek shipbroker, Intermodal said.

As informed, the green ship fleet will be built at Dalian Shipbuilding Industry Company (DSIC) and delivered between 2027 and 2029, a state-owned enterprise located in Dalian, China, and a subsidiary of China State Shipbuilding Corporation (CSSC).

The French giant will allegedly pay \$205 million – \$210 million per unit.

CMA CGM, the world's third-largest container shipping company according to Alphaliner's TOP 100 list, currently has a fleet of more than 680 vessels with a capacity of over 4 million TEUs.

In March 2025, CMA CGM unveiled an order worth nearly \$2.6 billion for a total of twelve dual-fuel LNG boxships. The shipbuilding contract encompassing 18,000 TEU containerships was awarded to Jiangnan Shipyard, also part of CSSC.

In late January 2025, CMA CGM ordered a similar LNG dual-fuel containership fleet in South Korea. These boxships will be built by HD Hyundai Heavy Industries (HD HHI) under the contract valued at about \$2.57 billion. The newbuilds are slated for delivery by the end of December 2028.

Korean Steel Giant POSCO is Exploring Acquiring Control of HMM

Speculation is being renewed over the ownership fate of Korean shipping company HMM, a year and a half after the deal to sell the company collapsed. In an exclusive report, The Korean Economic Daily writes that steel giant POSCO is drawing up detailed plans to buy control of the shipping company.

The Korean Economic Daily reports that POSCO, which had previously been speculated as a potential suitor, has changed its strategy and now is interested in re-entering the shipping sector after deciding not to participate in the government auction in 2023 for control of HMM. POSCO was invested in Hanjin but sold the company in 1995. It reports that POSCO is searching for new growth strategies as it is facing a slowdown and the impact of U.S. tariffs on its steel business and batteries.

A controlling stake in HMM has been held by two Korean banks, the Korea Development Bank and the Korea Ocean Business Corporation, since the 2016 government-led rescue of Hyundai Merchant Marine. The two government entities collectively hold over 70 percent of stock in HMM, but have been talking of privatizing the shipping company to redeploy taxpayer monies to other investments to grow Korean business.

KDB, which owns an approximately 36 percent stake in HMM, is believed to be the leader in the privatization effort. The banks selected Harim as the preferred bidder last time, but the negotiations reportedly broke down in 2024 over a demand that the banks retain a say in the management of the HMM after the privatization. KDB is believed to be exploring starting a new round of bidding.

Second-hand Containership Prices Soar in the Face of Soft Shipping Rates

Despite significantly weaker freight rates, the average price for five-year-old container ships has increased by 17% year-on-year and 6% since the beginning of 2025,” says Niels Rasmussen, Chief Shipping Analyst at BIMCO.

The average per TEU price of a basket of seven five-year-old container ships was \$9,761/TEU in late August 2024. Since then, the price has risen to \$10,758/TEU at the beginning of 2025 and to \$11,413/TEU in late August.

Feeder ships smaller than 3,000 TEU have seen the highest price increase at an average of 26% year-on-year.

“Container spot freight rates for Shanghai exports have dropped 51% since late August 2024 and 42% since the beginning of 2025,

according to Shanghai Shipping Exchange. Average freight rates for Chinese exports have similarly fallen by 41% year-on-year and 25% since the start of this year,” says Rasmussen.

Global average freight rates have fared better but are still down as market volumes have not been able to keep pace with year-to-date average fleet growth of 8.7% year-on-year.

While freight rates have not supported the price of second-hand ships, time charter rates have. Like prices for five-year-old ships, time charter rates for a 6–12-month period are up 17% year-on-year and 9% year-to-date.

Rates and prices have disconnected as the idle ship capacity percentage has

remained below 1% during 2025, according to Alphaliner.

Meanwhile, container ship new building prices have fallen by 4% both year-on-year and year-to-date. Accordingly, the average price of five-year-old ships has risen to 80% of the average new building price, the highest relative price since late 2022.

Looking ahead, ships with a total capacity of 2.3 million TEU are scheduled for delivery in 2025 and 2026. Before considering recycling of older ships, that will add 7.2% to the container fleet’s capacity.

“Though great trade uncertainty remains, container volumes appear unlikely to grow as fast as the fleet. Under normal circumstances, we would expect both time charter rates and second-hand prices to eventually begin to fall. However, rates and prices for feeder ships smaller than 3,000 TEU may prove fairly resilient as ships scheduled for delivery before the end of 2026 will only add 2.7% to that segment’s total capacity,” says Rasmussen.



Guangzhou Port

Guangzhou Port’s Half Year Container Throughput Up 9.5%

In the first half, cargo throughput at the port of Guangzhou reached 287m tons, a year-on-year increase of 2.9%, while the container throughput of 13.4m TEU, grew 9.5%. The total operating revenue amounted to RMB6.909bn, with a total profit of RMB853m.

“The company seized the development opportunities of the Nansha port area, continuously optimised its shipping route network, fully leveraged the operational efficiency of each terminal, and drove sustained growth in container throughput,” said the port.

Cargo structure at Guangzhou port was further optimised with foreign trade containers accounting for over 50% of the total. During the first six months, the company added a net total of seven new

foreign trade shipping routes, bringing the total number of container shipping routes to 224, including 179 foreign trade routes. The cumulative volume of foreign trade containers handled reached 6.898m TEU, a year-on-year increase of 21.4%. Nansha port area achieved a growth rate of 25.5%, outpacing other major coastal port areas in China, it said.

Foreign trade in coal, steel, and commercial vehicles at Guangzhou port increased by 18.6%, 226.10%, and 4.9% year-on-year, respectively. Influenced by macroeconomic conditions, adjustments in industrial policies, and changes in domestic demand, foreign trade in grain, pulp, sand and gravel decreased by 4.5%, 10.9%, and 18.3% year-on-year, respectively.

India and Singapore Partner on Maritime Green and Digital Corridor

India and Singapore signed a Memorandum of Understanding (MoU) to establish a Green and Digital Shipping Corridor (GDSC) between the two countries. On 4th September, the event took place in New Delhi, in the presence of both nations’ Prime Ministers.

In this partnership, both nations will collaborate with industry partners to develop infrastructure and adopt new technologies that can help the shipping sector transition to fuels with zero or near zero greenhouse gas emissions. The GDSC agreement also covers the exchange of digital information and carrying out joint research on new green technologies and solutions.

The project aims to achieve two goals that include making shipping more digital and reducing its carbon footprint.

India’s strong renewable energy base and manufacturing capacity make it well-placed to produce and export alternative marine fuels. At the same time, Singapore’s position as a major global port with advanced bunkering services and maritime innovation will support and strengthen the partnership.

BY EZINNE ASINOBI

The Nigerian Ports Authority (NPA) highlighted its vital role in trade facilitation during its Special Day at the 20th Abuja International Trade Fair, reinforcing its commitment to Nigeria's economic diversification through export growth and innovation. Speaking on behalf of Managing Director, Dr. Abubakar Dantsoho, Mrs. Mariam Suleiman, Acting General Manager of the NPA Abuja Liaison Office, emphasized the Authority's efforts to enhance port-hinterland connectivity and export competitiveness. She praised the Abuja Chamber of Commerce and Industry for maintaining the Trade Fair as a key platform for business networking and economic development. Dr. Dantsoho noted that Abuja's strategic location and agro-allied potential position it as a hub for connecting local producers with global markets, aligning with the Federal Government's goals to boost non-oil revenue and create jobs. He highlighted the establishment of Export Processing Terminals (EPTs) as a transformative step in streamlining the export process by providing centralized services for cargo consolidation and documentation. Similarly, the NPA is enhancing its operations through a Ports Community

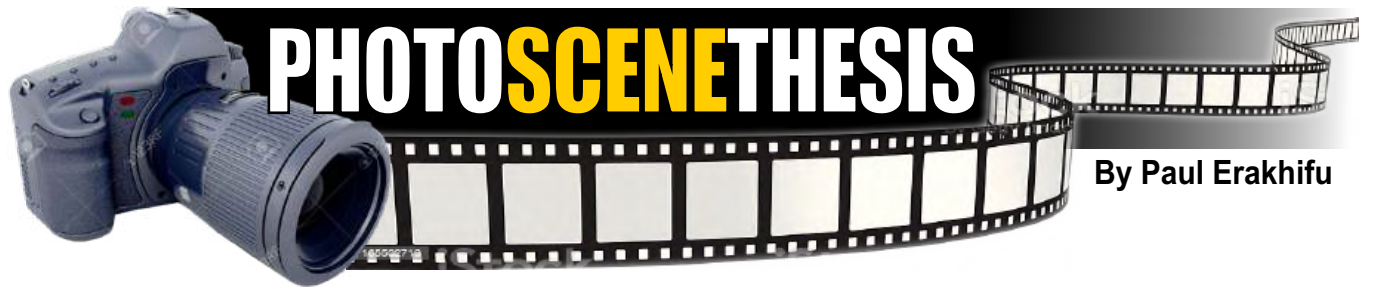


NPA Showcases Export Excellence at the 20th Abuja International Trade Fair

System (PCS) to facilitate transactions and support the National Single Window (NSW). In addition to their remarkable achievements, the Nigerian Ports Authority (NPA) proudly walked away with not one, but two prestigious awards at the event. They received the accolade for Best Government Pavilion, which recognized their outstanding representation and engagement throughout the exhibition. Furthermore, the NPA also garnered the title of "Most Impactful Special

Day," an honor bestowed by the organizers of the event, the Abuja Chamber of Commerce and Industry Trade Center. These accolades not only reflect the dedication and hard work of the NPA team, but they also underscore the significant role the authority plays in promoting economic growth and development within the region. The organization also connected with future leaders by hosting a Secondary Schools Essay Competition, titled "The Role of Export in Job Creation and Poverty Reduction," which fostered critical thinking among students. Winners were awarded laptops and prizes, highlighting the organization's dedication to youth empowerment. The pavilion attracted many visitors keen on learning about its modernization efforts and initiatives that enable small and medium enterprises to engage in the export value chain. Dr. Dantsoho invited investors and stakeholders to explore collaboration opportunities with the NPA. Overall, the NPA Special Day at the Trade Fair was a celebration of innovation, partnership, and youth empowerment, reflecting the Authority's mission to drive sustainable trade and economic transformation in Nigeria.





By Paul Erakhifu

NPA MANAGEMENT AT NASS FOR BUDGET DEFENCE





NPA PENSIONERS VERIFICATION EXERCISE AT BODE THOMAS, LAGOS



SEMINAR ON ADVANCED SKILLS & JOBS MANAGEMENT, HELD IN COTONOU, BENIN REPUBLIC. ORGANISED BY PMAWCA



NPA AT 2025 INTERNATIONAL CIVIL SERVICE CONFERENCE AND EXHIBITION



MD NPA RECEIVES DELEGATION FROM NIG. CHAMBER OF SHIPPING (NSC) IN LAGOS



MD NPA PLAYS HOST TO OFFICIALS OF NAGAFF



MD NPA RECEIVES DG FEDERAL RADIO CORPORATION OF NIGERIA IN LAGOS



NPA BOARD OF DIRECTORS VISITS GOV. OF DELTA STATE IN ASABA



ONE- STOP-SHOP COMMITTEE ON A WORKING VISIT TO NIG. IMMIGRATION SERVICE IN ABUJA



RE-INAUGURATION OF ANTI-CORRUPTION AND TRANSPARENCY UNIT (ACTU) HELD AT NPA HEADQUARTERS





DR. DANTSOHO AS A GUEST AT NIGERIA CHAMBER OF SHIPPING BREAKFAST MEETING IN LAGOS





**NPA DELEGATES TO PMAWCA WOMEN'S CONFERENCE
IN GUINEA BISSAU APPRECIATES MD NPA**



**GREAT AMAZONS ASSOCIATION (GROUP OF RETIRED FEMALE
OFFICERS OF NPA AFTER A LUNCHEON IN LAGOS)**





West African Container Terminal (WACT)

By Nkoriko Nicholas

The West African Container Terminal (WACT), situated in the Onne Port within the Onne Oil and Gas Free Zone is owned by A.P. Moller – Maersk. Known for its exceptional hinterland connections, WACT serves as a pivotal logistics hub, linking various regions of Nigeria to international markets. The terminal has built a strong reputation for providing excellent customer service, employing trained operators and offering competitive terminal charges. Earlier this year, it was honored as the Most Outstanding Terminal Operator by the Maritime Industry Merit Awards (MIMA) 2025.

In a significant leap towards sustainability, WACT announced that in 2024, it would replace diesel generation with solar electricity following the signing of a notable Solar Lease Agreement with Starsight Energy. This strategic partnership aims to generate an anticipated 1.2 gigawatt hours of solar electricity annually over a 15-year period. As a result, around 30% of the terminal's electricity will transition from diesel generators to renewable energy sources.

This initiative underscores WACT's commitment to achieving net-zero emissions and contributes to A.P. Moller's industry-leading global target of reaching full net-zero emissions by 2040. The goal also includes a significant reduction of Scope 1 and 2 emissions by 65% by 2030 compared to 2022 levels.

WACT's Managing Director, Jeethu Jose, has

expressed the company's unwavering dedication to decarbonization. During a presentation titled "Decarbonisation and Renewable Energy," he passionately addressed the topic, stating, "This signing marks the first major step in WACT's net-zero journey, and it's a milestone we can all be proud of."

Ladi Sanni, Managing Director of Starsight Energy Nigeria, highlighted the significance of this partnership, noting, "This collaboration supports our mission of assisting global brands like A.P. Moller/WACT in their transition to clean energy. It is a testament to the forward-thinking energy management and environmental stewardship approach taken by both Starsight Energy and WACT."

The solar project will be executed in two phases, involving the installation of a 1,092 kWp solar-only system. This initiative is projected to reduce WACT's carbon footprint by approximately 20,000 tons of carbon dioxide over the duration of the agreement.

Furthermore, this project is in line with Nigeria's broader commitment to transitioning from fossil fuels to cleaner energy sources.

Established as the first greenfield container terminal in Nigeria constructed under a Public-Private Partnership model, WACT is strategically located in the Oil and Gas Free Zone of Onne Port, Rivers State. It has established itself as the most efficient gateway to markets beyond Lagos and serves as a crucial access point for the eastern regions of Nigeria, thus playing a vital role in the country's trade and economic landscape.



NIGERIAN PORTS AUTHORITY

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for **sustainable Port Services**
in **Africa**



Our Port Locations:

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Lagos State
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Tin Can Island Port
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Rivers Port, Port-Harcourt
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Delta Ports, Warri
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Calabar Port Complex, Calabar
Cross River State
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Onne Port Complex, Onne
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ILORIN *Durbar Festival*

-Tales Of An Eye Witness

BY PAUL ERAKHIFU

Arriving in Ilorin at the eve of the Sallah celebration is exciting and interesting as everywhere looks lively and in a festive mood.

The City of Ilorin was lively during the last Eid-al-Adha celebration as ancient and historic Ilorin Durbar festival was held with lots of funfair and excitement.

History has it that the Durbar tradition dates back to the 14th and 15th centuries in Nigeria and became more prominent because during the colonial period when British administration encouraged displays of royalty and military readiness.

Initially, the Durbar was a military parade to showcase the strength and preparedness of the Emir Calvary. It was an avenue for warriors to gather, pay homage to the Emir, and demonstrate loyalty and readiness during the Eid-al-Adha and Eid-al-Fitr celebrations. The Ilorin Durbar festival represents culture and tradition. Horses, lavishly adorned, symbolized prestige, while riders-chiefs and titleholders-represented cultural allegiance and social rank.

The festival has transformed from a religious and military event into a vibrant cultural celebration, now including: Yoruba, Nupe, Baruba, and Hausa traditions, reflecting Ilorin's diversity, a focus on peace, unity, and cultural pride.

During colonial and post-colonial eras, the Durbar became a diplomatic



The Ilorin Durbar Festival promotes community harmony, respect for leadership, religious devotion and celebrates artistic and equestrian heritage.

platform, allowing traditional rulers to engage with colonial and Nigerian state officials.

The Ilorin Durbar Festival promotes community harmony, respect for leadership, religious devotion and celebrates



Durbar Festival



artistic and equestrian heritage.

Attire Breakdown:

The Emir and his entourage: Wear richly embroidered robes (BabbanRiga) turbans and symbolic colours like white, gold or red to represent power and tradition.

Horsemen: Dress in bold, flowing robes, vests and matching horse regalia to reflect

bravery and prestige.

Performers: Wear Colourful local prints with beads, cowries and head wraps.

Women and Spectators: Adorn Yoruba influenced buba, iro, gele, hijabs or lace, blending modesty and elegance.

Symbolism: Clothing expresses unity in diversity, status and cultural pride, merging Yoruba, Hausa, Fulani and Nupe Traditions.



Ladies Now Angels Rescue Nigeria, As Men Develop Clay Feet

...Super Falcons set world record, D' Tigress wins Afrobasket

It is no longer news that each time Nigeria desires trophies, awards and laurels in sports, it is always the women folks who have always come to the rescue of the nation even at critical junctions, the women like the phoenix have always risen to the task.

The super falcons with their successful mission X which saw them deliver the WAFCON trophy for the tenth time, invariably setting a global record as the only female national team across the world which has won women continental championship for the tenth time, others following behind are USA, China and Brazil have won their continents diadem nine times each, Germany has won the UEFA Women cup eight times while New Zealand had won the Oceania six times. At the recently concluded 2024 WAFCON tournament held in Morocco, the Super Falcons of Nigeria in the final had to come back from the brinks of defeat having had to trail the host Morocco after the first forty-five

minutes by two goals.

The team came out blazing in the second-half dominated and scored three goals winning the match at 3-2 and thereby lifting a brand new trophy which CAF just unveiled and went home with \$100,000 dollars cash prize.

As a result of this performance three Nigerian ladies stood out, the goal keeper Chiamaka Nwadozie (OON), who emerged the goalkeeper of the tournament, the best players of the overall tournament and the captain of the Super Falcons, Rashidat Ajibade (OON), who won the player of the match three times, scored one goal, had two assists and was adjudged the best for her leadership roles in her team.

Perhaps the player that impressed this writer the most is Esther Okoronkwo (OON), playing in her first WAFCON tournament as she did not start the first match, came in before the end of the match, yet emerged the woman of the match subsequently, throughout the tournament she dictated the pace for the Nigerian

team pulling necessary strings where necessary. A highly technical and tactical player, she had two goals, two players of the match award and six assists throughout the games. Other players who deserve some mention include Chioma Okafor (OON), a US university undergrad who dumped the Malawian national team for the Super Falcons, Ashleigh Plumtre (OON), the youthful and workaholic Deborah Abiodun (OON) and Folashade Ijamilusi (OON), with three of the last four coupled with other young players along the conveyor belt of the Nigerian women league, Super Falcons will dominate the WAFCON for the next couple of years before others can catch up.

After the win, the team returned to a rousing welcome from an appreciative country, led by the President of the Republic who showered the players with naira rain.

Similarly, history was made recently in Cote d'Ivoire when the Nigerian female basketball team, the D'Tigress powered past Mali in the final of this year's competition in a convincing 78-64 points



which made the team win an unprecedented fifth straight Afrobasket and seven in the overall.

This year's win gave Nigerian women an edge over their Senegalese counterpart who have only won the same tournament four times.

Racing towards this year's Afrobasket win, the D'Tigress had gone 29 games unbeaten since 2015, altogether these brought the teams to 8th position in the global FIBA ranking.

Amongst the players who showed up brilliantly for D'Tigress are Amy Okonkwo (OON), who was named the Most Valuable Player (MVP) of the competition, also exceptional were Ezinne Kalu(OON), Victoria Macaulay (OON) and Elizabeth Balogun(OON).

After being crowned as Africa's best in female basketball and qualifying for the 2026

basketball world cup. Ultimately, the Federal Government extended her hand of appreciation to the team too.

It is believed that the female football team and the Nigerian Afrobasket team have done enough to motivate and inspire the Super Eagles players who have not been impressive in the battle to land one of the African slots to the 2026 World Cup scheduled for America, Canada and Mexico. The male's national team must spill blood if necessary as it would cause a great damage to the growth of football in the nation if Nigeria should miss out in the race to 2026 world cup having missed out of the last in Qatar, in 2022. Now that they have their back against the wall, the Super Eagles are expected to dig deep, bounce back and get the ticket to be part of the next world cup, it is surely still achievable.



Rufai's Career Landmarks as Late Goalkeeper Joins Ancestors

Former Super Eagles' goalkeeper, Peter Rufai, regarded as one of Nigeria's iconic goalkeeper and a legend of African football died and was buried in Lagos recently.

Rufai, fondly known as "Dodo Mayana", was a charismatic figure during Nigeria's golden era in international football. An era that saw the Super Eagles qualify for their first ever World Cup finals at USA '94 and also won the African Cup of Nations in Tunisia in the same 1994.

As Nigerians and the football world mourn his demise, we remember some of his outstanding achievements as a goalkeeper to include,

- Rufai refused to accend the throne of ancestors but rather became a professional footballer and he played for eight clubs across Africa and Europe. Apart from playing for two clubs in Nigeria, Stationery Stores of Lagos and Femo Scorpions of Eruwa, the legendary goalkeeper plied his trade in eight other clubs across Africa and Europe.

- His impressive record helped Farense qualify for their first UEFA Cup and was in goal when Nigeria won the 1994 AFCON and qualified for their first ever World Cup in 1994. He scored his only international goal against Ethiopia.

- France '98 World Cup was a low moment for Rufai. Despite his long and impressive international career, the 4-1 loss to Denmark in the 1998 World Cup Round of 16 was one of the low points for Rufai. He later went on to describe it as the most painful game of his career but insisted that the defeat was due to a collective of failure, not individual mistakes.

Deaf Eagles Maintain Winning Streak, Lift 6th WADSU Trophy



The Chairman of the National Sports Commission of Nigeria, MALLAM Shehu Dikko has commended the Nigerian Deaf Eagles and assured them of a bright future for their dominance in West Africa deaf football competition after defeating The Gambia 4-1 on penalties to win the 13th West Africa Deaf Championship, held at the Moshood Abiola National Stadium, Abuja, recently.

The pulsating final ended 1-1 in regulation time, both teams battled intensely in an energy-sapping encounter, but with no extra time allowed, penalties became the decider.

In the shootout, Nigeria calmly converted four of their spot kicks, while Gambia managed only one. The victory handed the Deaf Super Eagles their sixth WADSU football title, extending their dominance in the sub-regional championship by contrast. Gambia players are still searching for their first triumph.

LEÇON TRENTE SEPT (Lesson 37)

Welcome back on parlons français.

As always, our goal is to master common words in French, be able to use them and make simple sentences. Therefore, we will continue with learning common french language verbs and how they are conjugated in the different tenses particularly in the present and past tenses as well as how they are being used. We see them in every sentence we make thus, we need to know how they are conjugated

In this lesson, we will look at another important common verbs, the verb "Avoir" (to have), 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 36. Always try to remember our past lessons and practice them with your family and friends.

In lesson 36, we looked at how the verb "Être" is conjugated.

Do you remember these words?

Je suis française.	I am a frenchwoman
Jesmine est belge	Jesmine is belgian
Nous sommes chinois	We are chinese
Vous êtes Ivoiriens	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.

Remember, the verb Être is conjugated in this form:

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/Faminine)

Let's try more examples with these fantastic words:-

French - English

Aimer	to Love
Content	Please
Rire	to Laugh
Joy	La Joie
Enjoué	Cheerful
Heureux	Happy
Satisfait	Satisfied

Let us try to make sentences with some of these words above;

Je suis prêt à aimer	- I am ready to love.
Elle est contente	- she is pleased
Je suis heureux	- I am happy

Ils sont satisfiat avec mon travail - They (masculine) are satisfied

Back to our lesson 37, one common French verb, "Avoir", (to Have).

The verb 'Avoir' (to Have) is an irregular verb like "Être" which we saw in lesson 36 meaning that they do not follow standard patterns. These group of verbs have unique stems of conjugation eg, in the present tense the verb 'Avoir' (to have) is conjugated as follows:

J'ai	-I have
Tu as	-You have (singular form and informal)
Il a	-He has
Elle a	-She has
Nous avons	-We Have
Vous Avez	-You Have (plural form and formal)
Ils ont	-They have (masculine plural form)
Elles ont	-They have (Feminine plural form)

Avoir (to have) is a very important verb in French language because it is used for form compound words.

Example,

J'ai une voiture	I have a car.
J'ai 35 ans	I am 35 years old
Elle a faim	She is hungry.

Let's master the conjugation of the verb être as we saw in lesson 36 and the verb Avoir in this lesson as we look forward to see how it's being used in our next lesson.

Au revoir

à la prochaine fois (See you in next lesson)

NPA Honoured For Transparency And Fiscal Responsibility

By Lucy Akinsanya

The Nigerian Ports Authority (NPA) has received a special recognition award from the Public Accounts Committees (PAC) of the Senate and House of Representatives for its unwavering commitment to transparency, fiscal responsibility, and audit compliance.

This prestigious honour was bestowed upon the NPA and received by the Managing Director, Dr. Abubakar Dantsoho, represented by the Executive Director, Finance & Administration, Mrs. Vivian Richard-Edet, on behalf of the Authority, during the National Conference on Public Accounts and Fiscal Governance held in Abuja.

The conference served as a high-level forum, convening lawmakers, anti-graft agencies, civil society groups, and public finance experts to explore strategies for strengthening Nigeria's fiscal architecture. The NPA's outstanding performance in financial reporting and audit compliance was acknowledged by the leadership of the two Committees.

The Committees praised the NPA for maintaining high standards of financial reporting and demonstrating consistent support for public accountability processes. The award was described as a symbol of institutional integrity, highlighting the NPA's proactive audit compliance and strategic backing of the conference.

Additionally, the Committees noted that the NPA's contributions were pivotal in making the policy dialogue a reality, adding that the Authority's transparency efforts have become a benchmark in the public sector.

This recognition underscores the NPA's commitment to transparency, accountability, and good governance. The Authority's leadership and staff are commended for their dedication to upholding the highest standards of financial management and reporting.



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