

2025 Journey Of Impact, Milestones And Triumph



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Nigeria's Return To IMO Council

● *Why The Category 'C' Seat
Matters After 15 Years*

Le retour du Nigeria au conseil de l'OMI

● *Pourquoi le siège de catégorie « C »
est-il important après 15 ans?*

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FROM THE EDITOR-IN-CHIEF

Welcome to the final edition of the Nigerian Ports Today for the year 2025. This is a publication that brings together the defining stories, people and partnerships that shaped our maritime and port ecosystem over the year.

This issue has been carefully curated to reflect both institutional performance and national impact. Leading the edition is our in-depth feature on Nigeria's return to the IMO Council having clutched the Category "C" seat after 15 years.

The article provides context, insight, and perspective on a development that places Nigeria back at the heart of global maritime governance.

Our cover review, "2025 Journey of Impact, Milestones and Triumph," offers our readers a clear narrative of the Authority's progress—highlighting operational improvements, export-enabling initiatives, stakeholder collaboration, and strategic reforms that strengthened port performance nationwide.

We also spotlighted leadership and legacy through "Dr Dantsoho: A Testament of Experience and Diligence," a piece that underscores the value of professionalism, institutional memory, and service excellence in driving sustainable outcomes.

Trade, investment, and competitiveness feature are made prominently in this edition. Readers will find compelling reports on NPA's showcasing of export opportunities at the Lagos and Kano Trade Fairs, PTML's growing advantage over Senegal in transshipment between Asia, Europe and America as well as APM Terminals' operational excellence and sustainability efforts, all reinforcing Nigeria's non-oil export growth agenda.

In broadening perspectives, we take readers beyond our shores with "Port of Kobe: Business and Tourism," while locally, our "About Nigeria" feature focuses on improving tourism and its linkage to port cities and logistics infrastructure.

This edition also celebrates the softer but equally powerful drivers of development namely creativity and sports.

From the Honourable Minister's endorsement of AMAE 2025 as a catalyst for economic growth, to the energetic performance of "Dantsoho Jets" at the 2025 edition of the Federation of Public Service Games (FEPSSGA) in Adamawa State, we showcased how talent and teamwork extend beyond the quayside.

Finally, I thank our contributors, partners, and readers for their continued engagement. This final edition of 2025 is not just a record of activities, it is a testament of an Authority committed to telling its story with clarity, credibility, and purpose as we look ahead to a new year of opportunities.

Ikechukwu Onyemekara Ksc
Editor-in-Chief



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RÉDACTEUR EN CHEF

Bienvenue à cette dernière édition de Nigerian Ports Today pour l'année 2025. Cette publication rassemble les récits, les personnes et les partenariats déterminants qui ont façonné notre écosystème maritime et portuaire au cours de l'année.

Ce numéro a été soigneusement élaboré pour refléter à la fois les performances institutionnelles et l'impact national. En tête d'affiche, notre dossier approfondi sur le retour du Nigéria au Conseil de l'OMI, après avoir conquis le siège de Catégorie « C » après 15 ans d'absence.

Cet article apporte un éclairage et une perspective sur une évolution qui replace le Nigéria au cœur de la gouvernance maritime mondiale.

Notre article de couverture, « Parcours 2025 : impact, étapes clés et triomphe », offre à nos lecteurs un récit clair des progrès de l'Autorité, mettant en lumière les améliorations opérationnelles, les initiatives favorisant les exportations, la collaboration des parties prenantes et les réformes stratégiques qui ont renforcé la performance portuaire à l'échelle nationale.

Nous avons également mis en lumière le leadership et l'héritage à travers « Dr Dantsoho : Un témoignage d'expérience et de diligence », un article qui souligne l'importance du professionnalisme, de la mémoire institutionnelle et de l'excellence du service pour obtenir des résultats durables.

Le commerce, l'investissement et la compétitivité occupent une place prépondérante dans cette édition. Les lecteurs y trouveront des reportages captivants sur la présentation par la NPA des opportunités d'exportation aux foires commerciales de Lagos et de Kano, sur l'avantage croissant de PTML (Compagnie spécialisée dans les services portuaires) sur le Sénégal en matière de transbordement entre l'Asie, l'Europe et l'Amérique, ainsi que sur l'excellence opérationnelle et les efforts de développement durable d'APM Terminals, autant d'éléments qui renforcent la stratégie de croissance des exportations non pétrolières du Nigéria.

Pour élargir leurs perspectives, nous emmenons nos lecteurs au-delà de nos frontières avec « Le port de Kobe : affaires et tourisme », tandis qu'au niveau local, notre rubrique « À propos du Nigéria » se concentre sur l'amélioration du tourisme et son lien avec les villes portuaires et les infrastructures logistiques.

Cette édition célèbre également les moteurs de développement plus subtils mais tout aussi puissants, à savoir la créativité et le sport.

De l'approbation du Ministre de l'AMAE 2025 qui a catalysé la croissance économique, à la performance énergétique des « Dantsoho Jets » lors de l'édition 2025 des Jeux de la Fédération des Services Publics (FEPSCA) dans l'État d'Adamawa, nous avons démontré comment le talent et le travail d'équipe s'étendent au-delà des quais.

Enfin, je remercie nos contributeurs, partenaires et lecteurs pour leur engagement constant. Cette dernière édition de 2025 n'est pas qu'un simple compte rendu d'activités ; elle témoigne de l'engagement d'une Autorité à communiquer son histoire avec clarté, crédibilité et détermination, à l'aube d'une nouvelle année riche en opportunités.



Ikechukwu Onyemekara
Rédacteur En Chef



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FROM THE DESK OF THE CEO

For the Nigerian Ports Authority and the larger Marine and Blue Economy Ministry, it has been a very productive year under the inspiring leadership of the “Hon. Minister Dr. Adegboyega Oyetola. We are very thankful.

I am glad that our editorial team has intentionally put together this edition to reflect on the milestones of 2025 whilst giving you a glimpse of the opportunities that lie ahead. 2026 promises progress, resilience, and renewed global relevance for Nigeria’s maritime sector and for the Authority.

This edition captures landmark developments that reinforce Nigeria’s re-emergence as a momentous maritime nation. Foremost among these is Nigeria’s return to the International Maritime Organisation (IMO) Council after 15 years, securing a Category “C” seat of immense strategic importance. The reports articulate why this return is germane to national prestige and Nigeria’s influence in shaping global maritime policy, safety, environmental stewardship, and trade facilitation. It is an achievement that underscores the leadership of Dr Oyetola and the sustained reforms across the sector.

Equally significant is the comprehensive review of how the Nigerian Ports Authority fared in 2025, detailing our journey of impact, key milestones and institutional reforms. The year marked a consolidation of port efficiency initiatives, improved stakeholder engagement, export facilitation, and operational excellence across our port corridors.

We are particularly proud of our growing role in non-oil export promotion, as highlighted in our participation at the Lagos and Kano Trade Fairs, where NPA showcased game-changing export opportunities. This effort aligns with our broader mandate to support national economic diversification. The publication also reflects the dynamic intersection of ports, trade, culture, and innovation. I commend the editorial team for curating a publication that not only informs but inspires confidence in the future of Nigeria’s ports.

As we close the year, all of us at the NPA rededicate ourselves to President Bola Ahmed Tinubu’s “Renewed Hope” Agenda. We commit ourselves to efficiency, innovation, and collaboration in support of national development. We seek the support of all stakeholders in achieving these goals as we work to build a port system that all Nigerians will be proud of.

Dr Abubakar Dantsoho
Managing Director/CEO



MESSAGE DU BUREAU DU DIRECTEUR GENERAL

Pour l'Autorité Portuaire Nigériane et le Ministère de la Marine et de l'Économie Bleue, l'année 2025 a été particulièrement fructueuse sous l'impulsion inspirante du Ministre, le Dr Adegboyega Oyetola. Nous lui en sommes très reconnaissants.

Je suis heureux que notre équipe éditoriale ait préparé ce numéro afin de revenir sur les grandes étapes de l'année 2025 et de vous donner un aperçu des perspectives pour l'année à venir. 2026 promet progrès, résilience et une influence mondiale renouvelée pour le secteur maritime nigérian et pour l'Autorité.

Ce numéro met en lumière des développements marquants qui confirment le retour du Nigéria comme nation maritime de premier plan. Parmi ceux-ci, le plus important est le retour du Nigéria au Conseil de l'Organisation Maritime Internationale (OMI) après 15 ans d'absence, avec l'obtention d'un siège de catégorie « C » d'une importance stratégique capitale. Les rapports expliquent en quoi ce retour est essentiel au prestige national et à l'influence du Nigéria dans l'élaboration des politiques maritimes mondiales, la sécurité, la protection de l'environnement et la facilitation du commerce. C'est une réussite qui souligne le leadership du Dr Oyetola et la poursuite des réformes dans l'ensemble du secteur.

Tout aussi importante est l'analyse approfondie des performances de l'Autorité Portuaire Nigériane (NPA) en 2025, qui détaille notre impact, nos principales étapes et les réformes institutionnelles mises en œuvre. Cette année a été marquée par la consolidation des initiatives d'efficacité portuaire, un engagement accru des parties prenantes, la facilitation des exportations et l'excellence opérationnelle sur l'ensemble de nos corridors portuaires.

Nous sommes particulièrement fiers de notre rôle croissant dans la promotion des exportations hors pétrole, comme en témoigne notre participation aux foires commerciales de Lagos et de Kano, où la NPA a présenté des opportunités d'exportation novatrices. Cet effort s'inscrit dans notre mandat plus large de soutien à la diversification économique nationale. La publication reflète également l'interaction dynamique entre les ports, le commerce, la culture et l'innovation. Je félicite l'équipe éditoriale pour la réalisation d'une publication qui non seulement informe, mais inspire également confiance dans l'avenir des ports nigériens.

En cette fin d'année, toute l'équipe de la NPA réaffirme son engagement envers le programme « Espoir renouvelé » du président Bola Ahmed Tinubu. Nous nous engageons en faveur de l'efficacité, de l'innovation et de la collaboration pour soutenir le développement national. Nous sollicitons le soutien de toutes les parties prenantes pour atteindre ces objectifs dans le cadre de nos efforts pour bâtir un système portuaire dont tous les Nigériens pourront être fiers.

Dr Abubakar Dantsoho

Directeur Général/PDG



Nigeria's Return to IMO Council

● Why the Category 'C' Seat Matters After 15 Years

Nigeria has been a member of the International Maritime Organization (IMO) for decades, but in 2007, she made her first successful move for a seat in Category "C" of the IMO Council.

However, in 2011, exactly four years after securing the seat and after serving two terms, Nigeria failed to secure re-election into the council. Since then, Nigeria has lost out in subsequent quests to be re-

elected into the Council.

Therefore, Nigeria's recent re-election into Category "C" of the IMO is not just an end to a 15-year break, it is a pivotal moment for the country's maritime resurgence and a leap in its right positioning on the table of global leadership of the blue economy.

The election, which held at the IMO General Assembly in London, in the last week of November 2025, was a fiercely contested one in which 26 countries





L-R: MA NPA, Dr Abubakar Dantsoho, Former Permanent Secretary, Ministry of Marine and Blue Economy, Olufemi Oloruntola, Minister of Marine and Blue Economy, Adegboyega Oyetola and NPA Board Chairman, Senator Adedayo Adeyeye

wrangled for the 20 available Category “C” seats. It is therefore a feat that Nigeria stood tall after securing 116 votes ahead of traditional maritime favourites like Denmark, Bangladesh and Kenya. That the country has gained back a position, which has eluded it since 2011 is no mean victory, it is an achievement that carries significant national symbolism.

At the centre of this historic comeback was the deliberate and dogged commitment of the Minister of Marine and Blue Economy, His Excellency, Adegboyega Oyetola. Very early in the day, the Minister embarked on door-to-door diplomatic drive which signalled Nigeria’s firm determination to return to the centre stage of global maritime action.

Oyetola’s signature campaign took him from high-level engagements at the United Nations Ocean Conference in Nice, to the IMO headquarters in London and to other

IMO actors whose support could see Nigeria’s desire come to fruition. He communicated President Bola Ahmed Tinubu’s endorsement of the mission telling everyone he encountered in the process that “Nigeria is not just seeking a seat; we are offering partnership, commitment, and leadership.” He was surefooted and

Nigeria is not just seeking a seat; we are offering partnership, commitment, and leadership — Oyetola

unapologetic in his proposition as he was emphatic and bold in the promises for collaboration towards achieving global maritime security and a renewed heights of global efficiency hinged on global best practices.

Oyetola’s relentless drive paid-off in



Minister of Marine and Blue Economy, His Excellency, Adegboyega Oyetola, flanked by Stakeholders in an event

Nigeria's victory at the IMO gathering in London, to applause from stakeholders including President Tinubu who said that the election demonstrated global confidence in Nigeria's commitment to maritime safety, security, environmental protection, and maintenance of global shipping operation standards.

It is quite understandable therefore, that Nigeria celebrated the November 28, 2025 victory. Yes, Nigeria deserves to win, not only because we campaigned seriously for it. But significantly because the nation has since grown from where it was in the last election cycles. We may not have the most superb credentials, but our maritime standing has grown, so has our 'maritime diplomacy' matured.

The handshake, the hugs, the smiles of victory and the celebration dinner which was hosted afterwards by the Minister of Marine and Blue Economy; Dr Adegboyega Oyetola

was worthwhile.

In a statement by the President's Special Adviser on Information and Strategy, Bayo Onanuga, President Bola Ahmed Tinubu commended Oyetola and his team for achieving this feat and assured the global maritime community of Nigeria's readiness to promote safer oceans, cleaner waterways, and efficient shipping systems in



Oyetola's commitment to achieving this victory was apparently boosted by the significant transformation in the country's maritime security reality

collaboration with other stakeholders.

Managing Director of the Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, also congratulated the Minister for his strategic leadership which has firmly put Nigeria back on the global maritime map. The President-General of the Maritime Workers' Union of

Nigeria (MWUN), Comrade Francis Bunu, called the victory “a landmark achievement for Nigeria and its maritime sector” earned from the focused and strategic leadership of the Minister of Marine and Blue Economy, Adegboyega Oyetola. Every maritime stakeholder expressed a sense of pride in the return of Nigeria to the IMO Category “C” table.

Oyetola’s commitment to achieving this victory was apparently boosted by the significant transformation in the country’s maritime security reality. At some point in its not-too-distant history, Nigeria was the epicentre for global piracy. But for three straight years now, the Gulf of Guinea has recorded zero piracy incidents in Nigerian waters courtesy of the Deep Blue security architecture, which has enhanced intelligence and strengthened regional cooperation. The world recognised this achievement and has now rewarded the country for being intentional in securing its waterways. And it is a worthy reward.

Contrary to being a ceremonial badge as many may imagine, the IMO Category “C” membership comprises of countries with significant interests and endowments in maritime transport and geographic representation. The assets of these countries afford them the natural capacity and influence to determine the shaping of global shipping policy, maritime safety standards and environmental regulations.

Nigeria’s epochal return to the fold of this group of global maritime leaders, signifies the country’s greater influence in determining the direction of global maritime affairs. In addition



Managing Director NPA, Dr Abubakar Dantsoho

to that, it would enhance the country’s access to global investors, enhance shipping and port operations and make Nigeria a stronger voice in Africa’s maritime governance.

With the country’s goal of becoming the maritime hub in West and Central Africa, the Category “C” seat reinforces Nigeria’s role as a gateway into the continent’s \$6 trillion blue economy. Oyetola emphasised the importance of this attainment when he said it is “a major boost

to Nigeria’s profile in global maritime governance. Our Nigeria is back, stronger, more strategic and more determined.” Every stakeholder joins the Minister in saying that it is a new era of possibilities for Nigeria and its maritime industry.

Yet it is not the finish line. Over the next two years, it is expected that the country



Our Nigeria is back, stronger, more strategic and more determined. Every stakeholder joins the Minister in saying that it is a new era of possibilities for Nigeria and its maritime industry

will deepen reforms in the sector, work towards attracting more investments into building the country’s critical maritime infrastructure as well as expand regional partnerships which can unlock the full potential of the country’s blue economy.

After reclaiming this well-deserved place at this global maritime table, Nigeria is now ready to transform this diplomatic triumph into concrete and measurable progress at sea in the achievement of President Tinubu’s Reformed Hope Agenda.

Our focus is on building a competitive, secure and sustainable maritime industry — Oyetola



Minister of Marine and Blue Economy,
H.E. Adegboyega Oyetola, CON

Congratulations Sir on the recent return of Nigeria to the IMO Council. How does it make you feel?

It is a moment of profound gratitude and responsibility. Nigeria's return to the IMO Council is a reaffirmation of our country's standing in global maritime governance. I feel honoured by the confidence reposed in Nigeria by the international community, and mindful that this trust must be justified through constructive engagement and tangible contributions.

Considering that Nigeria had tried severally to return to the Council, what did you do differently?

We adopted a more deliberate, strategic and coordinated approach. Rather than episodic lobbying, we pursued sustained engagement built on credibility, consistency and clarity of purpose. We aligned our domestic maritime reforms with our international aspirations, ensured policy coherence across government, and presented Nigeria not as a candidate in search of votes, but as a serious maritime nation ready to add value to the Council.

We are aware that there was a lot of diplomacy and horse-trading involved. What did Nigeria give to secure the seat?

Nigeria did not barter away her interests. What we offered was partnership, solidarity and responsible leadership. We engaged openly with member states, supported shared maritime priorities, and reaffirmed our commitment to collective safety, environmental protection and capacity building. Our success was grounded in trust and mutual respect, not transactional concessions.

What role did the agencies under the Ministry play in the victory?

The agencies under the

Ministry were central to this success. Their improved performance, reforms in regulation and enforcement, and renewed international engagement strengthened Nigeria's credibility. They provided the technical substance behind our diplomatic efforts, demonstrating that Nigeria is building institutions capable of supporting global maritime standards.

What roles did regional and sub-regional maritime organisations play in the events leading to the elections?

Regional and sub-regional organisations were invaluable. Nigeria's leadership and active participation within Africa and the wider sub-region helped to consolidate support and present a united regional voice. These platforms underscored Nigeria's commitment to collective maritime security, trade facilitation and ocean governance, which resonated strongly during the elections.

What did Nigeria lose in the maritime sector for being out of the Council for so long?

Nigeria lost influence at a critical decision-making table. We were absent from discussions that shaped global maritime regulations,



By 2026, our ambition is to firmly anchor the Marine and Blue Economy as a pillar of national development.

standards and priorities. This limited our ability to directly advocate for our national and regional interests, and to shape outcomes that affect shipping, trade and maritime development in our waters.

What does Nigeria stand to gain from returning to the Council?

Nigeria regains voice, visibility and influence. Membership enhances our capacity to shape international maritime policy, attract investment, strengthen capacity building, and align our developmental realities with global standards. It also reinforces our leadership role in Africa and strengthens confidence in Nigeria as a maritime partner of choice.

How do you intend to make Nigeria take maximum



H.E. Adegboyega Oyetola, CON

advantage of her membership of the Council now?

We will be active, not passive. Nigeria will participate robustly in committees, contribute expertise, and champion issues of relevance to developing and coastal states. We will also ensure that decisions and best practices from the Council translate into concrete domestic reforms that improve safety, efficiency and sustainability.

Going forward, what are your plans for the Nigerian maritime industry?

Our focus is on building a competitive, secure and sustainable maritime industry. This includes port modernisation, maritime security consolidation, fleet development, increased fish production, human capacity enhancement and a stronger regulatory environment. We aim to position Nigeria as a regional maritime hub that supports trade, employment and industrial growth.

What is your broader agenda for the Marine and Blue Economy in 2026?

By 2026, our ambition is to firmly anchor the Marine and Blue Economy as a pillar of national development. This means expanding ocean-based industries, promoting sustainable fisheries and aquaculture, advancing marine environmental protection, and unlocking new investment opportunities. Our goal is a balanced blue economy that delivers growth, resilience and prosperity for present and future generations.

Le retour du Nigeria au conseil de l'OMI

● Pourquoi le siège de catégorie « C » est-il important après 15 ans?

Le Nigeria est membre de l'Organisation maritime internationale (OMI) depuis des décennies, mais c'est en 2007 qu'il a obtenu pour la première fois un siège de catégorie « C » au Conseil de l'OMI.

Cependant, en 2011, exactement quatre ans après avoir obtenu ce siège et après avoir accompli deux mandats, le Nigeria n'a pas réussi à se faire réélire au Conseil. Depuis lors, le Nigeria a échoué dans ses

tentatives ultérieures de réélection au Conseil.

Par conséquent, la récente réélection du Nigeria dans la catégorie « C » de l'OMI ne marque pas seulement la fin d'une interruption de 15 ans, mais constitue également un moment décisif pour la renaissance maritime du pays et un bond en avant dans son positionnement au sein du leadership mondial de l'économie bleue.

L'élection, qui s'est tenue lors de





L-R: MA NPA, Dr Abubakar Dantsoho, Former Permanent Secretary, Ministry of Marine and Blue Economy, Olufemi Oloruntola, Minister of Marine and Blue Economy, Adegboyega Oyetola and NPA Board Chairman, Senator Adedayo Adeyeye

l'Assemblée générale de l'OMI à Londres, au cours de la dernière semaine de novembre 2025, a été très disputée, avec 26 pays en lice pour les 20 sièges disponibles dans la catégorie « C ». C'est donc un exploit que le Nigeria se soit imposé avec 116 voix, devant des favoris habituels du secteur maritime tels que le Danemark, le Bangladesh et le Kenya. Le fait que le pays ait regagné une position qui lui échappait depuis 2011 n'est pas une victoire anodine, mais un accomplissement qui revêt une importance symbolique considérable pour la nation.

Au cœur de ce retour historique se trouve l'engagement délibéré et tenace du ministre de l'Économie marine et bleue, Son Excellence Adegboyega Oyetola. Très tôt dans la journée, le ministre s'est lancé dans une campagne diplomatique de porte-à-porte qui a signalé la ferme détermination du Nigeria à revenir sur le devant de la scène maritime mondiale.

La campagne menée par Oyetola l'a conduit à participer à des réunions de haut

niveau lors de la Conférence des Nations Unies sur les océans à Nice, au siège de l'OMI à Londres et auprès d'autres acteurs de l'OMI dont le soutien pourrait permettre au Nigeria de réaliser son objectif. Il a communiqué le soutien du président Bola Ahmed Tinubu à cette mission en déclarant à toutes les



Le Nigeria ne cherche pas seulement à obtenir un siège ; nous offrons un partenariat, un engagement et un leadership

personnes qu'il a rencontrées au cours du processus que « le Nigeria ne cherche pas seulement à obtenir un siège ; nous offrons un partenariat, un engagement et un leadership ». Il s'est montré sûr de lui et sans concession dans sa proposition, tout en étant catégorique et audacieux dans ses promesses de collaboration en vue d'assurer la sécurité maritime mondiale et d'atteindre de nouveaux sommets en matière d'efficacité mondiale, grâce aux meilleures pratiques



Minister of Marine and Blue Economy, His Excellency, Adegboyega Oyetola, flanked by Stakeholders in an event

mondiales.

Les efforts incessants de M. Oyetola ont porté leurs fruits lors de la réunion de l'OMI à Londres, où le Nigeria a remporté la victoire sous les applaudissements des parties prenantes, notamment du président Tinubu, qui a déclaré que cette élection démontrait la confiance mondiale dans l'engagement du Nigeria en faveur de la sécurité maritime, de la

“ Notre Nigeria est de retour, plus fort, plus stratégique et plus déterminé ». Toutes les parties prenantes se joignent au ministre pour affirmer qu'il s'agit d'une nouvelle ère de possibilités pour le Nigeria et son industrie maritime

protection de l'environnement et du maintien des normes mondiales en matière d'opérations maritimes.

Il est donc tout à fait compréhensible que le Nigeria ait célébré la victoire du 28 novembre 2025. Oui, le Nigeria mérite de gagner, non seulement parce que nous avons mené une campagne sérieuse pour cela, ensuite le pays a évolué depuis les derniers élections. Nous

n'avons peut-être pas les références les plus impressionnantes, mais notre position maritime s'est renforcée, tout comme notre « diplomatie maritime » a mûri.

Les poignées de main, les embrassades, les sourires de victoire et le dîner de célébration organisé ensuite par le ministre de la Marine et de l'Économie bleue, Dr Adegboyega Oyetola, en valaient la peine.

Dans une déclaration du conseiller spécial du président pour l'information et la stratégie, Bayo Onanuga, le président Bola Ahmed Tinubu a félicité M. Oyetola et son équipe pour cet exploit et a assuré la communauté maritime mondiale que le Nigeria était prêt à promouvoir des océans plus sûrs, des voies navigables plus propres et des systèmes de transport maritime efficaces en collaboration avec d'autres parties prenantes.

Le directeur général de l'Autorité portuaire nigériane (NPA), Dr Abubakar

Dantsoho, a également félicité le ministre pour son leadership stratégique qui a permis au Nigeria de retrouver sa place sur la carte maritime mondiale. Le président général du Syndicat des travailleurs maritimes du Nigeria (MWUN), le camarade Francis Bunu, a qualifié cette victoire d'« accomplissement historique pour le Nigeria et son secteur maritime », obtenu grâce au leadership engagé et stratégique du ministre de la Marine et de l'Économie bleue, Adegboyega Oyetola. Toutes les parties prenantes du secteur maritime ont exprimé leur fierté à l'égard du retour du Nigeria dans la catégorie « C » de l'OMI.

L'engagement d'Oyetola à remporter cette victoire a apparemment été renforcé par la transformation significative de la réalité de la sécurité maritime du pays. À une époque récente, le Nigeria était le centre névralgique de la piraterie mondiale. Mais depuis trois ans maintenant, le golfe de Guinée n'a enregistré aucun incident de piraterie dans les eaux nigérianes grâce à l'architecture de sécurité Deep Blue, qui a amélioré le renseignement et renforcé la coopération régionale. Le monde a reconnu cette réussite et récompense aujourd'hui le pays pour ses efforts délibérés en matière de sécurité maritime. Et cette récompense est méritée.

Contrairement à ce que beaucoup pourraient imaginer, l'adhésion à la catégorie « C » de l'OMI ne constitue pas un simple badge honorifique, mais regroupe des pays ayant des intérêts et des atouts importants dans le domaine du transport maritime et de la représentation géographique. Les atouts de ces pays leur confèrent une capacité et une influence naturelles pour déterminer l'orientation de la politique mondiale en matière de transport maritime, les normes de sécurité maritime et les réglementations



Directeur général du NPA, Dr Abubakar Dantsoho

environnementales.

Le retour historique du Nigeria au sein de ce groupe de leaders maritimes mondiaux témoigne de l'influence accrue du pays dans l'orientation des affaires maritimes mondiales. En outre, cela améliorerait l'accès du pays aux investisseurs mondiaux, renforcerait les opérations maritimes et portuaires et donnerait au Nigeria une voix plus forte dans la gouvernance maritime africaine.

Le pays étant déjà établi comme plaque

tournante maritime en Afrique occidentale et centrale, le siège de catégorie « C » renforce le rôle du Nigeria en tant que porte d'entrée vers l'économie bleue du continent, qui représente 6 000 milliards de dollars. M. Oyetola a souligné l'importance de cette avancée en déclarant qu'elle constituait « un coup de pouce majeur pour l'image du Nigeria dans la gouvernance maritime mondiale. Notre Nigeria est de retour, plus fort, plus stratégique et plus déterminé ». Toutes les parties prenantes se joignent au ministre pour affirmer qu'il s'agit d'une nouvelle ère de possibilités pour le Nigeria et son industrie maritime.

Mais ce n'est pas encore le bout du chemin. Au cours des deux prochaines années, le pays devrait approfondir les réformes dans ce secteur, s'efforcer d'attirer davantage d'investissements dans la construction d'infrastructures maritimes essentielles et développer des partenariats régionaux susceptibles de libérer tout le potentiel de l'économie bleue du pays.

Après avoir retrouvé la place qui lui revient à la table maritime mondiale, le Nigeria est désormais prêt à transformer ce triomphe diplomatique en progrès concrets et mesurables en mer, dans le cadre de la réalisation du programme de réforme « *Reformed Hope Agenda* » du président Tinubu.

Notre objectif est de bâtir une industrie maritime compétitive, sûre et durable — Oyetola



Le Ministre de la Marine de l'économie bleue,
H.E. Adegboyega Oyetola, CON

Félicitations Monsieur pour le récent retour du Nigéria au Conseil de l'OMI. Quel est votre sentiment ?

C'est un moment de profonde gratitude et de responsabilité. Le retour du Nigéria au Conseil de l'OMI réaffirme le rôle de notre pays dans la gouvernance maritime mondiale. Je suis honoré de la confiance que la communauté internationale repose sur le Nigéria et conscient que cette confiance doit être justifiée par un engagement constructif et des contributions concrètes.

Sachant que le Nigéria avait déjà tenté à plusieurs reprises de réintégrer le Conseil, qu'avez-vous fait différemment ?

Nous avons adopté une approche plus délibérée, stratégique et coordonnée. Plutôt qu'un lobbying ponctuel, nous avons privilégié un engagement soutenu, fondé sur la crédibilité, la cohérence et la clarté de nos objectifs. Nous avons aligné nos réformes maritimes nationales sur nos aspirations internationales, assuré la cohérence des politiques gouvernementales et présenté le Nigéria non pas comme un candidat en quête de voix, mais comme une nation maritime sérieuse, prête à apporter une valeur ajoutée au Conseil.

Nous sommes conscients du travail diplomatique considérable et des marchandages qui ont été nécessaires. Qu'a offert le Nigéria pour obtenir ce siège ?

Le Nigéria n'a pas bradé ses intérêts. Nous avons offert un partenariat, de la solidarité et un leadership responsable. Nous avons dialogué ouvertement avec les États membres, soutenu les priorités maritimes communes et réaffirmé notre engagement en faveur de la sécurité collective, de la protection de l'environnement et du renforcement des capacités. Notre succès repose sur la confiance et le respect mutuel, et non sur des concessions intéressées.

Quel rôle les agences relevant du Ministère ont-elles joué dans cette victoire ?

Les agences relevant du ministère ont joué un rôle essentiel dans ce succès. Leurs performances améliorées, les réformes apportées à la réglementation et à son application,

ainsi que le renouvellement de leur engagement international ont renforcé la crédibilité du Nigéria. Elles ont fourni le soutien technique nécessaire à nos efforts diplomatiques, démontrant ainsi que le Nigéria met en place des institutions capables de soutenir les normes maritimes internationales.

Quel rôle les organisations maritimes régionales et sous-régionales ont-elles joué dans les événements qui ont conduit aux élections ?

Les organisations régionales et sous-régionales ont joué un rôle inestimable. Le leadership et la participation active du Nigéria en Afrique et dans la sous-région ont contribué à consolider le soutien et à faire entendre une voix régionale unie. Ces plateformes ont souligné l'engagement du Nigéria en faveur de la sécurité maritime collective, de la facilitation du commerce et de la gouvernance des océans, un engagement qui a fortement résonné lors des élections.

Qu'a perdu le Nigéria dans le secteur maritime en restant si longtemps hors du Conseil ? Le Nigéria a perdu de l'influence à une table de décision cruciale. Nous étions absents des discussions qui ont façonné les réglementations, les normes et les priorités maritimes mondiales. Cela a limité notre capacité à défendre directement nos intérêts nationaux et régionaux et à influencer les décisions qui affectent la navigation, le commerce et le développement maritime dans nos eaux.



H.E, Adegboyega Oyetola, CON

importants pour les États en développement et côtiers. Nous veillerons également à ce que les décisions et les meilleures pratiques du Conseil se traduisent par des réformes nationales concrètes améliorant la sécurité, l'efficacité et la durabilité.

Quels sont vos projets pour l'avenir du secteur maritime nigérian ?

Notre priorité est de bâtir une industrie maritime compétitive, sûre et durable. Cela comprend la modernisation des ports, le renforcement de la sécurité maritime, le développement de la flotte, l'augmentation de la production halieutique, le développement des compétences humaines et un cadre réglementaire plus solide. Nous avons l'ambition de positionner le Nigéria comme une plateforme maritime régionale favorisant le commerce, l'emploi et la croissance industrielle.

Quel est votre programme global pour l'Économie Maritime et Bleue à l'horizon 2026 ?

D'ici 2026, notre ambition est d'ancrer fermement l'Économie Maritime et Bleue comme pilier du développement national. Cela implique de développer les industries océaniques, de promouvoir la pêche et l'aquaculture durables, de renforcer la protection de l'environnement marin et de créer de nouvelles opportunités d'investissement. Notre objectif est une Économie Bleue équilibrée, source de croissance, de résilience et de prospérité pour les générations présentes et futures.



D'ici 2026, notre ambition est d'ancrer fermement l'Économie Maritime et Bleue comme pilier du développement national.

Qu'est-ce que le Nigéria a à gagner en réintégrant le Conseil ?

Le Nigéria retrouve voix, visibilité et influence. L'adhésion renforce notre capacité à façonner la politique maritime internationale, à attirer les investissements, à consolider nos capacités et à aligner notre développement sur les normes mondiales. Elle consolide également notre rôle de chef de file en Afrique et renforce la confiance dans le Nigéria en tant que partenaire maritime de choix.

Comment comptez-vous permettre au Nigéria de tirer pleinement parti de son adhésion au Conseil ?

Nous serons actifs et non passifs. Le Nigéria participera activement aux travaux des comités, apportera son expertise et défendra les enjeux

• Efficiency • Customer Satisfaction • Safety & Security • Innovation •



The **Nigerian Ports Authority** provides professional port operations that meets the present and future needs of our customers.

Our stakeholders are top on our priority list, little wonder we are proactive and innovative in managing our 6 ports across the nation with the aim of maximizing operational efficiencies and providing value for money to all our stakeholders and port facility users.

We are a National Brand Asset Anchored on Service Excellence

Nigerian Ports Authority

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



www.nigerianports.gov.ng

Our Port Locations:

Lagos Port Complex, Apapa
Lagos State
lapinfo@nigerianports.gov.ng

Tin Can Island Port
Lagos State
tcinfo@nigerianports.gov.ng

Rivers Port, Port Harcourt
Rivers State
riversinfo@nigerianports.gov.ng

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

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

Onne Port Complex, Onne
Rivers State
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Lekki Deep Sea Port
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Port Operations in Progress

2025 Journey of Impact, Milestones and Triumph

The euphoria that greeted the appointment of the Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho by President Bola Ahmed Tinubu will take years to subside based on some of the robust, proactive and innovative measures he puts in place to enhance the fortunes of the Authority in 2025. Some of the measures include digitisation and automation of port operations to enhance safety, security and efficiency, as well as addressing infrastructural decay at the ports, performance optimisation to reduce costs and increase reliability. The General Manager, Corporate Affairs of the Authority and the Editor-In-Chief IKECHUKWU ONYEMEKARA and OLUSOLA AKOSILE report that it was due to the success of the initiatives that made President Tinubu to present Dr Dantsoho with the Presidential Award of “Excellence in Maritime Infrastructure Modernisation & Global Competitiveness” on Sunday, December 7, 2025. The Award makes NPA shine in the year and to drive economic growth and development in 2026 and beyond.

In any economy across the globe, the port industry is akin to a cash cow. Nigeria is not an exception. That is why this Magazine looks at his performance, benchmarking it on the laudable steps and crucial role the current management of the Authority played in economic growth and development of the country last year.

In 2025, the Managing Director of NPA, Dr Dantsoho, and his management team took some proactive measures that were aimed at positioning Nigeria as a leading maritime hub in West and Central Africa. The initiative gained significant traction, apparently encouraged by the sector’s widely-acknowledged vast

potential that could transform the NPA into the cornerstone of the nation’s economic growth and sustainable development in 2026 and beyond.

With the digitisation and automation of port operations to enhance safety, security and efficiency, as well as performance optimisation to reduce costs and increase reliability, the Board and Management team of the Authority are round pegs in round holes and the stakeholders said, they are looking forward to a more promising and rewarding port business from the management of the Authority next year.

For an import-dependent economy like Nigeria’s, getting the seaports as major gateways to the country,



Oyetola (4th from right) and some stakeholders at a conference

to work efficiently is germane to its growth and development. That is why, throughout 2025, Dr Dantsoho did not leave anyone in doubt about his plans to boost port efficiency and promote regional and international collaboration and integration.

In separate interviews with the **Nigerian Ports Today**, stakeholders outlined some of the proactive measures the management of NPA took in the year to get the nation's seaports to work more effectively and efficiently. Efficiency of port operations, stakeholders said, has become a major driver of trade and economic activities across the nation's sea ports.

Speaking with Terminal Operators in Apapa, Dantsoho directed that the nation's seaports must not lose their comparative advantage in terms of cost and others to ports of neighbouring countries, especially in quick cargo clearance. Hence, the reason his team considered it imperative to ensure that terminal operators and government agencies at the ports, key into the efficient port services system of the Federal Government.

Sources at the Federal Ministry of Marine and Blue Economy said the Minister; Dr Adegboyega Oyetola, impressed it on the Management of NPA and other agencies to elevate Nigerian seaports to a hub status through zero tolerance for corruption, inefficiency, among others.

Many importers, clearing agents, operators and other port users lauded the directive, noting that it would revolutionise cargo clearance procedures.

One of the stakeholders, Mr .Segun Ogunsanu, told **NPT** that the implementation of the initiative by the NPA has reduced the time and cost of doing business at the ports. "It also reduced tension, stress and worries as it has reduced the volume of trucks on the access roads and the number of overtime cargoes in the port," he added.

An importer, Mr. Patrick Ebenezer, described the move as "a robust maverick touch by the Managing Director of NPA, Dr Dantsoho". Ebenezer, who condemned the unnecessary delay in port operation, commended the activities of NPA in the year under review for bringing the issue of single window platform, transparency, efficiency and zero tolerance for corruption at the ports to the front burner as part of its efforts to make Nigerian Ports Authority leader in Africa.

"Whether or not the model operated in any port is a tool port or a landlord model like that of NPA, the overall objective of any port is to be efficient and to render quality service to port users which NPA is doing," Ebenezer said.

NPA in the eyes of the Federal Government and stakeholders in 2025

During the year under review, President Bola Ahmed Tinubu presented the Managing Director of the Nigerian Ports Authority (NPA), Dr. Abubakar Dantsoho, with the prestigious Award of "Excellence in Maritime Infrastructure Modernisation & Global Competitiveness" at the Nigeria Excellence Awards in Public Service (NEAPS).

The event was held on Sunday, 7th December 2025, at the Presidential Villa, Abuja.

The NEAPS Award, a flagship presidential initiative coordinated by the Office of the Secretary to the Government of the Federation (OSGF), publicly honours public servants who have distinguished themselves through exceptional performance and service delivery. Dr. Dantsoho's recognition is a testament to his transformative leadership and the remarkable strides recorded under his stewardship at the NPA.

The NPA Chief Executive earned the accolade based on a sterling performance scorecard that reflects sweeping reforms and operational enhancements across Nigeria's port ecosystem. His leadership has driven efficiencies that contributed to the nation's attainment of a trade surplus through unprecedented increases in exports.

Under his guidance, the NPA set the pace for the implementation of the National Single Window (NSW) by championing the Port Community System (PCS), which has significantly enhanced trade facilitation and transparency. His ability to galvanize global investor's interest in the modernisation of Nigeria's port infrastructure and equipment further underscored his suitability for the award.

Dantsoho's tenure has also amplified Nigeria's influence within the global maritime community. This is evidenced by the country's leadership of the Port Management Association of West Africa (PMAWCA), his role as Vice President of the International Association for Ports and Harbours (IAPH), and the strategic support extended toward Nigeria's successful re-election into the



The benefits of direct calls to Onne from China and the Far East are extensive. They include reduced shipping time for consignments, lower freight charges

influential Category C of the International Maritime Organization (IMO).

These achievements, accomplished under the policy guidance of the Minister of Marine and Blue Economy, signal Nigeria's renewed presence and credibility on the international maritime stage.

NPA Bags Transparency Award From National Assembly

In July 2025, the Authority was honoured by the Public Accounts Committees of the Senate and House of Representatives for its unwavering commitment to transparency, fiscal responsibility and audit compliance.

The special recognition was conferred during the National Conference on Public Accounts and Fiscal Governance held in Abuja a high-level forum that convened lawmakers, anti-graft agencies, civil society groups, and public finance experts to explore strategies for strengthening Nigeria's fiscal architecture.

In their remarks, the leadership of the two Committees praised the NPA for maintaining high standards of financial reporting and for demonstrating consistent support for public accountability processes.

They described the award as a symbol of institutional integrity, noting that the NPA stood out for its proactive audit compliance.

"The Authority's contributions were pivotal in making this policy dialogue a reality," the Committees noted,

adding that the NPA's transparent efforts have become a benchmark in the public sector.

While receiving the award, the Managing Director of the NPA, Dr Dantsoho, affirmed the Authority's commitment to deepening reforms and entrenching openness in its operations.

He was represented by the Executive Director Finance and Administration, Mrs. Vivian C. Richard Edet, who received the award on behalf of the Authority.

Onne Multipurpose Terminal receives direct vessel from China

The Onne Multipurpose Terminal (OMT), in the early hours of Sunday 9 November 2025, recorded another landmark as it received *MSC Dorine V*, the first vessel of MSC Iroko Service to sail directly from China and the Far East to Onne, signaling a significant shift in Nigeria's shipping dynamics and strengthening the position of the country's eastern maritime corridors.

The Liberian-flagged *MSC Dorine V*, operated by Mediterranean Shipping Company (MSC), berthed at OMT in the early hours of that Sunday with a carrying capacity of 5,089 TEU, a deadweight tonnage of 68,383 tons, gross tonnage of 54,193 tons and an overall length of 294 meters. It stands among the largest containerships to ever call at any eastern Nigerian ports.

OMT's Managing Director, Nicolò Scannavini, described the historic direct call from China and Far Eastern Asia as a game-changing moment for the terminal and the wider region. He noted that this development would not only reshape trade patterns, but also unlock immense economic value for Nigeria.

"This direct call cuts out several layers of delay that importers have traditionally faced. It means shorter transit times, more predictable arrival windows and significantly reduced freight costs for goods coming from China and the Far East. For agents, manufacturers and traders, this translates into a faster supply chain, more available cargo and the expansion of commercial opportunities. When bigger vessels call directly, the entire ecosystem benefits, because economies of scale kicks-in, which stimulates jobs, competitiveness and growth," Scannavini said.

He said the benefits of direct calls to Onne from China and the Far East are extensive. They include reduced shipping time for consignments, lower freight charges, direct discharge of cargo without the delays associated with transshipment, and enhanced reliability for businesses awaiting critical inputs. According to him, the development is also expected to boost Nigeria's non-oil trade profile and reinforce the attractiveness of the eastern ports to global carriers.

Scannavini also appealed to the Nigerian Ports



IAPH Vice President, Dr Dantsoho and other Executives

Authority (NPA) to accelerate the completion of dredging works in the port of Onne and along the channel. According to him, the creation of a second turning basin and an access with deeper draft will allow even larger vessels to berth safely and will further cement Onne Port's status as a strategic maritime hub for the South-South and the broader Eastern region.

MSC's Regional Manager and Business Head for South-South and South-East Nigeria, Oscar Aguocha, described the maiden call of the MSC Dorine V as a strong demonstration of MSC's long-term commitment to the Eastern Nigerian market, which he said has grown by 27 per cent year-on-year.

"With this direct service, consignees and agents can now receive their shipments from China and Eastern Asia in as little as 40 to 42 days," Aguocha said. "We encourage businesses to take full advantage of this new corridor, because it delivers speed, certainty and cost-efficiency in ways that were not possible before", he stressed.

IAPH: Dantsoho's election places Nigeria at the heart of global port policy

The Managing Director, NPA; Dr. Abubakar Dantsoho was elected as Vice-President for Africa region of the International Association for Ports & Harbours (IAPH), an election which cemented Nigeria's growing influence in global maritime affairs.

The election, held in Tokyo, marks another milestone for Dantsoho, who previously made history as the first Nigerian to lead the Port Management Association of West and Central Africa since its establishment in 1972.

Confirming the victory in a statement, NPA spokesperson Ikechukwu Onyemekara said the appointment reflects international recognition of Nigeria's renewed leadership in maritime development.

IAPH Secretary-General Masahiko Furuichi also welcomed the election of Dantsoho, noting, "I am

delighted to work together with you in IAPH for the years to come."

The Nigerian Economic Summit Group (NESG) also credited these reforms with helping Nigeria achieve a trade surplus for the first time in years. Founded in 1955 and headquartered in Tokyo, IAPH is a global alliance of more than 190 ports and 167 port-related businesses across 89 countries. Collectively, its members handle over 60% of the world's seaborne trade and container traffic.

The body plays a key role in shaping global maritime policy, working closely with the International Maritime Organization, World Customs Organisation, and the United Nations system. Dantsoho's elevation places Nigeria at the heart of global port policy debates, strengthening its voice in advancing trade efficiency, port resilience, and sustainable growth in the maritime sector.

Dantsoho's leadership at the NPA has been marked by major gains, including a significant rise in non-oil exports and an improved trade balance. According to the Nigerian Export Processing Council (NEPC), non-oil exports rose by 19.59% in the first half of 2025 to \$3.225 billion, while export volume on NPA platforms climbed to 4.04 million metric tonnes.

Dantsoho sets agenda for African port growth

After his inauguration as Vice President (Africa region) of the International Association of Ports and Harbours (IAPH), the Managing Director of the Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, outlined his key priorities for advancing port development across the continent.

Speaking at the World Ports Conference, with the theme: "Reinvention and Prosperity in Turbulent Times", held in Kobe City, Japan, Dantsoho said his focus will be on effective policy implementation,

enhanced collaboration, strengthened cooperation, and improved trade facilitation within Africa's port sector.

Notably, African ports play a critical role in global trade, but face challenges such as infrastructure deficits, policy inconsistency, and limited technological adoption.

However, the NPA Chief Executive Officer said unified action among African port authorities and stakeholders aimed at addressing the challenges facing African ports would be central to his leadership agenda at the IAPH.

According to him, his administration, through the deployment of port innovation will capture tangible, sustainable investment returns in high-risk environments.

"This responsibility has fired up my resolve more than ever before, to be the vanguard of galvanising national and regional policy action steps geared towards institutionalising ports' eco-friendliness in line with the dictates of IAPH's World Ports Sustainability Programme.

"Reinvention and prosperity in turbulent times through the deployment of port innovativeness to capture tangible, sustainable investment returns in high-risk environments is a global exigency that the world can most efficiently surmount if IAPH members speak with one voice through renewed collaboration and cooperation."

The NPA boss further stated that he will champion full automation of African ports to eliminate trade barriers.

"I intend to deploy my current role as President of the Pan-African Association for Port Cooperation (PAPC) to more intentionally promote collaboration and cooperation.

"Cognisant of the catalytic role of automation as the linchpin of ports' efficiency and sustainability, I intend to infuse greater action behind the necessity of full automation of African Ports as the most veritable tool for elimination of barriers to trade," he said.

PMAWCA: NPA Seeks Regional Integration To Optimise Ports Operations

The Nigerian Ports Authority (NPA) has called for regional integration and cooperation among the littoral and island states in the West and Central Africa to address the challenges in port operations, trade facilitation and eliminate trade barriers to fully unlock maritime endowment for collective economic prosperity of the sub-region.

The Managing Director, Dr Abubakar Dantsoho, who is also the President of the Port Management Association of West and Central Africa (PMAWCA), made the call in November 2025, at the 45th Annual Council Meeting and 20th Roundtable of Managing Directors in Pointe-Noire, Republic of Congo.

The event had as theme: 'Reinventing Port Zones Management: Towards Sustainable and Resilient Valorization of Port Infrastructure, tackling Economic and Environmental Challenges' was declared open by the Prime Minister and Head of the government of the Republic of Congo, Anatole Collinet Makosso, and brought together more than 350 delegates and experts

across the continent of Africa and beyond.

In his speech, Dantsoho commended PMAWCA for continually serving as a multilateral organ for regional cooperation amongst ports in West and Central Africa.

He pointed out that one of the resources that the governments and people of the region can proudly speak about as a bloc is the maritime endowment. Dantsoho however, bemoaned a situation where lack of resilient infrastructure is eroding growth, competitiveness of ports in the region leading to significant economic losses, hampered development, and increased vulnerability for communities.

Infrastructure, he said, "is undoubtedly, an area in which port authorities in Africa need a lot of intervention through cooperation."

To achieve the overall objective of deploying blue economy endowments for the improvement of lives and livelihoods of the people of the region, he pointed out that his "administration is specifically interested in the pivotal themes of Climate and Energy, Data Collaboration as well as Risk and



I intend to deploy my current role as President of the Pan-African Association for Port Cooperation (PAPC) to more intentionally promote collaboration and cooperation.

Resilience."

He, therefore, called for concerted efforts towards the formulation and implementation of good and robust policies for the optimum utilisation of waters for the growth of the economies expedient of the region.

The Managing Director, who was represented by the General Manager, Corporate Affairs of the NPA, Mr. Ikechukwu Onyemekara and Editor-In-Chief of this Magazine, urged port operators and stakeholders in the maritime industry across the region to translate their marine comparative advantages into opportunities for the collective prosperity of their respective countries and their people.

The call, Dantsoho said, became necessary because countries in the West and Central African region "Have a shared destiny and are largely connected by the same developmental challenges as well as a robust human capital base and natural resource endowments. He therefore, said, people in the region "are duty-bound by posterity to unite and deploy our resources towards solving those issues that militate against our socio-economic progress."

Recall that, at the IAPH World Port Conference 2025 in Kobe- Japan, Dantsoho said, PMAWCA, "made a commitment to deploy the three-pronged approach of Policy Implementation, Renewed Collaboration.



Cross session of participants at the Kano Trade Fair

Cooperation and Trade Facilitation to galvanise national and regional efforts towards institutionalizing necessary efficiencies and intra and inter-regional cooperation to eliminate barriers to trade and prosperity.

“We intend to fulfil every letter of this commitment, and I want to seize this occasion to graciously solicit the goodwill and support of everyone seated here towards its actualisation.

Although, the PMAWCA President recognised that countries in the region have physical national boundaries that separate them, the waters, he said, “are a natural source of connectivity and they seem like a subtle providential message that we must work together for the good of all our countries.

“Our theme for this year’s council “Reinventing Port Zones Management: Towards Sustainable and Resilient Valorization of Port Infrastructure, tackling Economic and Environmental Challenges” was advisedly chosen to reinforce our determination to harmoniously work



Regional integration is most crucial to our attainment of collective economic prosperity as a sub-region

together in seeking sustainable solutions to the challenges that port operations face on the continent.

“After the issues of adequate security and transparency, the one other important factor deciding the growth, competitiveness and future-readiness of Ports is resilient infrastructure.

“I want to implore everyone of us as participants in this noble meeting to see yourselves as people opportune to stand in positions of responsibility on behalf of Africa. I say this because the maritime sector wherein you are fortunate to be active stakeholders is not only central to the facilitation of trade, but to the total integration of Africa for even development”.

The PMAWCA President gave kudos to the Government and good people of the Republic of Congo and its frontline agency, the Port Authority of Pointe-Noire for accepting to host the regional meeting especially at this time he said, “when regional integration is most crucial to our attainment of collective economic prosperity as a sub-region.”

Kano Trade Fair: NPA To Connect Local Producers To International Markets

The Managing Director, Nigerian Ports Authority (NPA), Abubakar Dantsoho, has reaffirmed the agency’s commitment to strengthening Nigeria’s non-oil export sector through streamlined port operations and his desire to connect local producers in the non-oil value chain to international markets.

Speaking during the NPA Special Day at the Kano International Trade Fair,

Dantsoho praised the Kano Chamber of Commerce, Industry, Mines and Agriculture (KACCIMA) for sustaining the fair’s reputation as a global business hub.

He said Kano’s strategic position as a major

commercial centre linking Nigeria to the northern hinterland and neighbouring landlocked countries presents enormous trade and economic opportunities.

According to him, Kano's rich agro-allied potential aligns with the NPA's drive to connect local producers to international markets, particularly within the non-oil value chain.

Dantsoho highlighted several reforms introduced by the Authority to enhance Nigeria's export competitiveness, including the establishment of Export Processing Terminals (EPTs) designed as one-stop facilities for consolidation, documentation, packaging, certification and onward movement of export goods to the ports.

He explained that the EPTs, developed in collaboration with the Nigerian Export Promotion Council (NEPC) and other partners, aim to eliminate bottlenecks that previously hindered the seamless export of Nigerian products by reducing duplication and bureaucratic delays.

The NPA boss also announced ongoing efforts to eliminate human interface in port processes by fully automating operations through the Ports Community System (PCS), a precursor to the National Single Window (NSW).

The NSW, he noted, represents global best practice for integrating all stakeholders in the trade value chain on a single digital platform.

Dantsoho said the reforms reflect the Authority's resolve to link value creators in the remotest parts of Nigeria to global markets with minimal friction.

NPA Signs MoU with APM Terminals On Roadmap For Electrification

On Monday September 23, 2025 the Nigerian Ports Authority and the West Africa Container Terminal (WACT)-APM Terminals Nigeria agreed to collaborate to advance decarbonisation efforts within the nation's sea port and transportation ecosystem.

The MoU was signed in New York to establish the framework to pursue a roadmap to electrify containerised freight in accordance with the policies of the Federal Ministry of Marine and Blue Economy in Nigeria.

"We believe that Nigeria is ideally situated to lead West Africa's transition to low-carbon logistics by electrifying its container transport sector," said Frederik Klinke, CEO of APM Terminals Nigeria at the signing ceremony.

"Nigeria is Africa's largest economy and trade hub, and our research shows us that the country can leapfrog fossil-fuel infrastructure by adopting proven electric technologies. Therefore, we are very optimistic about our joint plans to start shaping the phased roadmap of an electrified future for container logistics," Frederik Klinke, stated at the event at the

Dutch Consulate in New York during the week of the Global African Business Initiative.

Reacting to the MoU, the Managing Director of NPA, Dr. Abubakar Dantsoho said that: "By this development, the Onne Port will be the first green port in Nigeria thereby, promoting the decarbonisation efforts within the transportation ecosystem. This will also make Nigerian ports the leader on the continent in terms of sustainable port operations."

While congratulating the APM Terminals for the collaboration, which will be wholly funded by APM Terminals to the tune of \$60 million, Dantsoho said that he was hopeful that it would be a model to other African countries to copy.

NPA Deploys Electronic Barrier At Lagos Port To Enhance Efficiency

As part of ongoing efforts to enhance operational efficiency and improve traffic management within the Lagos Port Complex (LPC), the NPA, has successfully implemented the installation of Electronic Barrier Systems at all the Terminal access points within the Port.

The General Manager, Corporate Affairs of NPA, Ikechukwu Onyemekara, said the initiative follows extensive consultations with key stakeholders aimed at addressing the persistent issue of unauthorised truck diversions, which have adversely impacted Terminal efficiency, traffic flow, and overall port productivity.

To ensure seamless coordination and transparency in truck movements, the electronic barriers have been fully integrated with the Eto Electronic Call-Up System, managed by Messrs. Trucks Transit Parks Ltd (TTP).

To ensure seamless coordination and transparency in truck movements, the electronic barriers have been fully integrated with the Eto Electronic Call-Up System.

This integration, he said, guarantees that only trucks with valid Eto-issued call-up tickets are granted access to Terminal facilities, thereby eliminating unauthorised entries and enhancing gate control operations.

"We are pleased to announce that as of Monday, 1st September 2025, all Terminals within the Lagos Port Complex will commence full live operations using the Integrated Electronic Barrier System."

This milestone, Onyemekara said, "represents a significant advancement in NPA's drive for enhanced automation and modernisation of port infrastructure in Nigeria and reflects the Authority's commitment to supporting the Federal Government's Ease of Doing Business Agenda, promoting transparency and accountability, enhancing Port operational efficiency and strengthening truck traffic management."





Dantsoho Joins VP Shettima in Developing Roadmap for National Single Window

In 2025, the Managing Director of NPA, Dr. Abubakar Dantsoho joined Vice President Senator Kashim Shettima and other Heads of Agencies to develop a comprehensive implementation framework for the National Single Window (NSW) project.

The Ports & Customs Efficiency Committee Chaired by the Vice President, specifically tasked the NPA, the Nigerian Customs Service, and the Federal Inland Revenue Service (FIRS) in formulating the framework. The Authority has already streamlined its operations in preparation for the NSW's integration, which is scheduled to launch-out in first quarter, 2026.

Management Team of the NPA undertook a Business Process Re-engineering to identify and address bottlenecks and inefficiencies, ensuring a more customer-centric approach. Additionally, the NPA signed a Performance Bond, reinforcing its commitment to operational excellence and achieving the Priorities of President Bola Ahmed Tinubu as directed by the Honorable Minister of Marine & Blue Economy, Gboyega Oyetola

This strategic initiative underscores NPA's dedication to improving efficiency, customer satisfaction, and long-term sustainability in Nigeria's port system.

NPA Berths First Wholly Nigerian-Owned Container Vessel

In a development that signposts readiness to maximize

the gains derivable from the African Continental Free Trade Area (AfCFTA), the NPA, on 2nd July 2025, deployed its state-of-the-art marine crafts to berth the first wholly Nigerian-owned container vessel. The container vessel with International Maritime Organization (IMO) number 9508770 christened MV Ocean Dragon owned by Clarion Shipping West Africa Limited has a capacity of 349 Twenty-Foot-Equivalent Units (TEUs). The arrival of the vessel gives a boost to concerted investment drive geared towards reaping the cost and time saving benefits of short-sea shipping by plying in-country maritime trade routes across Nigeria and the West African sub-region and offers an efficient alternative to road transport as the Authority's efforts at deepening multi modalism crystallize.

The vessel is scheduled to operate across West Africa and beyond, servicing ports in Nigeria, Benin Republic, Togo, Ghana, Cameroon, Sierra Leone, Ivory Coast, Egypt,

South Africa and others, with expressions of interest for business already being established.

Responding to the milestone, Managing Director of the NPA; Dr Abubakar Dantsoho said "this development is a testament to our relentless commitment towards deepening efficiencies required for maximizing our Marine and Blue Economy potentials in line with the prompting of the Honourable Minister of Marine & Blue Economy, Alh. Gboyega Oyetola whose tenacity of purpose culminated in the recent FEC approval of the national policy on Marine and Blue Economy".

On her part, the Vice President of Clarion Shipping West Africa Limited, Bernadine Eloka, described the acquisition as a bold solution to the high-risk, road-dominated movement of cargoes within Nigeria and a strategic move to deepen regional trade under the AfCFTA. She said that the Clarion Group aims to offer more efficient intra-African shipping services while opening up new business opportunities across ports in Nigeria, Ghana, Ivory Coast, and beyond. "We acquired MV Ocean Dragon to offer a seamless alternative to container haulage by road. Rather than struggling to move containers from Lekki to Onitsha, Port Harcourt, or Calabar by trucks, Ocean Dragon can move up to 349 containers by sea and deliver within two days from port to port," Eloka said.

According to her, enforcement of the Cabotage regime would encourage local investment, create jobs, and reduce Nigeria's dependency on foreign-owned shipping lines. Also, Managing Director of Clarion

Port Operations in Progress



Suncity Terminal Logistics Limited, Mustafa Mohammed, said the company would take aggressive steps to compete with global giants, such as Maersk Line and MSC, by leveraging its status as Nigeria’s first indigenous shipping liner, investing in assets that directly support Nigerian exporters and importers, particularly in the landlocked regions. He said the company had already secured bookings for 1,300 export containers, and is helping farmers and manufacturers to avoid losses caused by delays and lack of containers. This development is coming on the heels of the announcement by the MD NPA Abubakar Dantsoho of fresh injection of 60 million USD in fresh investments towards the establishment of eco-friendly ports development catalyzed by the Authority’s renewed orientation towards Nigerian content development.

Abuja’s Agro-Allied Potential Strategic To Boosts Non-Oil Revenue’ — Dantsoho

Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho has said that the centrality of Abuja coupled with its rich agro-allied potential is germane to strengthening NPA’s commitment to supporting the Federal Government’s efforts to continuously grow non-oil revenue by connecting local value producers in the non-oil value chain to identified international clusters of demand for their goods.

According to him, the position of Abuja as the centre of the country is strategic to the NPA’s renewed trade facilitation focus that places a high premium on port-hinterland connectivity, Abuja’s centrality accentuates

and presents a seamless linkage with the comparative advantages inherent in all regions of the federation that can be harnessed to sustain growth in the volume and value of Nigeria’s exports.

He said NPA, as Nigeria’s foremost trade facilitation platform, is always proud to be associated with the noble cause the Abuja International Trade Fair represents, especially seeing that trade remains the most veritable tool for actualizing most of Nigeria’s economic aspirations.



Enforcement of the Cabotage regime would encourage local investment, create jobs, and reduce Nigeria’s dependency on foreign-owned shipping lines

He used the opportunity of the “NPA Special Day” to invite the entire trading and investing public to explore the tailor-made simplified export processes and other vistas of opportunity present at the Nigerian Ports Authority.”

According to him, “as some of us are aware, in our bid to contribute to the strengthening of the domestic economy through the promotion of balance of trade we established the Export Process Terminal (EPTs) to simplify the hitherto burdensome process of exporting Nigerian goods.”

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



MD NPA, Dr Dantsoho (3rd from left), CEO Dangote Group, Alh. Aliko Dangote (4th from left) and others

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

He said, to facilitate the port-hinterland connectivity and create pathways for Small and Medium Scale Enterprises (SMEs), to play in the export value chain; the EPTs have been structured to have a seamless handshake with the Domestic Export Warehouses (DEWs) in synergy with the Nigerian Exports Promotion Council (NEPC) as well as the Inland Dry Ports.

“To align with the economic stabilization resolve of the Federal Government and the theme of the year’s fair ‘Sustainability: Consumption, Incentives and Taxation, we are unifying our various operational channels into a singular transaction gateway known as the Ports Community System (PCS), which lays the groundwork for the implementation of the National Single Window (NSW) which sustainably eliminates all forms of opacity and attendant delays associated with undue human interference,” he stated.

Dantsoho added that the NSW is the global best practice for delivering the greatest value with the greatest ease by connecting all stakeholders in the trade value chain for seamless interaction at the push of a button, saying NPA has put measures in place to link value creators in the remotest part of the hinterland with the farthest clusters of demand anywhere on the globe.

NPA, Dangote To Deepen Maritime Industry Growth, Targets \$7m Daily Revenue Through Fertiliser Export

The Nigerian Ports Authority (NPA) and Dangote Industries Limited (DIL) have promised to develop the nation’s Marine and Blue Economy sector, with plans to ensure expansion of Nigeria’s export operations.

Speaking during a courtesy call to NPA headquarters in

Lagos, President of the Dangote Industries Limited (DIL), Aliko Dangote explained that as the biggest customer to the NPA, it is important that the interaction between NPA and DIL is sustained.

Dangote said: “We are here to thank the NPA for doing a great job, because as we speak today, we are the biggest or largest customer to NPA.”

“I think this kind of interaction between us and them is very, important for the growth of the industry. So, we discussed quite a lot of issues. We also discussed issues of how to deepen the Marine and Blue Economy of the nation. And we have agreed to actually work together for the benefit of Nigeria.”

The size of our own operation at Lekki alone, he said, is going to be almost 240 ships of crude, with each ship carrying one million crude. And then we’ll have products which now will amount to over 600 ships in a year.

“Then we also have our fertilizer operation, which will be loading almost eight ships. This is an operation that has never, ever been seen in the country.

“So, it’s a major challenge. But with the leadership of the NPA, we are very, comfortable that they’ll be able to deliver.

“Our operations will sink if NPA doesn’t give us the services we will be needing for our operations. So, the NPA will be needing a lot of support from the Federal Government because they won’t be able to do these things with their own physical hands. They need equipment. They need more Tug Boats.

“We will also be putting in some few words in necessary quarters to make sure that NPA gets all the necessary assistance from the Federal Government,” he said.

In the area of export, Dangote explained that efforts are on to expand export products outside Nigeria.



MD NPA, Dr Dantsoho

“We will soon be massively expanding our export operations. For some of you that have been to our Cement factory in Itori, we’re already exporting cement out of Nigeria. We have a whole factory of six million tons for cement export,” he said.

In the next couple of weeks, he said, “we will start exporting coal out of Nigeria. The refinery operations will not export less than 25 million tons of various products. We will also be exporting almost about 600,000 to 700,000 metric tons of polypropylene. So when you are talking about export, we are going to be very big.

“In the next two years, we will be exporting almost about 16,000 tons of fertilizer. When you talk about 16,000 tons of fertilizer, it’s actually about \$6.5 million to \$7 million revenue that will be coming into the country on a daily basis.

“With our export programme, our company will be the major supplier of foreign exchange earnings in Nigeria.

“So the operations of Nigerian ports will definitely double in the next one or two years.”

In his own remarks, the NPA Managing Director of NPA, Dr Abubakar Dantsoho explained that Dangote has come to the Authority to show appreciation for the dividends of the Naira for crude sale policy of the

Federal Government.

He said: “Alhaji Aliko Dangote is here to show appreciation, especially regarding the establishment of the One Stop Shop policy on Naira for Crude deal, which is being coordinated by the Nigerian Port Authority.

“He’s here to appreciate the fact that the initiative has contributed immensely to achieving a lot of efficiency in the area of the transactions and operations between Nigerian government agencies.”

“This is something that started on the 1st of October 2024, and so far, we have treated or operated over 57 vessels every month. The projected volume that Dangote was looking at per annum was 600 vessels. If you do 56, 57 vessels in 12 months, you will see that we are already doing bigger than what they projected. We will continue to do our best with support from the government.”

“If all agencies of government can collaborate and be on the same dashboard, then efficiencies in other sectors of the economy will also be witnessed.

“We’re happy that the government has approved the National Single Window. We’re also happy that as of today, we are 95 per cent ready for the Port Community System.”

On development of new ports, Dantsoho said: “There are two ways you can handle capacity improvement, expansion or deepen port capacity. You can do it on a brownfield, which is, you renovate or rehabilitate existing ports; or on a greenfield, which is to build new ports.

“The last time the government built a new port in Nigeria was 1977, which was Tin-Can Island Port. There is already an approval for the port modernization of both Tin-Can and Apapa ports. We are hopefully looking at maybe the third quarter of this year to



If all agencies of government can collaborate and be on the same dashboard, then efficiencies in other sectors of the economy will also be witnessed

commence construction. That is on the brownfield.

“On the greenfield part, like I said earlier, we have deep seaport development projects that have already been approved by Federal Executive Council. We have Ibom Port, we have Bakasi, we have Olokola, we have Ondo port; we have Badagry in Lagos.

“These are new ports that the government is concerned about. Very soon we’ll begin to see that these ports will become reality,” Dantsoho declared.

Operational performance of the NPA

Import-laden containers rise by 33.1% to 268,713 TEUs, from 201,839 TEUs in Q3 2024. Ship calls climb 8.4% to 1,074 vessels, from 991 ships in Q3 2024. Container traffic grows 18.9% to 546,931 TEUs, as GRT jumps 18% to 42.64m tonnes. Lekki Port emerges as the dominant growth driver with 46.8% of total cargo throughput.

The Nigerian Ports Authority (NPA) has posted one of its strongest quarterly performances in recent years, recording a dramatic 1,085 per cent surge in export-laden containers as total cargo throughput rose to 33.52 million metric tonnes in the third quarter (Q3) of 2025.

Operational data released by the Authority shows that cargo handled during the period increased by 16.2 per cent, up from 28.84 million metric tonnes recorded in the corresponding quarter of 2024, reflecting rising trade activity across Nigeria's ports.

The impressive performance is largely attributed to the export-oriented economic policies of President Bola Ahmed Tinubu, whose administration has prioritised trade facilitation, port efficiency, and non-oil export growth as critical pillars of Nigeria's economic diversification agenda. These policy reforms, analysts say, have significantly improved investor confidence and repositioned the maritime sector as a key driver of national economic growth.

Container operations were a significant contributor to the improved performance. Total container traffic climbed by 18.9 per cent to 546,931 TEUs (Twenty-foot Equivalent Units) in Q3 2025, compared with 460,038 TEUs in Q3 2024.

Within this, import-laden containers rose by 33.1 per cent to 268,713 TEUs, from 201,839 TEUs a year earlier, while export-laden containers surged to 69,039 TEUs, from just 5,812 TEUs in the same period of 2024. The sharp rise in export containers also led to a 21.5 per cent reduction in empty container traffic, signalling improved balance between imports and exports and stronger non-oil export activity.

Ship traffic equally recorded notable growth during the quarter, indicating that Nigerian ports are increasingly handling larger vessels.

A breakdown of the number of ship calls along the port locations revealed that Tin Can Port topped the chart at 22.7 per cent, followed by Apapa Port at 22.2 per cent. Onne and Lekki Ports followed with 18.9 per cent and 18.4 per cent respectively, while Calabar Port contributed the

least at 2.1 per cent.

However, analysis of ship calls by size showed that Lekki Port received the largest vessels, with an average Gross Registered Tonnage (GRT) of 57,244, followed by Onne Port at 51,276 GRT. Apapa and Tin Can Island Ports recorded average GRTs of 35,556 and 34,400 respectively, while Delta Ports averaged 18,677 tonnes.

Similarly, a breakdown of cargo throughput by port showed that Lekki Port emerged as the dominant growth driver, accounting for 46.8 per cent of total cargo handled in Q3 2025. Onne Port contributed 17 per cent, followed by Apapa Port with 15.1 per cent and Tin Can Island Port with 10 per cent, while Calabar Port recorded the lowest share.

Further analysis by cargo type revealed that Liquid Bulk accounted for the highest share at 53.8 per cent, followed by Containerised Cargo at 26.6 per cent, while Dry Bulk and other General Cargo contributed 11.3 per cent and 8.2 per cent respectively.

Commenting on the figures, NPA Managing Director, Abubakar Dantsoho, attributed the strong performance to the Federal Government's export-focused economic reforms, the policy direction of President Tinubu, and the strategic leadership of the Minister of Marine and Blue Economy, Mr. Adegboyega Oyetola, noting that their combined interventions have strengthened efficiency and confidence across the maritime sector.



Ship traffic equally recorded notable growth during the quarter, indicating that Nigerian ports are increasingly handling larger vessels.

He added that ongoing port modernisation initiatives championed by the Ministry of Marine and Blue Economy, the deployment of export processing terminals, and the expansion of digital platforms such as the electronic truck call-up system have helped reduce bottlenecks, improve turnaround time, and positioned Nigeria's ports to play a more strategic role in regional and global trade.

Industry analysts say the Q3 performance underscores the growing contribution of the maritime sector to Nigeria's non-oil export drive, as ports align more closely with the administration's broader economic diversification and blue economy development agenda.



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



Our Port Locations:

Lagos Port Complex, Apapa
Lagos State
lpcinfo@nigerianports.gov.ng

Tin Can Island Port
Lagos State
ticipinfo@nigerianports.gov.ng

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

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

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

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

Ikki Deep Sea Port
Lagos State
ikkinfo@nigerianports.gov.ng

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NPA's performance is strongly improving and strategically-aligned with PEBEC's objectives

In this interview, the Director General, Presidential Enabling Business Environment Council, Zahrar Mustapha x-rays the place of Nigerian ports in the global ranking in Ease of Doing Business. From her vantage position, she says state actors in the ports are moving from competition to collaboration

How will you rate the performance of the Nigerian Ports Authority (NPA) in relation to the objectives of PEBEC?

I would rate NPA's performance as strongly improving and strategically-aligned with PEBEC's objectives. Over 2025, the NPA has shown clear commitment to operational reforms, partnership with the private sector, and technology adoption that directly support our shared goals of transparency, predictability and lower trade costs; all core to PEBEC's mandate to make Nigeria easier to do business in. We are not oblivious of the existing challenges, but the direction and momentum are positive.

Earlier this year, you partnered with the NPA to establish the Ports and Customs Efficiency Committee (PCEC). Can you elucidate on the benefits of the PCEC?

The PCEC creates a formal, multi-stakeholder platform where agencies and private operators convert friction points into coordinated solutions. Benefits that are already visible on account of this collaboration include - a single forum to align procedures which has begun to reduce duplication, accelerated implementation of joint cargo inspections in operation since April 2025, along with an Executive Order on Joint Inspections, clearer timelines for National Single Window readiness, and rapid escalation channels for operational breakdowns. In short, PCEC turns 'siloes' work at the ports into joint accountability and measurable action.

What are the prospects for Nigeria's growth on the global Ease-of-Doing-Business Index?



Zahrar Mustapha

The prospects are good. If our current reform momentum is sustained, then a strong improvement is achievable. PEBEC's Regulatory Impact Analysis (RIA) Framework, SABER sub-national programme, targeted committees like PCEC, and digital tools such as ReportGov.ng are all building blocks of systemic change. As these reforms translate into measurable reductions in permit and Customs times, lower compliance costs and consistent enforcement, Nigeria will see meaningful ranking gains over the next 12–24 months.

How will you rate inter-agency collaboration between NPA and sister agencies in the ports?

Collaboration has moved from infrequent to increasingly institutionalized. The inaugural PCEC meeting and follow-ups have shown improved coordination between NPA, Customs, Immigration, Health Agencies and regulatory bodies. Challenges still persist around data sharing and unified KPIs, but the existence of PCEC and the joint cargo inspection agenda demonstrates a higher level of cooperation than we saw before 2025.

Has the Nigerian Government adequately addressed the infrastructure deficit to improve the business environment plaguing the ports and the maritime sector?

Progress has been made with investments in concessioning models and private-sector projects including work at new deep-sea facilities that have begun to relieve pressure, but the infrastructure gap is not yet fully-closed. Critical priorities remain: port hinterland road and rail links, electrification and dedicated logistics zones. The government's recent policy focus and PEBEC's support for port efficiency reforms are important steps. However, sustained investment and faster project execution are still required to fully remove the bottlenecks.

What are your priorities for Nigeria to improve its international Ease of Doing

Government's recent policy focus and PEBEC's support for port efficiency reforms are important steps

Business ranking?

My priorities are pragmatic and targeted. Reduce cargo clearance time: The PCEC's target is to go from the average of 21 days to under 7 days by end of 2026.

We will continue to enforce the implementation of the RIA Framework across MDAs to prevent burdensome regulations before they are enacted. We will also scale SABER results at the subnational level, so states can deliver predictable, investor-friendly services.

We will also institutionalize joint inspections and one-stop coordination at ports to



Nigeria's ports become not a cost centre, but a competitive advantage for the entire economy

eliminate duplication and opacity.

What Key Performance Indicators (KPIs) are used to measure government agency's performance, especially in the ports?

Typical KPIs which we track include: cargo dwell time (days), average time to release import/export consignments, percentage of shipments cleared within statutory timelines, number of joint inspections conducted, port turnaround time for vessels, cargo throughput (TEUs/tonnage), user satisfaction scores (via ReportGov.ng), and compliance with regulatory timelines (e.g., SLA attainment). We also monitor reform deliverables, e.g., National Single Window milestones, policy instruments adopted (Executive Orders/Regulations), and private investment mobilised for port projects.

Please appraise NPA in line with these KPIs.

Against these KPIs, NPA's performance is encouraging and improving: there have been measurable reductions in certain operational friction points, stronger private-sector engagement, and active participation in PCEC workstreams that address dwell time and joint inspections. While nation-wide averages

(particularly for dwell time and hinterland transit) remain above ideal benchmarks, NPA's coordination with terminal operators and its role in PCEC have been pivotal in delivering early wins; for example, streamlined examination protocols at pilot

terminals and commitments to technology integration ahead of the National Single Window. The assessment is therefore one of cautious optimism: NPA is meeting several process and coordination KPIs, and with continued follow-through on infrastructure and digital integrations, it can deliver the transformational improvements our traders and manufacturers urgently need.

Our joint objective is simple, make trade faster, cheaper and more predictable. When NPA, Customs and other agencies work as one, Nigeria's ports become not a cost centre, but a competitive advantage for the entire economy.



NPA’s policy direction is appropriate and aligns with global best practice

Foremost maritime lawyer; Chief (Mrs) Jean Chiazor Anishere SAN, in this interview with our Team, reviews the Nigerian Ports Authority, since the appointment of Dr Abubakar Dantsoho. Anishere, who is also the Vice-Chairperson, Nigerian Port Community Council, says that, Dr. Dantsoho’s tenure has set a reformist tone — emphasising automation, revenue growth and regional port revival. She also says that, even though there are strategic gains in Nigeria’s prominence in both the IMO and the IAPH, durable progress will depend on simultaneous investments in infrastructure, digitisation, governance reform and stronger public-private collaboration

Chief (Mrs) Jane Chiazor Anishere, SAN

Please assess Dr Abubakar Dantsoho’s performance as the Managing Director of the Nigerian Ports Authority (NPA) since his appointment.

Since his appointment in July 2024, Dr. Abubakar Dantsoho has shown active, outward-facing leadership that prioritises automation, revenue growth and regional port revitalisation. Under his stewardship, the NPA has articulated higher revenue targets, moved to expand activities in Eastern ports in Warri and Koko, pursued automation and scheduling reforms aimed at reducing vessel turnaround time and congestion, steps that while still evolving, signal a clear reform orientation and an appetite for public-private partnerships. These changes have attracted domestic and international attention and helped restore some investor confidence.

Do you think Dr Dantsoho’s vision has been effectively communicated to stakeholders?

Yes, broadly. He has publicly and repeatedly framed a vision around a “digitally-driven, globally competitive port system,” and the NPA has published plans and progress notes (budget posture, public statements at UN or industry fora) to that effect. However, effective communication must be matched by measurable outcomes at the gate, berth and hinterland — and that’s

where stakeholder confidence will solidify. In short: the vision is clearly stated; turning that communication into uniformly perceived results across private operators, shippers and state agencies remains work in progress.

What operational improvements at Nigerian seaports can be attributed to Dr Dantsoho’s leadership?

Notable operational shifts since his tenure include: a stronger policy push for automation and scheduling coordination, active development of non-Lagos ports to relieve Lagos congestion, and public reporting of improved throughput and revenue projections (NPA revenue targets for 2025). These are early-to-medium term operational adjustments rather than instant fixes — but they are meaningful because they change where investments and coordination efforts are focused.

Given the advancements in automation and technology, how would you rate NPA’s service delivery in the ports?

I would rate it as “improving but not yet optimal”.



Dantsoho’s IAPH role expands Nigeria’s diplomatic and technical reach

The policy direction (automation, schedule coordination, digital systems) is appropriate and aligns with global best practice, and there are signs of improved vessel turnaround time and revenue performance. But full service delivery transformation requires end-to-end digitisation (including customs and terminal operators), stronger hinterland connectivity, and sustained investment in equipment

and workforce training. Current indicators point to progress; the challenge is scaling and institutionalising the gains.

What benefits would Nigeria gain from her success at the International Maritime Organisation Category ‘C’ election?

A seat on IMO’s Council (Category C) delivers several practical advantages: enhanced voice in setting international maritime rules; access to technical assistance and capacity-building; greater visibility that attracts technical cooperation and funding; and improved leverage to champion regional concerns (safety, piracy, emissions, trade facilitation). Practically, this can lead to accelerated capacity-building for Nigerian agencies, better alignment of domestic rules with global standards, and a stronger platform to attract international investments in port infrastructure. (Nigeria’s renewed IMO engagement has been publicly and vigorously pursued for these reasons.)

What challenges hinder NPA’s goal of becoming a maritime logistics hub in the sub-region, and what solutions can address these issues?

There are quite a few challenges, which include: Infrastructure bottlenecks (berth depth, equipment, and hinterland roads/rail), fragmented governance and multiple agencies that slow clearance and coordination. There are yet others such as: Partial digitisation and lack of seamless data exchange across stakeholders, congestion and legacy land-use around Lagos ports, as well as security and insurance perceptions that affect shipping lines’ routing decisions.

Some suggested practical solutions to resolve these challenges include: Fast-track deepening and selective terminal upgrades (targeted dredging, berth modernisation). Use real-time digital hydrographic and berth-planning tools (integrated with platforms like ETØ) to optimise vessel assignment during dredging phases.

I also advocate implementation of single window integration and end-to-end digital platforms with mandatory data standards to eliminate double-reporting. Use ETØ as the unified port community traffic management and scheduling backbone

The NPA should also strengthen institutional coordination through formal NPCC mechanisms and a single timetable/scheduling desk to reduce stacking and berth waiting. Promote hinterland connectivity (road/rail) via ring-fenced PPPs and conditional concessions that link ports to inland depots. Integrate rail/road cargo movements into ETØ or similar platforms, ensuring predictable end-to-end corridor performance.

The NPA should also pursue security partnership initiatives and insurance risk-sharing programs to lower the commercial cost of calling Nigerian ports.

These actions are complementary — infrastructure without data and governance reform will underperform, and vice-versa.

How do you envision NPA’s evolution in the drive to

be a hub?

I envisage a phased evolution: (1) Stabilisation — reduce berth dwell and simplify cargo flows through coordination and process redesign; (2) Modernisation — deploy digital single window, terminal automation and scheduled vessel windows; (3) Decongestion & Diversification — shift traffic to revived secondary ports (Warri, Koko, Onne) and build hinterland corridors; (4) Integration — NPA becomes a node in regional supply chains, hosting value-added logistics (transshipment, warehousing, cold chains) and attracting FDI in auxiliary industries. Each phase requires measurable KPIs, private capital mobilisation and regulatory certainty.

How do you think Dr Dantsoho’s appointment as IAPH Vice President (Africa) can impact trade facilitation, Foreign Direct Investment (FDIs), and Ease of Doing Business beyond Nigeria’s seaports?

His IAPH role expands Nigeria’s diplomatic and technical reach. Benefits accruable from this include: Regional advocacy for harmonised port standards and automation, which lowers non-physical barriers to trade, greater access to global best practice and partnerships, making Nigeria more attractive to investors seeking predictable port regimes. Others are: Easier mobilisation of technical assistance and joint projects (public and private) across West and Central Africa, and a stronger voice to reduce fragmentation in regional rules that impede cross-border trade.

Collectively, these influence FDI decisions (investors



More deep seaports are necessary where geography and trade patterns justify them

favour predictable logistics) and improve Nigeria’s Ease of Doing Business where port performance is a key input. The IAPH endorsement is symbolic and practical: it creates networks and opens doors for collaboration.

Do you think Nigeria needs more deep seaports?

Yes — but with a targeted strategy. More deep seaports are necessary where geography and trade patterns justify them (to accommodate larger vessels and reduce trans-shipment costs), yet building them everywhere is neither cost-effective nor politically wise. Priority actions should be: Undertake rigorous economic and traffic studies to identify locations where deepening yields positive Net Present Value (e.g. strategic nodes to serve hinterlands), Combine selective new deep-water capacities with rehabilitation and capacity enhancement of secondary ports to spread risk and decongest Lagos, Leverage PPP models to attract private capital while ensuring state retains regulatory oversight and social considerations. The Maersk and other investor interest in Nigerian port upgrades shows there is appetite for such targeted investments.



Vice President, Kashim Shettima presenting the Leadership in Action Award to the MD NPA, Dr. Abubakar Dantsoho, in recognition of his dedication to improving service delivery at the nation's seaports

DR DANTSOHO: Testament of Experience and Diligence

PAUL ERAKHIFU

John C. Maxwell, the renowned American author and leadership expert, once said: “A leader knows the way, goes the way, and shows the way.” This perfectly describes the Managing Director of the Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, whose transformational leadership and unwavering commitment have significantly advanced the maritime industry in Nigeria, across Africa, and globally.

Dr Dantsoho is a leader who speaks little but achieves much, allowing his results to speak for him. His depth of knowledge, coupled with his administrative expertise, has strategically repositioned Nigeria's ports among the leading maritime hubs in the world.

Under his stewardship, Nigeria's port system has witnessed remarkable progress. His pursuit of operational efficiency has driven major initiatives such as port rehabilitation, automation, the electronic truck call-up system, enhanced export processes, and other reforms—all contributing meaningfully to Nigeria's Gross Domestic Product (GDP).

It is no surprise, therefore, that he was elected President of the Port Management Association of West and Central Africa (PMAWCA). Over the past year, he has strengthened collaboration, coordination, and networking among ports across the region, creating a stronger and more unified maritime community.

Warren Bennis opined that, “Leadership is the capacity to transform vision into reality.” Dr Dantsoho's tenure at the NPA exemplifies this truth. He has transformed Nigeria's ports into some of the most efficient and respected on the continent. His position in the PMAWCA stands as a further

testament to his visionary leadership.

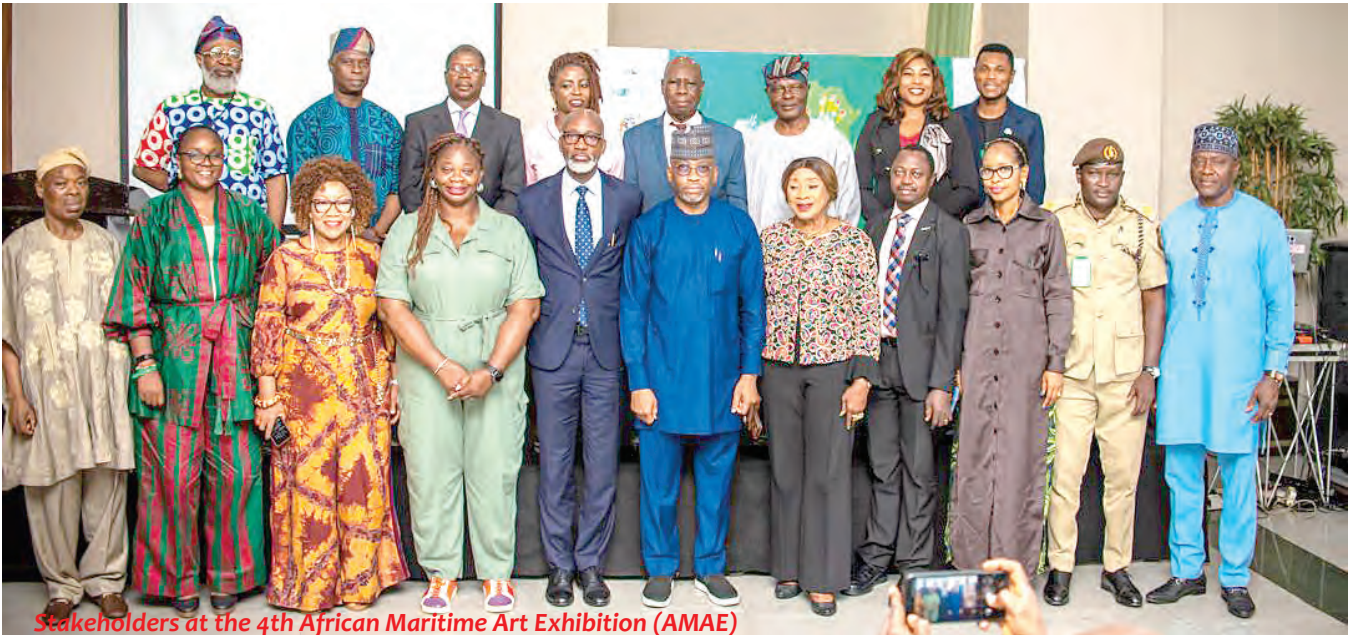
Adding to his growing list of honours is his election as Vice President of the International Association of Ports and Harbours (IAPH). With his extensive experience and strategic insight, he is well-positioned to help steer the global organisation toward greater innovation and effectiveness.

Recently, Dr. Abubakar Dantsoho received the Presidential Enabling Business Environment Council (PEBEC) Award for Leadership in Action in West and Central Africa, presented by Nigeria's Vice President, Senator Kashim Shettima (GCON), in Abuja.

This award reflects the success of the Ports and Customs Efficiency Committee established by PEBEC to improve coordination between the Nigerian Ports Authority and the Nigeria Customs Service. The initiative aims to reduce cargo dwell time, implement joint vessel examinations, and minimise transit delays and costs. With the NPA at the centre of this effort. Results have been impressive—shorter vessel turnaround times faster cargo clearance, and a more efficient port ecosystem.

In recognition of these improvements, PEBEC also honoured the NPA with the Leadership in Action Award, underscoring the Authority's sustained commitment to excellence.

Receiving the award, Dr Dantsoho expressed profound appreciation to the federal government for the recognition. He reaffirmed his dedication to working tirelessly toward positioning Nigeria's ports among the best and most competitive in the global maritime arena.



Stakeholders at the 4th African Maritime Art Exhibition (AMAE)

Oyetola Applauds AMAE 2025, Affirms Creative Expression Can Stimulate Economic Growth

BY AKOSILE OLUSOLA

The Honourable Minister of Marine and Blue Economy, Chief Adegboyega Oyetola, CON, speaking through his representative Prof. Busayo Fakinlade, has applauded the initiatives of the organisation of the 4th African Maritime Art Exhibition (AMAE), requesting more creative expressions that can stimulate economic growth within the Marine and Blue Economy space.

Speaking at the event, which was held at Lagos Oriental Hotels recently, the minister made a strong call for deeper artistic engagement in shaping public understanding of Nigeria's Marine and Blue Economy.

The Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola, CON, who officially declared the exhibition open, also added that the Ministry would continue to advance blue economy development through every available dimension, including the arts.

The Director-General of the National Broadcasting Commission (NBC), Mr Charles Ebuebu, made this appeal during their address at the event themed "A Thousand Words from the Blue." He added that it is a powerful bridge between policy, people, and the often-told stories of the ocean.

He noted that while reports and technical documents may inform, art has the capacity to "bypass jargon and speak directly to the human soul," capturing the beauty, challenges, and opportunities within Africa's maritime domain.

Ebuebu reaffirmed the Commission's commitment to promoting content that showcases Nigeria's maritime heritage and deepens public consciousness about the blue economy.

Also speaking at the event, the President of the

Chartered Institute of Logistics and Transport (CILT) Nigeria, Barr. (Mrs.) Mfon Usoro encouraged artists to draw inspiration from the nation's maritime history.

Usoro, who is a former Secretary General of the Abuja MoU and former Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), highlighted the numerous historic shipwrecks across Nigeria's waterways as rich material for storytelling and creative interpretation.

In her welcome address, the Convener of AMAE, Ezinne Azunna, posited that AMAE has grown into more than an exhibition to become a forum bringing together artists, policymakers, students, maritime professionals, the diplomatic community, captains of industry, academics, and the public to reflect, learn, and take action.

"We have woven into our program several topical conversations and art sections, such as "Blue Economy in Art for Schools & Children." This year, we are proud to introduce "Blue Art by Women," inspired by our dear sister, friend, and colleague-poet, writer, and artist, Evelyn Osagie, who served on the AMAE team until her passing in August of this year.

The NGA boss, Ahmed Bashir Sodangi, who was represented by Oladipo Adetayo, expressed delight that some of the exhibitors at the 4th AMAE are products of the NGA, including Blessing Uzoatuegwu, who produced a live drawing of Barr. Mfon Usoro from her sitting position at the event.

One of the major highlights of the event was a captivating cultural dance performance by children from Enayon Makoko Children Foundation School and Orphanage Home, a waterfront community in Lagos. Their display drew wide applause and further emphasised the strong cultural connection between coastal communities and the maritime environment.



ED Finance & Admin, Mrs Vivian Richard-Edet, addressing youth corp members at the event

Mentoring, Talent Development, And Sustainability Take Center Stage at NPA

BY ALBERT OREM

In a significant initiative that underscores its unwavering commitment to future-proofing the Nigerian Ports Authority (NPA) for sustainable performance through talent development, the organisation celebrated National Mentoring Day 2025. This event aligns the NPA with global community standards dedicated to the principles of mentorship, knowledge sharing, and sustained human capital development.

During this impactful gathering, the Managing Director of the NPA, Dr Abubakar Dantsoho, was represented by Mrs. Vivian Richard-Edet, the Executive Director of Finance and Administration. In her welcoming remarks, Mrs. Richard-Edet expressed her enthusiasm: “It gives me great pleasure to welcome you all to the inaugural edition of the National Mentoring Day celebration within the Nigerian Ports Authority.

This occasion marks a milestone in our continuous commitment to nurturing the leaders of tomorrow, promoting the transfer of knowledge across generations, institutionalising a robust culture of continuous learning and professional development. “While delivering her address, she further elaborated on the critical role that mentorship plays in the organisation’s overall strategy.

“As an organisation at the heart of Nigeria’s maritime economy, we recognise that our true strength does not solely rest in our consolidated infrastructure and cutting-edge technology, but more importantly, in the people who drive this organisation forward. Our human capital is our most valuable asset.”

Mrs. Richard-Edet emphasised the importance of the young professionals currently serving under the National Youth Service Corps (NYSC), stating, “You are not merely

temporary participants in our operations; you embody the next wave of innovators, administrators, and change agents. You are the individuals who will actively shape the future of the maritime sector and, consequently, make significant contributions to our national economy.”

National Mentoring Day has been celebrated annually on October 27th since its inception in 2014 and was formally inaugurated in London in 2016. The day serves as a powerful reminder of the importance of mentorship across all levels of society, urging individuals to engage in mentoring initiatives that provide equal opportunities for everyone to achieve their full potential.

The mission of National Mentoring Day resonates deeply with the United Nations’ Sustainable Development Goals, particularly Goal 10, which aims to reduce inequalities. By promoting mentorship, the day encourages inclusive practices designed to break down barriers and foster an environment where everyone, regardless of their background, has the opportunity to thrive.

Through this celebration and ongoing commitment to mentoring, the NPA is not only investing in the professional growth of its workforce but also making a strategic investment in the long-term sustainability of the maritime industry in Nigeria.

By developing a strong foundation of skilled professionals, the NPA is actively contributing to the broader goal of economic development and social equity, ensuring that both individual and collective potential is realised for the benefit of the nation as a whole. As this initiative takes root within the organisation, it is expected to pave the way for a new generation of leaders who will continue to drive positive change within the maritime sector and beyond.

NPA Commemorates International Firefighters Day 2025

BY ALBERT OREM

In a heartfelt celebration of bravery and dedication, the Nigerian Ports Authority (NPA) recently marked International Firefighters Day 2025, highlighting the pivotal role of the NPA Fire Service within the Marine and Blue Economy. The event, which took place in November rather than its traditional date of May 4th, underscored the organisation's commitment to fire safety and the protection of lives and properties in the bustling maritime sector.

Representing the Managing Director of the NPA, Dr Abubakar Dantsoho, General Manager of the MD's office, Mr Fatai Oladipo, addressed attendees with a powerful message of recognition and appreciation for the heroic efforts of firefighters. "Today, we are not only celebrating their heroism," Oladipo remarked, "but also reaffirming our collective commitment as an organisation to support and strengthen the Fire Service. These gallant men and women put their lives on the line to safeguard ours, often under the most hazardous and challenging conditions."

The NPA's commitment to enhancing the fire service was further emphasised, as Oladipo stated, "We have recognised the critical role firefighters play in protecting lives and properties. We must ensure our fire service is adequately equipped, trained, and motivated to carry out its duties effectively. Their work not only involves responding to emergencies but also preventing them, which is

equally vital for our operations."

Mrs Okoliko, the Head of the Fire and Rescue Services Department, also shared insights about the significance of the day, outlining the broader implications of firefighting in the maritime industry. "Our work goes beyond just responding to fire outbreaks; it is about creating safe environments where individuals can work with confidence, safeguarding investments, and being the silent guardians who ensure continuity in the face of unforeseen risks." She highlighted the necessity of collective vigilance in building a safer and more resilient workplace, reminding all present that "fire safety is everyone's business."

As a strategic arm of the NPA, the Fire and Rescue Services Department plays a critical role in the organisation's mission to deliver world-class port services. This celebration served to reinforce the invaluable contribution of firefighters, who dedicate themselves to the safety of the ports, ensuring operational efficiency and continuity in an environment where the stakes are exceedingly high.

The event drew attention to the integral connection between fire safety, maritime operations, and economic stability, recognising that the dedication of the NPA Fire Service not only protects individual lives but also supports the comprehensive aims of the Marine and Blue Economy. As the NPA continues to strive towards excellence, its reinforced commitment to the Fire Service stands as a testament to its understanding of the multifaceted challenges faced within the maritime sector, ensuring that safety and operational capability go hand in hand.



Representing the MD NPA, Mr Oladipo, GM, MD's office and some senior officers of NPA during the Int'l Fire Fighters Day



ED Engineering, Engr. Abba Umar, a guest at NPA pavilion in Lagos Trade Fair

NPA Showcases Game-Changing Export Opportunities at Lagos and Kano Trade Fairs

BY ALBERT OREM

The prestigious Lagos International Trade Fair took place recently, and the Managing Director of the Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho, was represented by Engr. Ibrahim Abba Umar, the Executive Director of Engineering and Technical Services. Engr. Umar commended the Lagos Chamber of Commerce and Industry for its unwavering commitment to fostering a culture of business friendliness and hospitality, which has attracted a diverse range of visitors and investors, propelling the region's economic growth.

On the designated "NPA Special Day" at the fair, Engr. Umar invited attendees to explore the numerous opportunities the NPA offers. He emphasised the vital role of Export Processing Terminals (EPTs), developed in collaboration with the Nigerian Export Promotion Council (NEPC), which act as comprehensive one-stop facilities

for the stuffing, packaging, and certification of export-bound cargo. By streamlining these processes, the EPTs are set to enhance turnaround times and eliminate the bureaucratic hurdles that have historically impeded the competitiveness of Nigerian exports on the global stage, thereby strengthening the domestic economy and improving the nation's balance of trade.

Engr. Umar also highlighted the integration of EPTs with Domestic Export Warehouses (DEWs) to enhance Port-Hinterland connectivity, enabling Small and Medium Scale Enterprises (SMEs) to actively engage in the export value chain. In line with the Federal Government's ease of doing business agenda, the NPA is pursuing comprehensive automation through the implementation of the Ports Community System (PCS). This initiative will serve as the foundation for establishing the National Single Window (NSW), a platform to streamline interactions among all trade



Guest at the NPA Day during the KanoTrade Fair

stakeholders and facilitating trade transactions with ease.

The theme of this year's fair, "Connecting Businesses, Creating Value," aligns closely with NPA's mission as a business-enabling agency. Engr. Umar reassured stakeholders of the NPA's commitment to ongoing partnerships beyond the fair, encouraging attendees to visit the NPA exhibition stand and engage with their dedicated business development team. He also promoted the NPA's interactive website, nigerianports.gov.ng, as a resource for accessing valuable information about growth opportunities within Nigeria's ports sector.

Similarly, at the Kano International Trade Fair, Dr Dantsoho also reaffirmed NPA's commitment to boosting Nigeria's non-oil export sector through enhanced port operations and improved connectivity. He praised the efforts of the Kano Chamber of Commerce, Industry, Mines and Agriculture (KACCIMA) in maintaining the fair's status as a global business hub. Dr. Dantsoho pointed out Kano's strategic position as a key commercial centre linking Nigeria to its northern hinterland and landlocked neighbouring countries, presenting immense economic opportunities.

He further discussed ongoing NPA reforms designed to bolster Nigeria's export competitiveness, noting the establishment of EPTs targeting the consolidation, documentation, and certification of export goods. He advocated for reduced bureaucratic delays that

previously hindered the seamless export of Nigerian products, underscoring the impact of the ongoing automation of port processes through PCS and the forthcoming NSW as a model for global best practices.

During his address, Ambassador Hassan Usman, President of the Chamber of Commerce, represented by his Special Assistant, Hassan Yaro, expressed commendation for the Nigerian Ports Authority's (NPA) consistent participation in the Kano Trade Fair. Ambassador Usman emphasised the imperative for NPA's continuous engagement with the President of the Chamber of Commerce, highlighting critical areas within the export sector that require attention and strategic intervention. He noted that Kano boasts a vibrant community of entrepreneurs and business professionals eager to explore opportunities, which underscores the significance of the trade fair as a pivotal platform for disseminating information about NPA's initiatives and activities to a broader audience.

The NPA Boss invited traders and investors at both fairs to engage with the NPA business development teams and explore the vast opportunities available through the NPA's real-time digital platforms. He reiterated the Authority's dedication to empowering SMEs and simplifying export procedures, ensuring that made-in-Nigeria goods can move through the ports with maximum efficiency. "Our doors are always open for partnerships beyond this fair," he stated, reflecting a commitment to driving Nigeria's trade potentials.



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Safety - Innovation - Collaboration

Nigerian Ports Authority

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Lagos State
lpcinfo@nigerianports.gov.ng

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

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

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

Onne Port Complex, Onne
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Lekki Deep Sea Port
Lagos State
lkkinfo@nigerianports.gov.ng

● www.nigerianports.gov.ng ● info@nigerianports.gov.ng ●

PTML Beats Senegal in EU, Asia, America Trans-shipment says GM Babatunde Keshinro

BY 'SOLA ADESANWO & SYLVANUS EKPO

The Port and Terminal Multi-Service Limited (PTML) has been rated as the foremost transshipment hub in West Africa, covering cargoes coming in from Asia, North America, Europe, and West Africa.

In an exclusive interview with the Nigerian Ports Today crew led by its Editor, Sola Adesanwo, the General Manager, Operations, Mr Babatunde Keshinro, said the PTML is the direct link between Lagos and China and has been given additional opportunity to handle cargoes from other destinations.

He stated that the PTML has fast transshipment time, handling cargoes without damage and at competitive rates.

“Through the Grimaldi line, PTML is offering very competitive 27-day transshipment from China to Lagos, for vehicles and equipment.

Mr Keshinro disclosed that PTML offers direct, regular North America service to Lagos, Europe and back to South America. He hopes the direct connection will continue to grow and expand with great opportunities for Nigeria.

Mr Keshinro maintained that the PTML has a combined terminal length of about 540 metres with additional storage capacity to handle all types of cargo- container, vehicles, general cargo, and project cargo.

He disclosed that the concession given to PTML by the NPA was for a period of 29 years, noting that other supplementary agreements have been signed in the course of the concession, which is Build, Own, Operate and Transfer (BOOT).

He commended the Nigerian Ports Authority (NPA) for supporting and engaging PTML all the way, and offering a competitive tariff.

According to Keshinro, PTML, as a purpose-built terminal, offers premium quality service in alliance with Grimaldi, the world-recognised shipping line for offering high premium brand service for imports and exports, and industry stakeholders appreciate the global best standard.

On its operational efficiency, Mr Keshinro had this to say, “When you are coming to PTML to take delivery of a

cargo, you don’t need to come with tons of documents; the card itself already clarifies which agency you are representing; so when your agency is in good standing, it is immediately recognised. This equally helps in terms of safety in terms of control.

“Under the ISPS, the terminal is responsible for safety administration. In case of emergency, the terminal is in a position to account for people within the facility.”

On security, the General Manager Operations noted that the PTML runs a world-class safety regimen, complete with access cards which filter and limit unauthorised entry into the terminal.

“The facility has a biometric access

card for all users of the terminal, whether as staff, contractor, or clearing agent. We are all registered, and with that, we have the biometric access card for every category of users in the system, even with Customs. We equally complement the Police and NPA security.

“We have a dedicated CCTV room which is always reviewed and improved upon, he said. “Our transparent barrier fence has to do with safety at the terminal, and this helps to monitor the entry and exit of trucks within the terminal. We are proactive in our actions and don’t wait for problems to come before we anticipate solutions to them”.

MARITIME CROSSWORD



Season's Greetings

NIGERIAN PORTS AUTHORITY

X Y C S G A D C G R C A M M N N Y L V L B J
T X M O W N R F E M I T I R A M T A B T O O
V L W O U L I C I G E T A R T S E N K L T S
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A L E A D E R S H I P G J D O O C I A M C J

Adegboyega	BlueEconomy	CategoryC	Continents	Council
Diplomacy	Engagements	Experts	Federal	Global
Goodwill	IMO	Integrity	International	Landmark
Leadership	London	Maritime	Nation	Nigeria
Navigation	NPA	Ocean	Planning	Renewed
Responsibility	Safety	Sector	Security	Shipping
Strategic	Success	Technical	Transport	World

*SEE SOLUTION ON PAGE 50 By: Abubakar Mohammed

LPC Port Manager Visits Apapa LGA, Receives CSR Donations from Dangote Group

BY FLORENCE ONWEAGBA

The Port Manager of Lagos Port Complex, Mr Adebowale Lawal, recently paid a courtesy call on the Chairperson of Apapa Local Government Area, Idowu Adejumo Senbanjo, in her office.

During the visit, the Port Manager thanked the chairman for ensuring the safety of the Apapa Port environment, especially for residents and business owners.

He assured her of his readiness to ensure that the issues she raised about water reticulation are handled by higher authorities.

In her welcome remarks, Ms Senbanjo commended the Port Manager for bringing sanity to the Apapa Port corridor.

She outlined numerous challenges facing the local government to include loss of revenue, environmental degradation, and the negative impact of uncoordinated truck movement in and out of the local government.

The chairman appealed to the Port Manager to consider employing more youths from the Apapa local government into the organisation.

In another development, the Apapa Port Manager received donations from the Dangote group as part of their Corporate Social Responsibility (CSR). The item included 200 Executive Conference Chairs, 13 Window Blinds, a Modern Projector and Screen, four Stethoscopes and Blood Pressure Monitors.

Receiving the items, the Port Manager Adebowale Lawal acknowledged the timeliness of the donations and thanked the management of Greenfield

Development Nigeria Ltd (GDNL), a terminal owned by Dangote group.

Earlier, the General Manager, GDNL, Mr Yakubu Abdullahi, expressed joy at the event and called for mutual collaboration between the NPA and terminal operators.

He noted that the donated items were a commitment towards fostering a healthy business relationship with the Authority.



Port Manager, Mr Lawal & Ms Senbanjo, Chairperson Apapa LG

Participants of the Amphibious Staff Officers Course Embark on Educational Visit to Calabar Port – Sidi Ibrahim

This significant event aimed at enhancing the knowledge and operational capabilities of military personnel, the Calabar Port recently welcomed participants from the Amphibious Staff Officers Course (ASOC 37) conducted by the Amphibious Training School of the Nigerian Army. This study tour, an integral part of their rigorous academic programme, was designed to provide these officers with a first-hand experience of critical national infrastructure and its pivotal contributions to Nigeria's economic landscape.

Upon their arrival, the participants were greeted warmly by the Port Manager on behalf of the management team of the Nigerian Ports Authority (NPA). This cordial reception underscored the importance of such interactions

between military training institutions and key economic hubs in the country. The visit featured a comprehensive presentation titled "The Impact of Port Operations on the Nigerian Economy," skillfully delivered by Mr Ekeni Ibifiri Alex, the Port Manager.

In his enlightening presentation, Mr Alex offered a thorough assessment of how port operations serve as a cornerstone for national and regional trade dynamics. He detailed how the activities at the port significantly boost revenue generation, bolster maritime security frameworks, and foster job creation within the surrounding communities. Highlighting the criticality of efficient port systems, he emphasised that these facilities are not merely logistical hubs but vital contributors to the economic stability and growth of the nation. Specifically, he pointed out

that Calabar Port has consistently played an essential role in facilitating commercial activities, making it a vital player in the economic framework of the South-South region of Nigeria.

Following the presentation, an interactive session ensued, where the officers had the opportunity to engage directly with Mr Alex, asking questions that delved deeper into the complexities of port operations, maritime logistics, and recent reforms aimed at enhancing efficiency across Nigerian ports. This dialogue not only enriched the learning experience for the participants but also fostered a greater understanding of the strategic importance of maritime infrastructure in supporting the country's economic ambitions.

BY VICTORIA TARFA

The Port Management Association of West and Central Africa (PMAWCA), at its just concluded 45th Annual Council Meeting and 20th Roundtable of Managing Directors in Pointe-Noire, Republic of Congo, has conferred the Special Distinction Award on its President and the Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoho.

At the prestigious conference were 21 Port Authorities of West and Central Africa met, with over 350 maritime experts across the globe in attendance. The Management of the NPA, under the leadership of Dr Dantsoho, received commendations for its regional leadership role at the meeting.

The regional maritime body said the award was given to Dr Dantsoho in recognition of his leadership role and, most importantly, his election in 2025 as the Vice President (Africa region) of the International Association of Ports and Harbours (IAPH).

The Lekki Deep Sea Port in Lagos also received the Award for BEST PORT in IMPORT AND EXPORT TRAFFIC GROWTH AND VOLUME between 2023 and 2024, in recognition of its massive traffic surge driven by performance which fundamentally altered the traffic dynamics of the region.

The annual system of monitoring statistics of its member ports by PMAWCA, which ends in awards, is designed to encourage efficiency through performance, data collection and analysis. The award also assist the organisation in benchmarking the sub-region's performance in global maritime trade.

The huge volume recorded by the Lekki Deep Sea Port was seen as demonstrating high-frequency efficiency in port operations. The Best Port Award signals that the sub-region is getting better organised and ready for greater trade, not only in imports, but also in volume of exports.

The glitz of the 9th Edition African Ports Awards AGPAOC/PMAWCA in Pointe Noire, followed four days of hard work starting with the Round Table discussions by the Managing Directors of the Sub-regional ports, in the 20th session by PMAWCA Ports, on current global trends peculiar to Africa under the theme: Reinventing Port Zones Management: Towards Sustainable and Resilient Valorization of Port Infrastructure, tackling Economic and Environmental Challenges?.



Participants at the event

PMAWCA: Dantsoho Receives Special Distinction Award

The Round Table was followed by brainstorming sessions of its statutory technical committees on current and future agendas.

The Maritime, Safety, Environmental Protection and Operations committee (MSEPO) discussed issues surrounding Green Port transition, while the Technical Studies and Infrastructural Development Committee (TSID) dwelled on issues of infrastructure needed in order to surmount global changes in the maritime industry.

The Finance and Economic Studies Committee (FES) looked at issues around funding, while the Administrative and Legal Affairs (ALA) looked at the legal issues surrounding development activities.

The PMAWCA Network of Professional women (NWPW-WCA), the Harbour Masters' Network (HM) and the Statisticians Network (SN) all looked at capacity building, collaboration and networking amongst experts of member ports while the Liaison Officers Committee capitalised on the ongoing projects and priorities of member countries particularly, the establishment of Port Community system/Single Window in the ports as paramount for port efficiency and ease of doing business.

The 45th Council meeting, which was held from the 4th - 7th of November in Pointe Noire, Republic of Congo and all sessions were held under the leadership of the Managing Director, Nigerian Ports Authority. The event was insightful with eye-opening exhibitions and ended with a graceful award ceremony that honoured Dr Abubakar Dantsoho's performance in the Region.

NPA Chairman Adeyeye Inspects Tincan Port, Pledges Support for Terminal Operators

BY 'SOLA ADESANWO

The Board Chairman of NPA, Senator Adedayo Adeyeye, has eulogised terminal operators for their investments in the Port and promised to look into their grievances before commencing on his tour of the various terminals.

Having gone round Josepdam, TICT, Port and Cargo, 5-star logistics and PTML, where the Executives highlighted the achievements and challenges of various organisations first hand, the chairman proceeded to Nigerdock Port, where the Executive Chairman of Snake Island Integrated Free Zone (SIIFZ), Mr Maher Jarmakani, stated that Nigerdock was ready to partner with the government to achieve optimal results in Port efficiency, even as it plans to expand its operations.

Further in his remarks, Senator Adeyeye commended the management of Nigerdock and SIIFZ for their rigorous efforts in developing the Port through strategic partnership, urging them to ensure global best practices, a sine qua non for enhanced economic advancement.

At the Ports and Terminal Multi-Services Ltd, the NPA Chairman was received and taken round the beautiful state-of-the-art terminal by the General Manager, Operations, Mr Babatunde Keshinro, a Port administration guru and foremost team leader.

Port Manager TCIP, Abubakar Sani Isa thanked the chairman for the visit and enumerated the achievements of the Tin Can Island Port under his leadership to include the effective coordination of all stakeholders towards the implementation of the ETO E-Call up system; creation of effective thoroughfare from the Mile 2

axis to the MOB truck terminal for the rapid movement of trucks relocated from the pre-gates around the Mile 2 axis.

The Port Manager stated further that the establishment of a Marine Police operational base was basically to curb incessant waterfront attacks on vessels; improve Port surveillance via installation of additional Internet-enabled CCTV technology; construction of a new government interagency building, installation of see-through International Ship and Port Facility Security (ISPS) Code fencing within the port complex to deter unwanted human traffic; installation of CCTV cameras in the Administration Building, Fuel Dump, Ports and Cargo Engineering axis.

More importantly, the Port Manager added that the gridlock on the Tin Can Port corridor had been decisively degraded, and this has enhanced the free flow of traffic from Mile 2 to the port.

In view of the plans by the government to commence Port modernisation, Mr Isa disclosed that there was a compelling need to renovate collapsed quay aprons, replace damaged fenders and bollards, renovate the obsolete fire service building, and purchase modern firefighting equipment.

He told the board members that there was a need to recruit more staff to monitor the activities of private jetties for optimum revenue generation and accountability.

Major stakeholders in the Port present at the meeting included representatives of Ports and Terminal Multi-Services Ltd, Josepdam Port Services, Tincan Island Container Terminal, Five Star Logistics, and Ports & Cargo Handling Services Ltd.



Senator Adebayo Adeyeye

Interns from the NPA HQ Tour Lekki Port

BY OMIDIJI OLUBIYI

The Port Manager, Lekki Port Emmanuel Anda, has urged the visiting Interns from the Environment Department Headquarters to maximise the lessons learnt during the visit to Lekki Port, which would go a long way in further exposing their knowledge of Port Operations.

According to Anda, represented by Head of the Environment Department, Kelvin Omiyi, in his

welcome address, the decision by the Head of the Department in the headquarters to bring the Interns to witness operations at Lekki should be commended and urged other Departments to follow suit.

Mr Kayode Ogunleye, Head of Corporate and Strategic Planning, during an interactive session, informed the visiting students that the Port is one of the most modern Port in the country and within sub-Saharan Africa. The Port, he stated, began operations in 2023. It has a

depth of 16.5 meters, has the largest Tug boats, (80 Bullard pull), 5 Ship to Shore (STS) Gantry Vessels, amongst others.

Before their departure, they were given a round of the Port facilities to have a first-hand view of activities at our Port. They expressed their appreciation to the Port Manager for the warm reception accorded them and promised to make the best use of the knowledge gathered during the tour.

NPA Board visits LPC, as PM LPC Seeks Customs Support in Tackling Gridlock

BY HADIZA USMAN SHU'AIBU

The Nigerian Ports Authority Governing Board members, headed by the Chairman, Senator Adedayo Adeyeye, marked their first visit to the Lagos Port Complex with some members of the management staff.

The Port Manager of Lagos Port Complex, Mr Lawal Adebawale, welcomed the Governing Board during his address and highlighted that the Port is one of the oldest and busiest, handling a substantial volume of the country's maritime trade.

Mr Lawal announced that the Authority's management is committed to rebuilding the administrative office to meet customer standards, and that Port Modernisation has already begun, spanning berths 1 through 14, which is from the Apapa Bulk Terminal Limited (ABTL) through ENL Consortium.

During the visit, the Board toured the container terminals, inspected cargo handling equipment, and engaged the Terminal Operators and Private sector partners to discuss ways of enhancing efficiency, reducing congestion and accelerating

trade facilitation across the nation's busiest gateway.

In his remarks, Board Chairman Senator Adedayo Adeyeye explained that the visit was intended to engage with stakeholders, forge stronger ties, and tackle challenges, thereby ultimately enhancing the port's reputation. He acknowledged all the concerns raised, including the long-standing Apapa access road challenges, and pledged to collaborate with the relevant authorities to make the road fully accessible.

He also commended the Terminal Operators and operational departments for their dedication and hard work despite the staffing shortfalls.

In the same vein, the Port Manager of the Premier Port, the Lagos Port Complex, Mr Adebawale Lawal, has reiterated his commitment to reinforcing the Nigerian Ports Authority's zero-tolerance stance on illegal parking by truck operators, which constitutes encumbrances on the port access roads.

He made this statement during a courtesy visit by the Customs Area Comptroller for Apapa Port Command, Comptroller Emmanuel Oshoba.

The Port Manager condemned the recent trend of port users flouting basic rules by using the port's internal and access roads as temporary parks.

Mr. Lawal stated that the Managing Director is determined to run the Nation's seaports at optimum efficiency, thereby ensuring a continuous, smooth movement of vehicles to boost trade and enhance the Ease of Doing Business.

Likewise, he reiterated the Authority's commitment to partner with sister agencies and stakeholders to keep traffic flowing smoothly within and around the Port Complex.

He pointed out that the organisation, in collaboration with the Nigerian Police Force, has stepped up its road-decongestion drive. He cautioned that any blockage at the port exits would impede access and could set back the economy.

The Port Manager sought information sharing to deepen the existing collaboration with stakeholders.

Responding, Compt. Oshoba condemned the illegal actions of some truck operators and lamented the hurdles Port users encountered while trying to access the scanning area.

Port Manager Tincan Port Earns Doctorate Degree

BY MICHAEL ONIOSUN

The Port Manager, Tincan Island Port, Dr Abubakar Sani Isa has been bestowed with an award of PhD in Human Resource and Strategic Management.

During the ceremony, which was held briefly in his office last month, the awardee described his award as timely and a sure motivation for him to do more for Tincan Island Port, NPA and the nation at large.

Speaking further, Dr Isa expressed gratitude to the institution for finding him worthy of recognition, noting that the honour will drive him to continue to offer services to humanity.

"This award is meant to ginger me to do more of what I have been doing for the Port and the society", he added.

Speaking earlier, Dr Minna O. Abel, Director, Institute of Human Resource and Strategic Management, Lagos, said the Doctorate fellow was in recognition of his outstanding leadership and Sterling administrative reforms, which have repositioned the



Dr Sani Isa

Tincan Island Port, Lagos.

Explaining further, Dr Abel said the award was reserved strictly for persons who have demonstrated exceptional merit and impact in their area of responsibility. Adding "We do not give awards to people who do not merit or deserve such and that Dr Abubakar Sani Isa was eminently qualified in all ramifications."

NPA Hosts Wellness Fair to Promote Healthy Living and Enhance Workplace Productivity

BY AKINSANYA LUCY AND OLADOKE SHINAAYOMI

The Nigerian Ports Authority (NPA) recently organised a comprehensive wellness fair aimed at fostering healthy living and enhancing workplace productivity among its employees. The event, held under the theme “The Vitality of a Healthy Lifestyle to Wellness, Performance and Productivity,” successfully brought together a diverse group of stakeholders, including staff members, medical professionals and senior management.

During the fair, the Executive Director of Marine & Operations, Engr. Olalekan Badmus, who represented the Managing Director, emphasised that staff welfare is a strategic priority for the Nigerian Ports Authority. He highlighted that the organisation continuously recognises its employees as its most valuable asset, which informs its ongoing investments in improved staff facilities, strengthened health and safety standards, and expanded training opportunities. Engr. Badmus articulated that these initiatives are essential for cultivating a motivated and cohesive workforce, which in turn, significantly contributes to the overall growth and operational efficiency of the Nigerian Ports Authority.

In her address, Saukat Oluwatoyin Adela, the Assistant General Manager of Health and Safety, underscored the importance of the wellness initiative, noting that it offered a wide range of health-centric activities. These included medical screenings, nutritional consultations, mental health support and light fitness demonstrations. She affirmed that such initiatives reflect NPA’s unwavering commitment to prioritising the welfare of its employees, viewing it as a strategic investment that enhances organisational productivity.

Throughout the fair, a panel of distinguished experts, including Dr Ajiroto Omotayo, Dr Kafayat O. Asda, Dr Ehi Iden, and Dr Yetunde Ayo-Oyalowo, engaged participants with insightful discussions covering

critical topics such as preventive medicine, workplace stress management, lifestyle diseases, and the long-term impacts of wellness on job performance. Additionally, staff members had the opportunity to share their personal experiences, illustrating the tangible benefits of adopting consistent health practices.


Participants were actively engaged in health checks and wellness tips, ensuring they were well-informed about their screening results. The fair culminated in an invigorating workout

session, reinforcing the importance of physical wellness as a pathway to improved health outcomes.

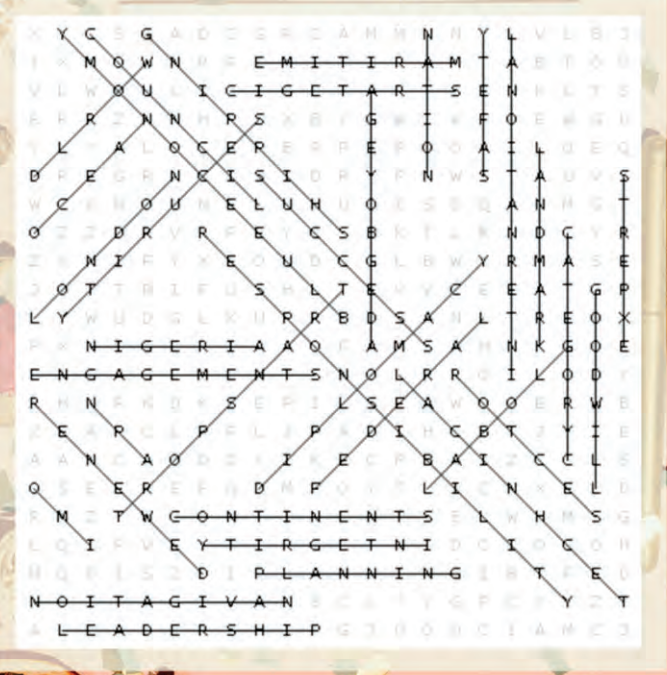
The strong support from management was evident, as numerous departmental heads attended the event, demonstrating their commitment to employee welfare and organisational well-being. Overall, the wellness fair served as a successful platform for promoting healthy living and enhancing workplace productivity at the Nigerian Ports Authority.

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Leadership	London	Maritime	Nation	Nigeria
Navigation	NPA	Ocean	Planning	Renewed
Responsibility	Safety	Sector	Security	Shipping
Strategic	Success	Technical	Transport	World

By: Abubakar Mohammed



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Minister, Marine & Blue Economy, Dr Adegboyega Oyetola and Ondo State Governor, Lucky Aiyedatiwa



Minister, Marine & Blue Economy, Dr Adegboyega Oyetola and Cross River State Governor, Bassey Otu

Ondo, Cross River States Receive Certificates for Deep Sea Ports

The Ondo and Cross River States governments have received the revalidated licences for the proposed Deep Sea Ports in their respective States from the Minister of Marine and Blue Economy, Dr Adegboyega Oyetola, in Abuja.

The Ondo State Governor, Dr Lucky Orimisan Aiyedatiwa, received on Thursday, December 18, 2025. While his counterpart from Cross River State, Senator Bassey Otu, also received the Certificate for the Bakassi Deep Seaport when the Governor paid the Minister a visit at his office in Abuja.

Speaking after he received the certificate, Aiyedatiwa said the proposed Ondo Deep Sea Port would function as a major hub for international trade, serving not only Ondo State but the entire country and other West African nations.

The licence for the Ondo port was originally approved by then President Muhammadu Buhari in 2023, but resubmitted to the Federal government for revalidation following some inadvertent errors in the document.

Receiving the new licence from Minister Oyetola at the Ministry of Marine and Blue Economy during a short ceremony, Governor Aiyedatiwa thanked the Federal Government for

fast-tracking the process of the revalidation.

According to a statement signed by the Special Adviser on Media and Communications to the Honourable Minister of Marine and Blue Economy, Dr Bolaji Akinola, the presentation of the Certificate of Compliance for the Bakassi Deep Seaport to Senator Otu followed the recent approval by the Federal Executive Council (FEC).

Akinola said Minister Oyetola described the Bakassi Deep Seaport as a strategic national asset that aligns squarely with the Renewed Hope Agenda of President Bola Tinubu, particularly in repositioning Nigeria as a competitive maritime and logistics hub.

While presenting the Certificate, Dr Oyetola assured that the Federal Government would continue to support Cross River State to ensure the successful delivery of the port. He also lauded Governor Otu's commitment and pace in driving the project.

His words: "This project has the capacity to significantly boost livelihoods, create jobs and expand economic opportunities not only for Cross River State but for Nigeria as a whole."

In his remarks after receiving the certificate, Governor Otu applauded the Federal Government for its support, describing the moment as

historic and a major milestone in Nigeria's journey towards unlocking the full potential of the marine and blue economy.

He stressed that Cross River State is strategically positioned to play a leading role in Nigeria's maritime development, drawing parallels with countries such as Brazil and other coastal nations with strong maritime economies.

"Receiving this certificate is a significant boost that brings balance and momentum to our pursuit. I am confident that with the professionalism, diligence and commitment of the ministry and private sector players, we are firmly on track with the deep seaport project," Senator Otu said.

The governor also commended President Tinubu for establishing the Ministry of Marine and Blue Economy and for appointing Dr Oyetola as minister, describing both decisions as timely and critical to the sector's growth.

Also speaking, the Director-General of the Infrastructure Concession Regulatory Commission (ICRC), Jobson Ewalefoh, described the Bakassi Deep Seaport as a game-changer for Nigeria's maritime and logistics ecosystem. He said the project would serve as a new maritime gateway for the country's North-Central and North-East regions while positioning Nigeria as a major logistics hub for West and Central Africa.

DOHA



An Arabian City Which Never Sleeps

BY 'SOLA ADESANWO

Doha, the capital of Qatar in the Middle East region, has a population of about 1.5 million people, with more foreigners than locals. A modern city with cultural trappings here and there. Doha, which has been tagged one of the seven new Wonder cities of the world, is a city always ready to receive guests.

While sleeping the previous night I had woken up in the middle of the night only to notice sun ray penetrated the window blind of my hotel room, a peep across the window down the street reveal everywhere as bright as the afternoon sun with people walking leisurely on the streets, but a glance on my wrist watch showed it was 3:00 am as the day broke so early in Doha and people are free to move around without inhibitions.

On the last day of our training programme, which took place at the palatial Holiday Inn, the entire team, led by our tour guide Mr Precious, had lunch and departed for the Hamad Port.

By the way, Qatar has three ports, the old port, Al Ruwais Port and Hamad Port. At a glance, Hamad Port is one of the largest ports in the entire Gulf region. It is a modern commercial port, which was opened for operational activities in 2016.

Led by our tour guide, the team started the tour at the basement, which was a tube-like museum with blue sea-like water filled with different kinds of aquatic life which are native to the sea around the region.

The big aquarium which was designed to have sea features like ocean floor, sea coral reef all similar to what you have in



practical seas have such fishes as tilapia, sea horse, leopard shark, stingray, whale, dolphin and tiny but colourful fishes and other creatures of the sea enjoying the splendour of a sea like life in an enclosure which had large numbers of tourists both from Qatar and visitors from outside the country.

We noticed that some of these fishes were tiny and looked easily vulnerable, but we were told most of them are swift when they move, and some of the others are masters of deception and chariotteering when they come face to face with bigger and dangerous predator fish.

The abode of these fish was built to mimic a natural environment with dead wood, the carcass of a wrecked ship, and smooth white sand similar to the ocean floor.

Since they would not allow guests around the operational areas, they had a 3D cinema where we were given 3D glasses each, and we had a breathtaking virtual tour of the terminals and activities within the port complex.

The NPA team then went to the hall where we read all the historical stories about the Hamad Port, while some of our members went on board the simulation facilities to have a first-hand experience of how to load and offload cargo at the Hamad Port. The team's next point of call was the Iconic Lusail Boulevard, which was a sort of shiny city within Doha city itself.

At the Lusail Boulevard, we were told, it was designed to be like the Times Square area of New York, which never sleeps but glows with brightness throughout the night.

Within the Area, we also saw the Lusail Stadium, where legendary Lionel Messi of Argentina won the 2022 World Cup and was adorned with the royal golden garment of the Arab world.

Another unique feature of the Lusail Boulevard includes the fact that, the environment has an air-conditioning system while other parts of the city were about 46 degrees centigrade for the greater part of the city. The secret, however, was that the Lusail Boulevard has special air conditioning features, which included some Air conditioner vents buried underground and at various bus stops to make the area a bit colder than most places.

The team left the Lusail area for Nenesams Restaurant, a Nigerian-operated eatery at another part of the city, where the entire team had dinner before we were driven back to our different hotels.

A massive appreciation to the incumbent management of the NPA, which, from the very beginning of this administration, promised to improve the welfare of the workforce along with infrastructural renewal and other revenue-improving steps within the port industry.

Ever since, the majority of the workforce has embarked on one training programme or the other, with many more goodies still in the pipeline.

The writer happened to be in the first batch of three sets of workers who were privileged to embark on a trip to Doha in Qatar for a training programme which was germane to their functionality within the organisation.

The journey to Doha was smooth for all the participants, and to set the motion programme, Professor Jonathan Aremu (in Nigeria) had a virtual interaction with the



Hamad sea port

programme participants within a hall at the cosy Holiday Inn, along the Airport Expressway in Doha, highlighting the essence and timeliness of the programme to the participants in particular and the organisation in general.

Professor Aremu's virtual address was followed quickly by that of Sir Ikechukwu Oyemekara, General Manager Corporate Affairs, who welcomed the 13 participants to the programme, emphasising the benefits both for the participants and the NPA.

programme of batch A team embraced a catch phrase "SMOOTH COMMUNICATION, SMOOTH PORTS" which was intermittently chanted by the participants and the facilitators alike.

At the end of the programme, the usual course test was written by the participants in an atmosphere of pin-drop silence. The program, generated constructive arguments, debates and discussions.

This writer, in conjunction with the editorial committee secretary, ensured



Qatar has three ports, the old port, Al Ruwais Port, at a glance Hamad Port is one of the largest ports in the entire Gulf region

He also enjoined the members of batch A to make the best use of the opportunity the programme provided.

Then came the members of the cohorts which include the tour guide and four team members who all facilitated the programme including a lady. Together they took the participants on an exciting journey of discovery and eye opening along "Transforming Communication Excellence" for three groups across four days each. The classes, which were all interactive and participatory in a serene environment left a lasting impact on the lives of the participants.

Throughout the four days, the

that all the hotels where we were lodged and where the programme took place got a copy each of the NIGERIAN PORTS TODAY for their reception.

The trip left sweet memories etched in the consciousness of all the participants, and Doha is an example of what any city in the world post-COVID should look like today.



NPA Celebrates World Pharmacists' Day - By Pharm. Abdurashed Lawal

WORLD PHARMACISTS DAY 2025: 'Think Health, Think Pharmacist'

Pharmacists: The First Point of Care in Every Community and the Last Point of Check in every health setting.

Every year on **September 25**, the global health community celebrates **World Pharmacists Day**, an initiative of the **International Pharmaceutical Federation (FIP)** to recognise the vital role pharmacists play in improving health outcomes. The 2025 theme, *"Think Health, Think Pharmacist,"* reminds the world that the path to better health often begins at the pharmacy counter — where science meets compassion, and expertise meets trust.

Pharmacists have long been seen as medicine experts, but their true role goes far beyond dispensing. Today, pharmacists are integral members of the healthcare team — educators, advisors, advocates, and guardians of safe medication use. They ensure that each prescription not only treats illness but also supports the patient's overall well-being. From managing chronic

conditions to promoting vaccinations and preventive care, pharmacists bridge the gap between clinical knowledge and everyday health.

The phrase *"Think Health, Think Pharmacist"* carries a powerful message: pharmacists are accessible healthcare professionals at the heart of every community. They are often the **first point of care**, offering guidance when someone feels unwell, reassurance when medication side effects arise, and clarity when health information becomes overwhelming.

They are at the **last Point of check** in most health settings where they vet, check and ensure the right choice of medicines for the right disease condition at the right dose, right time and the right patient. In both urban hospitals and remote villages, pharmacists remain a dependable source of trusted advice and accurate information.

Modern pharmacy practice continues to evolve. Beyond traditional dispensing, pharmacists now play key roles in **medication therapy management, public health campaigns, disease prevention, and digital health**. They monitor treatment outcomes, identify



potential drug interactions, and contribute to safer, more efficient health systems. During global health emergencies — as seen in recent years — pharmacists stood on the frontlines, ensuring continued access to medicines and patient care despite uncertainty.

As we mark World Pharmacists Day 2025, we are reminded that health care begins with access, understanding, and trust — values embodied by pharmacists everywhere. To the public, this is a call to recognise and utilise the pharmacist's expertise as a reliable source of healthcare support. To pharmacists, it is a moment of reflection and pride, a reminder that every patient counselled and every dose clarified contributes to healthier communities. International Pharmaceutical Federation (FIP).

In the words of the FIP, when you “Think Health,” you should “Think Pharmacist,” because every time we seek advice, treatment, or reassurance, the pharmacist is

there — the first point of care in every community. *Medicines heal, but pharmacists care.*

Pharmacists in NPA's medical service division are key to:

- Ensuring medication safety and regulatory compliance across all NPA Clinics in all port locations.
- Supporting staff wellness through chronic disease management and health education services.
- Participating in emergency and occupational health responses within the ports.
- Advising management on pharmaceutical policies and drug procurement standards in alignment with national regulations.

These efforts directly reinforce the 2025 theme, reminding all stakeholders that wherever health matters, pharmacists matter.

THINK HEALTH. THINK PHARMACISTS. THINK NPA.

Pharmaceutical Services Department

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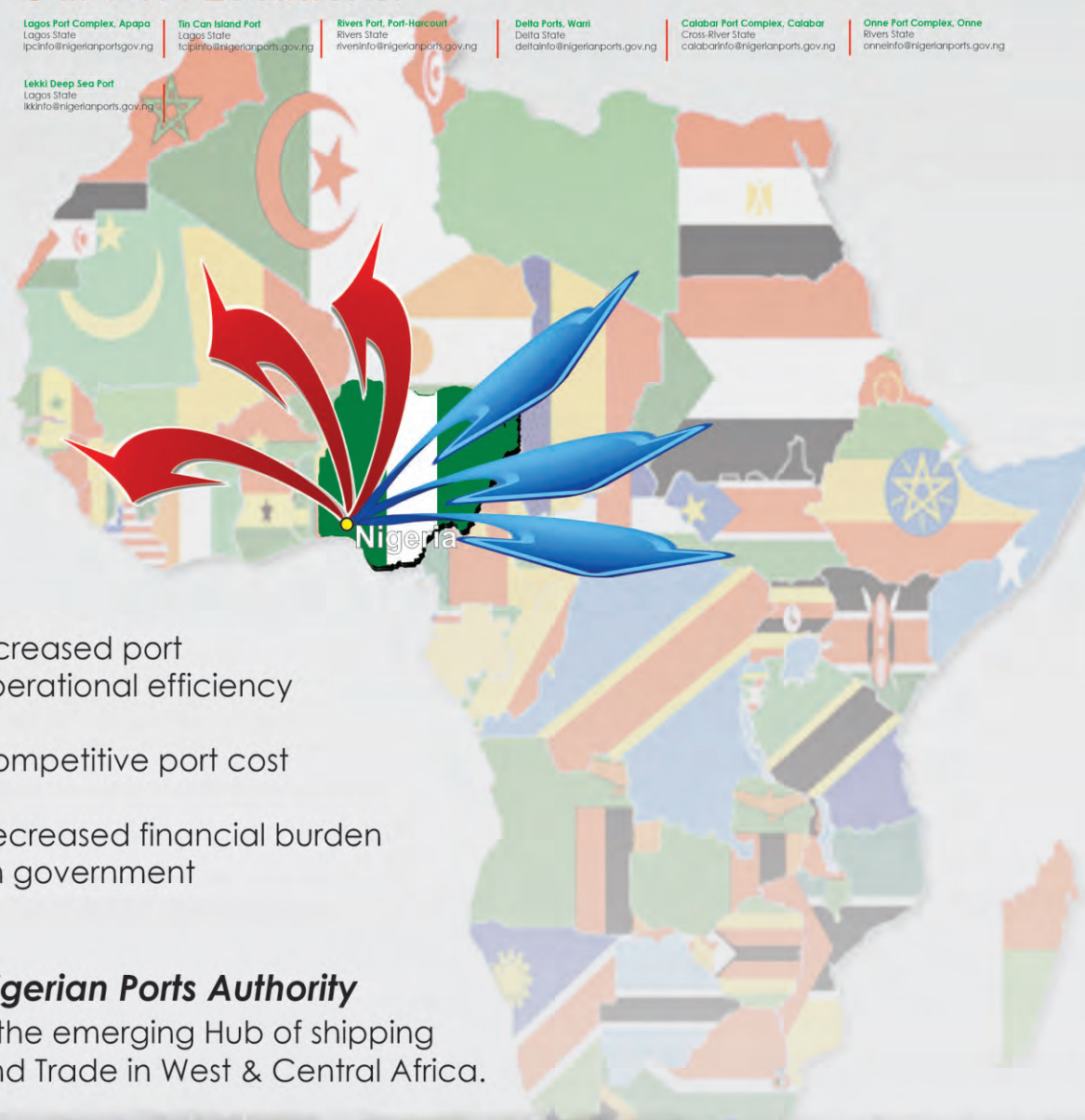
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Methods Used to Clean Up Oil Spills



YETUNDE AGORO (MRS)
PRINCIPAL MANAGER
POLLUTION CONTROL HQ

What is an oil spill?

An oil spill arises from marine pollution that takes place when any type of oil spills into an open body of water. The spilled oil floats on the water surface as a discrete mass which contains many toxic compounds that can be harmful to marine ecosystems.

Methods used to clean up oil spill

Over time, there have been several massive spills and many minor spills in the ocean which has led to the development of some unique methods for oil spill clean-up. A variety of clean-up methods are chosen based on type of spilled product, quantity, environment, and weather conditions.

Whatever method deployed must be fast, effective and affordable to enable a rapid return of the site impacted by the spill, to its initial state.

The following methods are used:

1. Oil-absorbent pads
2. Sawdust
3. Hay
4. Oil Spill Dispersant
5. Skimmer
6. Oil boom
7. Oil-absorbent powder and granules
8. Bioremediation
9. Vacuum pumps
10. Manual removal
11. Mechanical removal
12. High-pressure hot water washing
13. Gelatin treatment
14. In-situ burning

1. Oil-absorbent pads

Oil-absorbent pads float on the water and absorb oil like a sponge. The pads are replaced with fresh ones at saturation until all the oil is absorbed. Most oil-absorbent pads are made up of polypropylene which has a unique property of being both oleophilic and hydrophobic i.e. polypropylene attracts oil and repels water which makes it a perfect material for use as an oil absorbent.

Also, absorbents resist organic solvents, bases and

acids which enables their use as an oil-absorbent without further modification. It can equally cover larger surfaces in comparison with other methods.

2. Sawdust

Sawdust is another effective method being a non-toxic cleaning agent, often the preferred option, used to clean up small spills. Sawdust is spread as a thin layer on the affected area polluted by oil spill while a stiff broom is used to mix it thoroughly. Immediately, the sawdust soaks up the oil which turns into a thick mass, it can be scrapped and gathered using a shovel and later disposed.

Sawdust can be used for oil spills on land and water. It is one of the agents used during bunkering on vessels, as a quick and effective method to contain a spill.

3. Hay

Hay is another method to clean up oil spills and works like sawdust. Hay if dropped evenly over spilled oil, stimulates waves by moving the water around to facilitate absorption. The hay is left for 6-8 hours for effective absorption.

Hay works well on land and water but caution must be put in place when large quantities are applied over large masses of water, as hay can spread over time, becoming a pollutant difficult to recover, in the clean-up process.

4. Oil Dispersant

Chemical dispersants contain a mixture of emulsifiers and solvents that break the spilled oil into droplets which are less than 100 microns in size. Oil dispersants do not reduce the amount of oil spill but rather allows the oil to seep into the water, thus preventing it from reaching the shorelines or marine animals found at the sea surface.

Subsequently, the oil comes in contact with underwater aquatic ecosystems which can have devastating consequences. Also, dispersants minimize the efficiency of the skimmer, another method, deployed to remove the oil from the water's surface.

An advantage of the dispersed oil is that it undergoes microbial decomposition better, a positive consequence, depending on the scenario.

5. Skimmer

Skimmers are mechanical devices that separate oil from the surface of water. By virtue of the difference in density, oil floats on water. Skimmers are submerged in water allowing the water to enter the equipment and the oil, to float on the water surface which is subsequently carried into the device, where the two are separated.

Skimmers come in various sizes and shapes and can efficiently remove oil from spills. They can be vessel-operated, shore-operated or self-propelled and work in deep or shallow water. Skimmers are most suitable for calm water. However, rough seas result in entry of huge amounts of water into the equipment.

6. Oil boom

As part of an emergence response exercise, an oil boom is deployed. They are floating devices that contain oil spills by maintaining a physical barrier. Deployment of booms are along the borders of an area impacted by the spill. A thicker surface of the oil is collected inside the boom which prevents the oil from reaching the shoreline or spreading over a larger



Oil skimmer deployment by an Oil Spill Removal Organization (OSRO) during a drill exercise.

area. Booms ensure that clean-up efforts are more effective. A thicker layer of oil within a smaller area is far easier to mop up, than a thin layer that spreads over a large area.

Booms are usually the first oil control equipment to be deployed and the last to be recovered during a clean-up exercise. Oil booms have a pipe-like structure seen on the surface (float), and an underwater looser structure (skirt) that has a height between 45 and 120cm. The skirt prevents the escape of oil from under the boom.

Booms work best in calm weather but rugged heavy-weather booms are available for choppy weather.

7. Oil absorbent-powder and granules

Oil-absorbent-powder and granules are materials that can soak large amounts of oil at a rapid rate. They are designed to absorb oil-based fluids and repel water-based fluids.

They are eco-friendly, non-toxic and are easier to dispose of than other materials and are suitable for use on land and in water.



Chemical dispersants contain a mixture of emulsifiers and solvents that break the spilled oil into droplets which are less than 100 microns in size

8. Bioremediation

Bioremediation involves use of microbes (living organisms) that feed on oil to clean up oil spills.

There are three (3) types namely:

- Microbial bioremediation (Use of aerobic and anaerobic microorganisms)
- Phytoremediation (Use of plants and soil microbes)
- Mycoremediation (Use of fungi)

Bioremediation is more effective when combined with oil dispersants. The small droplets have a larger surface area, resulting in a rapid clean-up. Microbes



Manual removal of oil at a polluted shore.

collected for further processing and disposal.

12. High-pressure hot water washing

High-pressure hot water washing works well for rocks or gravelly shores where traces of oil are persistent.

A high-pressure jet of water (using fresh or sea water) can clean the rocks of remaining oil very efficiently. This cleanup method can have detrimental impact on the shore's health as it can impact the shore's future ability to support micro fauna and vegetation despite it being a way, to completely restore the shore to a much cleaner state which may take many years to achieve.

The impact is greater on gravelly shores compared to rocky ones. A hot water wash directly kills shore organisms as the oil seeps through the gravel into the soil and sediments below.

13. Gelatin treatment

This involves the use of gelatinous material to collect spilled oil from the water surface. The ungelled material when dropped onto oil spills, it absorbs and entraps the oil in the process. With the process complete, it is easier to collect the gelled material compared to using nets or skimmers. Subsequently, the gel is heated to recover the gel which in turn, can be reused.

This method requires skill and requires a gelatin-to-oil ratio of 3:1 which may not always be possible in every scenario.



Cleanup crew carries out high-pressure washing of an oiled beach post the Exxon Valdez oil spill

can feed on oil droplets from more directions.

9. Vacuum systems

Vacuum systems can suck the oil from the water's surface and collect it in a tank. They are typically used in combination with an oil skimmer and come in various sizes ranging from a few hundred liters to 3000-liter tanks and more.

A high-pressure water jet with its dedicated tank may expedite operation by pushing the oil layer towards the vacuum system's inlet.

10. Manual removal

Manual removal refers to the removal of oil by humans using hand tools like rakes, shovels, pans, brooms etc. this is especially useful in oiled shorelines with limited access. When other methods or heavy machinery cannot reach oil-polluted areas, manual removal is the only method available.

Responders responsible to clean-up collect the recovered oil in buckets and transfer it to larger tanks before disposal.

Despite its limited use cases, manual removal is very common and highly effective for beach cleanups.

11. Mechanical removal

Mechanical removal is a faster version of manual removal process where heavy machinery is used to clean up the spilled oil. Frontloaders and backhoes are used to scoop oil in larger quantities and

14. In-situ burning

In-situ burning is a practice of controlled burning of spilled oil at a spill site. The oil needs to be contained by a deployed boom, during the burning process. This is an effective method that can remove almost all the spilled oil with the detrimental impacts being air pollution at the local and global levels.

Toxic smoke and fire can affect human health and therefore, the method is more appropriate for spills that are far away from the shoreline.

Aquatic life is affected as the residue reach the ocean floor. Also, these residues stay afloat assuming a toffee-like consistency, difficult to recover.

The layer of spilled oil needs to be 2-3mm thick for burning. As the burning progresses and the later thickness reduces, the fire may extinguish due to the cooling effect of waves, seawater, and wind.

Conclusion

Oil spills are a serious concern because of its devastating impacts on the environment. The cleanup process is hard and tedious and takes months or years for complete restoration. An example is the Deepwater Horizon oil spill which is still detectable after 12 years.

Oil spills near shorelines can have impact on the health and livelihood of those who depend on the sea or tourism.

Also, most of the recovered oil through absorption devices cannot be salvaged and is either sent to landfills or incinerated. These measures increase other types of pollution.

Regarding oil spills, prevention is far better than cleanup as machinery failure, ignorance carelessness and mistakes can prove very costly. Vessel crew need to be very vigilant concerning the risks inherent in events like grounding,



Understanding Gross Registered Tonnage: The Silent Language of Ships in Ports

BY FREDRICK AMEH E

When a ship enters a port, it does not announce itself with words. Instead, its size, flag and structure silently communicates its presence.

Among these silent indicators, one measure stands out in maritime law and port economics — Gross Registered Tonnage (GRT).

What is GRT?

Gross Registered Tonnage (GRT) is the traditional way of measuring the internal volume of a vessel. It is not a measure of weight, but of space. One register ton equals 100 cubic feet (2.83 cubic meters). It covers the total enclosed volume of the ship, including cargo holds, passenger cabins, crew quarters, and machinery rooms.

In simpler terms, GRT represents the “lungs” of a vessel — the breadth of its breathing space, the depth of its belly, and the reach of its chambers.

Why GRT Matters in the Port

1. Port Dues and Fees

Port authorities calculate harbour dues, berth charges, and light dues based on GRT. The bigger the volume, the higher the bill. As the saying goes, a larger pencil takes up more space in the case — so does a ship at berth.

2. Safety and Regulation

GRT is also a regulatory tool. Maritime agencies classify vessels by GRT to set crew requirements, safety standards, and certification levels. A ship with greater internal volume demands greater responsibility.

3. Comparative Capacity

GRT provides a universal scale. Whether in Lagos, Singapore, or Rotterdam, it allows shipping lines and port authorities to compare vessels on equal terms.

For example, a vessel with 10,000 GRT has about 1,000,000 cubic feet (28,300 cubic meters) of enclosed volume — a figure that directly informs tariffs, berth allocation, and compliance checks.

The Pencil Metaphor — Mari-pen-time Reflection

In the Mari-pen-time philosophy, pencils symbolize institutions of the maritime world.

The HB pencil, like NIMASA, is precise and graded. It represents the full capacity of a ship not just cargo, but the totality of its enclosed space.

While a pencil, like the NPA, looks at what is visible, the bulk and berth occupation.

Thus, GRT is not just about the ship’s tip (its cargo), but the entire pencil — the body, casing, and lead. It is the vessel’s true dimension as the port receives it.

A Lesson in Maritime Law

Every vessel, no matter how mighty, is judged not by its weight, but by its volume of space.

Just as a pencil cannot write beyond the lead it carries, a ship cannot be classified beyond its tonnage.

In Mari-pen-time terms: the HB pencil defines value through precision, while the ordinary pencil defines cost through bulk. Together, they frame the legal and economic truth of shipping.

Conclusion

Gross Registered Tonnage remains one of the oldest and most important measures in maritime operations. Though modern metrics like Gross Tonnage (GT) (introduced by the IMO’s 1969 Tonnage Convention) are now widely used, GRT still holds historical and practical significance in port economics and vessel classification.

In the language of ports, GRT is the law of space — the silent measure by which ships are welcomed, compared, and charged.

Source from: International Maritime Organization (IMO), International Convention on Tonnage Measurement of Ships, 1969.

Nigerian Ports Authority (NPA), Port Dues and Charges Schedule.

Stopford, M. (2009). *Maritime Economics*. Routledge. UNCTAD, *Review of Maritime Transport* (annual reports).



DODO IKIRE

Dodo Ikire is majorly a traditional delicacy of the Yoruba tribe. It is called dodo ikire because it is a delicacy of Ikire town in Osun State of Nigeria. The delicacy is usually made from overripe plantain and could be eaten as a starter, or dessert at parties or family gathering, it could also be eaten as snacks.



- *1 Medium onion (optional)
- *Salt to taste

PREPARATION

Mash overripe plantain together with scotch bonnet pepper and onion, add chili pepper and salt, taste for adjustment then fry in spoonful of hot palm oil until it becomes dark brown and crispy.

Press out the excess oil, shape the mixture into balls before wrapping them in cling film to serve. Enjoy.

INGREDIENT – (to serve two)

- * 2 Large overripe plantains
- *¼ litre palm oil
- *4 Chili pepper
- *2 Large scotch bonnet pepper



Perfume Etiquette in the Workplace

In this Christmas edition, let's talk about scents — not just the warm, cozy notes we all love during the festive season, but the art of wearing fragrance gracefully in a professional environment. Perfume is powerful: it boosts confidence, elevates your appearance, and can even improve your mood. But in a shared workspace like the Ports, how you wear your scent matters just as much as what you wear.

Here's a guide for mastering perfume etiquette at work, especially as we celebrate the season.

1. Keep It Subtle, Not Silent

Perfume in the workplace should be a whisper, not a shout. Choose lighter scents in the floral, fresh, citrus or soft musk families. These project elegance without overwhelming your colleagues, especially in small meeting rooms or shared spaces.

2. Less Is Always More

Even the most beautiful fragrance becomes intrusive when over-applied. Two to four sprays are enough for the office, depending on the strength of your scent. For concentrated oils, a single dab does the job. The goal is for people to smell you only when they come close, not from the corridor.

3. Know Where to Spray

Direct your perfume to pulse points that warm gradually:

- * Behind the ears
- * The base of the throat
- * Inside the elbows
- * On the wrists (without rubbing)

Avoid spraying on clothes you wear daily to the office, heavy scents cling to fabrics and may linger long after you've left.

4. Avoid Heavy Evening Scents Before 5pm

Some fragrances are simply not meant for the office: intense oud, rich amber, bold spices and strong gourmands. These are better saved for evenings, events, or weekends. They can come off too heavy in an enclosed workspace.

5. Consider Your Colleagues

Not everyone enjoys strong fragrances. Some people get headaches or have scent allergies.

Being mindful of this doesn't limit your personal expression, it simply creates a comfortable environment for everyone.



For daytime, think: clean, calm, soft, airy.



If someone directly mentions that a fragrance is too strong, don't take it personally. Adjusting shows emotional intelligence and professionalism.

6. Reapply with Discretion

If you need a mid-day refresh, do it in a restroom or private space, not at your desk. A quiet dab or one light spritz is enough. Never choke the air with a full re-spray.

7. Choose a Work-Friendly Signature Scent

Every professional should have a fragrance that feels like them. For the workplace, lean towards:

- * Fresh florals
- * Soft musk
- * Citrus blends
- * Clean, powdery scents
- * Light fruity florals

They're universally pleasant and safe for long office hours.

8. Remember That Your Scent Speaks Before You Do

Just like a polished blazer or clean shoes, your fragrance is part of your personal brand. A well-chosen scent tells your colleagues that you are thoughtful, put-together, and attentive to detail



KOBE MUSEUM



Port Of Kobe

Business & Tourism

BY PAUL ERAKHIFU

The Port of Kobe was officially opened as a major Japanese International Port in 1868. It has assisted the people of Japan and boosted its industries and economy since its inception. The International Association of Ports & Harbours celebrated its 70th anniversary, at its birth place Port of Kobe during the world conference.

The memories of 2025 World Ports Conference held in Kobe Japan, in October 2025 will linger in the memories of participants for a long time. The 70th edition of the conference, no doubt, was an interesting gathering of Port administrators, maritime experts and stakeholders, brainstorming and networking for efficient Port management and mapping out Strategic plans for Port modernization and infrastructural development in world Ports.

The Port of Kobe is located at the center of Japan with a latitude of 34° 38' - 43' North and a longitude of 136° 5' - 18' East.

The Port is a regular part of the major international sea routes of many countries and regions, including Australia, Europe, North America, China and other countries in Asia.

In 2006, when the Kobe Airport was opened, the port was able to connect with neighbouring countries, which

has improved trade facilitations. Interestingly, through the Port of Kobe, one can have access to nearby airports as well as the gateway to the world-famous Seto Inland Sea.

2022 statistics of the Port of Kobe revealed the number of incoming vessels as (26,341 ships), volume of cargo handled being (91,63 million tons), and trade values are (12,063 billion yen)

CRUISE CAPITAL IN ASIA

Interestingly, the Port of Kobe serves as a tourist location. Participants at the 70th IAPH Conference were privileged to use a cruise boat to navigate through the Port. It's a beautiful scene to behold as guests and visitors were on a boat cruise for about 25 minutes to see what the Port looks like.

There are two terminals for cruise ships in the Port of Kobe.

Kobe Port Terminal - This cruise terminal has a length of 649m and a depth of 10m - 12m (Q1/Q2/R), Length of 491m, depth of 10m - 11m (Q1/Q2).

It has two boarding bridges with personnel of the customs, Immigration and Quarantine (CIQ) in operation.



KOBE PORT TOWER



PORT OF KOBE



CITY OF KOBE

Also, there are observation decks, an information centre and parking lots available within the terminal.

Naka Pier Cruise Terminal - This terminal has a length of 305m and a depth of 9m (BC) with one boarding bridge. Customs, Immigration and Quarantine (CIQ) Personnel are in operation. There are also observation decks, an information center and parking lots as well.

Kobe is very attractive for tourism and hospitality, showcasing ancient Japanese culture. It has several remarkable attractions which are:

Harborland Mall - This is the biggest and famous Mall in the city of Kobe, like what we have in Nigeria and all over the world. All items such as groceries, furniture, electronics, foodstuffs, clothes, among others, are on display in his mall.

Kobe Maritime Museum -This museum is appealing, where various prototype ships and maritime equipment are displayed.

Kobe Beef Restaurants – There are many Kobe beef restaurants in the city, including Kobe Beef Gallery, Mouriya, Misono, Ishida and Steak Land. These restaurants prepared quality beef for tourists, visitors and customers.

Meriken Park and Harborland: This Kobe waterfront with many photogenic buildings that are symbolic of Kobe is a good place to take memorable

photos. Some cruise ships are positioned to take tourists and visitors for sightseeing within the Ports.

Nunobiki Herb Gardens & Ropeway: This tourist site houses a nice and beautiful garden with seasonal flowers and plants for tourists to eat and buy for use at home. One could experience a sweeping view of downtown Kobe.

Kitano: It is a multicultural area north of Sannomiya downtown, this is where those with foreign backgrounds are living, interestingly, in western-style buildings and European-style homes and enjoying themselves.

Nunobiki Falls – This beautiful waterfall is just 15 minutes from the station on foot.

Tourists and visitors were seen around the falls, relaxing and having a good time.

Kobe City Museum – This museum exhibits Kobe's history, artefacts and culture, among others.

Hospitable People: The People of Kobe are hospitable, friendly, accommodating and lovely. Their manner of approach and reception of visitors is appealing.

Hospitality is a culture in Kobe from the airports to the malls and the streets. Citizens of Kobe accord visitors the necessary respect and help the needy without asking for appreciation or a bribe.



PHOTOSCENETHESIS



By Paul Erakhifu

THE ELECTION OF THE MD NPA, DR. ABUBAKAR DANTSOHO AS VICE PRESIDENT OF THE INTERNATIONAL ASSOCIATION FOR PORTS & HARBOURS (IAPH) IN KOBE, JAPAN, OCT. 2025





NPA MANAGEMENT RECEIVES DELEGATION FROM NIGERIAN CHAMBER OF SHIPPING (NCS) IN LAGOS



NPA MANAGEMENT HOSTS DIRECTOR, NDLEA IN LAGOS

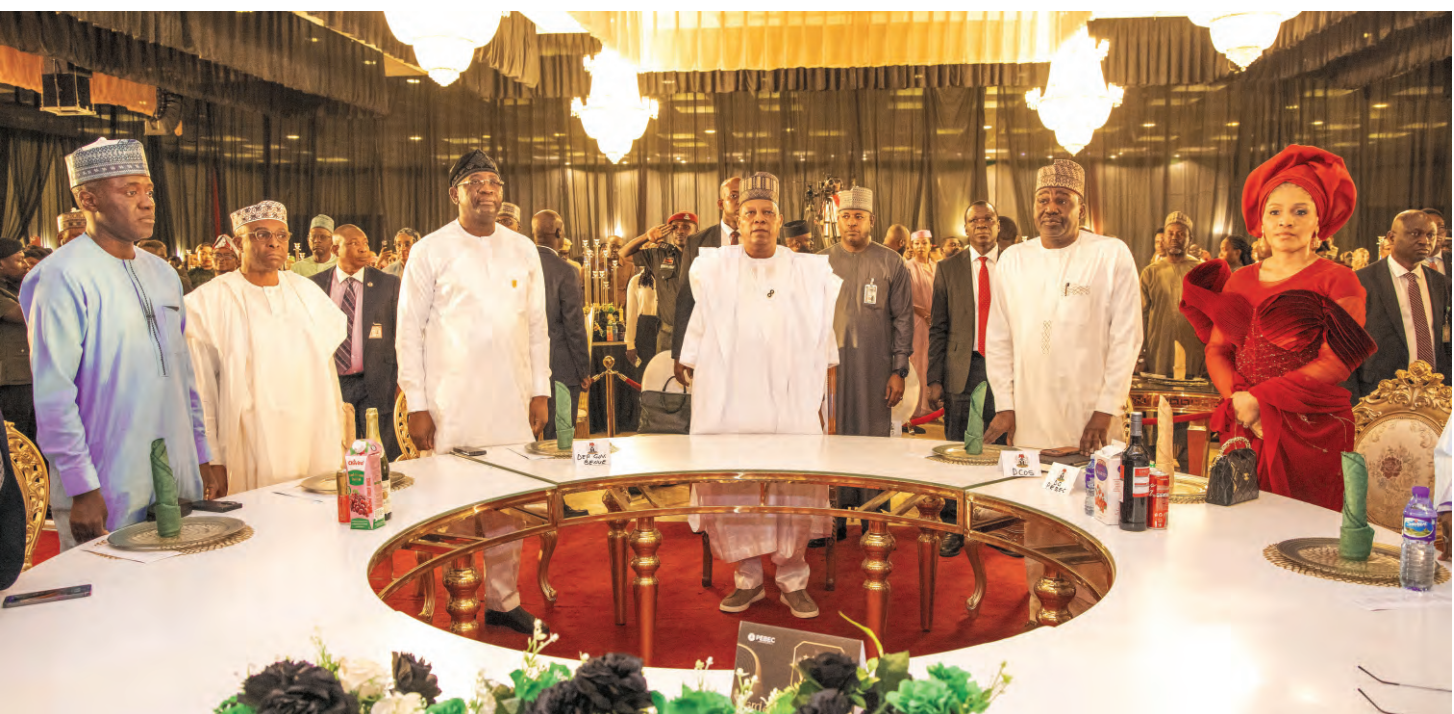




LEADERSHIP IN ACTION AWARD



Vice President, Kashim Shettima presenting the Leadership in Action Award to the MD NPA, Dr. Abubakar Dantsoho, in recognition of his dedication to improving service delivery at the nation's seaports at the PEPEC Gala Awards ceremony in Abuja.





President Tinubu Presents Dantsoho With Award Of Excellence in Maritime Infrastructure Modernization & Global Competitiveness in Abuja.





2025 WORLD MARITIME DAY IN PICTURES





CILT CONFERENCE & AGM 2025 CILT NIGERIA NATIONAL CONFERENCE AND AGM

Dr. Dantsoho
Representing The
Hon. Minister Of
Marine & Blue
Economy Dr
Adegboyega
Oyetola At The CILT
Conference & AGM
In Lagos.





DG NITT VISITS NPA MANAGEMENT AT THE CORPORATE HQ IN LAGOS



DEEPENING INDUSTRIAL HARMONY

The MD NPA, Dr. Dantsoho receives the President-General Maritime Workers Union of Nigeria (MWUN), Comrade Francis Bunu, at the NPA HQ in Marina, Lagos.



NPA MANAGEMENT PLAYS HOST TO COMMANDANT 9 BRIGADE IN LAGOS





NIGERIAN PORTS AUTHORITY

To be the *Maritime Logistic Hub*
for *sustainable Port Services*
in *Africa*



Our Port Locations:

Lagos Port Complex, Apapa
Lagos State
lpcinfo@nigerianports.gov.ng

Tin Can Island Port
Lagos State
ticipinfo@nigerianports.gov.ng

Rivers Port, Port-Harcourt
Rivers State
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Delta Ports, Warri
Delta State
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Calabar Port Complex, Calabar
Cross-River State
calabarinfo@nigerianports.gov.ng

Onne Port Complex, Onne
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Operational Excellence and Sustainability at APM Terminals Accelerate Nigeria's Non-Oil Export Growth

As Nigeria steps up efforts to diversify its economy and reduce reliance on oil, non-oil exports are becoming a vital source of foreign exchange and job creation. The operating facilities of APM Terminal Nigeria is the country's leading container terminal operator in Lagos, Onne and Kano, driving operational efficiency and sustainability to support this transformation.

Investments deliver faster, smarter export handling

Since 2006, more than USD 438 million and USD 115 million have been invested in infrastructure, modern handling equipment and advanced IT systems respectively at APM Terminals Apapa and the West Africa Container Terminal Onne. These improvements have eliminated vessel waiting time, doubled container throughput and set new records, including 41,000 cargo moves in a single month at Apapa.

To meet growing export demand at APM Terminals Apapa, yard capacity was recently expanded by 2,400 TEUs and the customs examination area upgraded for better inspection standards. Dedicated export lanes, extended gate hours and streamlined processes have cut turnaround times significantly. Non-oil export volumes rose by 32% in 2023 to 94,000 TEUs, and the first half of 2024 saw a further 25%

increase, handling 51,000 TEUs compared to 47,000 TEUs in 1st half of 2023.

Frederik Klinke, CEO of APM Terminals Nigeria, said: "Commodity exports have grown at Apapa by more than 30% annually for two years. Flows to our Kano terminal are up 50% in 2025 compared to 2024. Non-oil exports now account for 15% of total volumes.

"Same growth in non-oil export volumes has also been recorded at our Onne terminal; this has been consistent over the past few years, rising from 53,000 TEUs (Twenty-foot Equivalent Units) in 2020 to 94,000 TEUs in 2023."

Further upgrades include a high-capacity scanner installed in partnership with the Nigeria Customs Service aimed at eliminating physical inspections and speeding up clearance. At the West Africa Container Terminal (Onne), cargo inspection efficiency is enhanced by on-site scanners deployed by the terminal and operated



the Nigeria Customs Service. Complementing this effort, dedicated export lanes and a Container Freight Station (CFS) enable faster processing and packaging of export cargo, improving overall turnaround time and customer experience.

Collaboration with exporters that drives solutions

APM Terminals Apapa fosters continuous engagement through a bi-annual Exporters Forum, which brings together shipping lines and logistics partners to identify bottlenecks and co-create solutions. Insights from these sessions have led to expanded barge slots, a new booking app and improved rail connectivity – all helping to move cargo faster and ease congestion.

In August 2025, Apapa hosted training for consignee and clearing agents on the Customs' B'Odogwu unified management platform, reinforcing its commitment to capacity building and process transparency.

Sustainability at the heart of operations

Efficiency goes hand in hand with sustainability. Apapa promotes rail transport for cargo movement, working with the Nigeria Railway Corporation to launch the Lagos–Moniya rail service. This shift reduces

carbon emissions compared to road haulage and positions exporters to benefit from potential carbon credits.

In 2025, Apapa welcomed two Liquefied Natural Gas-powered vessels from PIL and Gold Star Line - the first of their kind to call West Africa - marking a major step towards cleaner shipping. LNG-powered ships emit significantly fewer greenhouse gases, supporting sustainable maritime operations.

Environmental efforts extend beyond the terminal. In partnership with a waste management startup, GIVO, a plastic recycling hub now serves Apapa and surrounding communities within a 30km radius. A similar model is also in operation at WACT where community members are incentivized through a pay-for-plastic model, ensuring environmental sustainability and providing a source of livelihood.

Other initiatives include reducing diesel use by commissioning two 4MW CNG generators, with plans to transition to solar and battery-powered solutions. At WACT, a partnership with Starsight Energy for the installation of solar panels, supplying 1.2 GWh of clean energy annually, provides 30% of the terminal's electricity needs, reducing its reliance on diesel generators.

Supporting national trade goals

These improvements align with the Federal Government's vision to boost non-oil exports under the African Continental Free Trade Agreement (AfCFTA), opening access to a \$3.4 trillion economic bloc. By enhancing capacity, reinforcing safety and driving sustainability, APM Terminals Nigeria is strengthening Nigeria's competitiveness in global markets.

With continued investment, collaboration and sustainable practices, APM Terminals Nigeria is setting new benchmarks for efficiency and environmental responsibility, paving the way for a thriving non-oil export sector.



Zuma Rock, Abuja

Improving Tourism in

BY PAUL ERAKHIFU

Tourism has improved the economy and Gross Domestic Product (GDP) of many countries around the world. This has been possible because the governments of such countries actively support, promote and invest in tourism development.

For tourism to thrive tremendously in Nigeria, the Federal Government must take the lead by putting in place all necessary measures, policies and enabling framework that will support sustainable tourism growth across the country. Investigation revealed that tourism is embedded in the culture of many countries. This is evident because from the airports, malls, offices and strategic areas, one will see the various tourism potentials displayed in these places to attract visitors and investors.

Security: This is vital if tourism must thrive in any

country: Visitors, investors and tourists would want to go to where there's peace and security, not where there's mayhem, insurgency and banditry.

Infrastructure Upgrading/Rehabilitation: The Ministry of Art, Culture, Tourism and Creative Economy, in Collaboration with the Nigerian Tourism Development Authority (NTDA) in Nigeria, should continue to embark on a holistic infrastructural upgrading and rehabilitation of tourist sites in the country.

Maintenance Culture: Proper maintenance and care of existing facilities in our tourist centres will ensure longevity, functionality and sustained attractiveness to visitors and tourists.

Public-Private Collaboration: The Government should liaise with some private organisations to create partnerships that will drive innovation,



Nike Art Gallery, Abuja



Kwa water fall, Cross River State



Lekki Coventional Centre, Lagos

Nigeria

funding and effective management of tourism assets.

Engaging Foreign

Tourists/Bodies: A visit to tourist destinations in countries such as, United Arab Emirate, United Kingdom, United States of America, Japan, Qatar, Germany, among others, one would observe that most of these tourist sites had stood a test of time and they are so attractive till date.

If possible, bodies in charge of tourism in Nigeria should visit these countries to learn or exchange ideas to improve our sites in Nigeria.

Tourist Sites in Nigeria: Some of the tourist sites in Nigeria are Zuma Rock (Niger State), Benin City Walls (Edo State), Lekki Conservative Centre (Lagos State), Olumo Rock (Abeokuta),



bodies in charge of tourism in Nigeria should visit these countries to learn or exchange ideas to improve our sites in Nigeria.

Yankari National Park (Bauchi State), Ogbunike Caves (Anambra State), Agodi Garden (Oyo State), Millennium park (Abuja), Tinapa Resort (Cross River State), Ibeno Beach (Akwa Ibom State), Olumirin Waterfalls (Osun State), Jos Wildlife Park (Plateau State), Kajuru Castle (Kaduna State), PH Tourist Beach (Rivers State), Yola Park (Adamawa State), Kano City Malls (Kano State), Bayelsa Ecumenical Centre (Bayelsa State), Gashaka Gumti National Park (Taraba State) and many others in various states not mentioned above.



Nigeria Shines at First West Africa Para Games

The Chairman of National Sports Commission, Mallam Shehu Dikko has assured that his management will continue to encourage the development of para games in Nigeria, speaking on the success of the recently concluded maiden edition in Abeokuta, Ogun State. The maiden West Africa Para Games which marks a major milestone for para-sports in West Africa a regional competition giving persons with disabilities a platform to compete, be recognised, and shine.

Hosting it in Nigeria (Abeokuta) speaks to increased regional commitment to disability inclusion in sports, and gives visibility to para-athletes in West Africa.

The Games may boost sports infrastructure, encourage future para-sports events, and help change societal perceptions about disability and athletic ability in the region. Indeed, before the

event, the AfPC leadership described it as a “continental turning point” for inclusive sports diplomacy.

For the host community both athletes and residents the Games offer economic opportunities (visitors, media, services), raise awareness for disability rights, and leave a lasting legacy in terms of accessible sporting facilities.

Here is a cross section of the final medal table as reported for the inaugural West Africa Para Games (2025) held in Abeokuta, Ogun State, Nigeria.

Rank	Country	Gold	Silver	Bronze
1	Team Nigeria	59	39	31
2	Benin Republic	4	4	14
3	Ghana	3	15	21
4	Cameroon	1	1	2
5	Côte d'Ivoire	1	0	0

Adamawa 2025: Dantsoho Jets Make Waves at FEPSGA Games

BY KAYODE ODUGBEMI

The Nigerian Ports Authority (NPA) team, the Dantsoho Jets, have returned to their respective locations after the recently concluded Federal Executive Public Service Games (FEPSGA) 2025 in Yola, Adamawa State, where they secured a total of 35 medals, 11 gold, 13 silver, and 12 bronze, to emerge as the overall runners-up on the medal table.

This impressive performance showcased the NPA team's dedication and commitment to excellence under the leadership of Managing Director Dr Abubakar Dantsoho, who has been instrumental in transforming the agency's fortunes in all ramifications.

The Chairman of Nigerian Ports Sports Association, Mrs Zainab Dantiye, described the NPA's outstanding performance as a notable achievement, stating that it clearly demonstrates the Authority's capacity and potential in sports and other spheres of its engagement.

She further commended the Managing Director, Dr Abubakar Dantsoho, for his unflinching support to the team, which she noted was instrumental to the success recorded at the games.

Speaking recently to the PRO of central NIPOSA, Mr Kayode Odugbemi, serial national scrabble champion Mr Benjamin Humbe, who won two gold medals at the Yola

games, disclosed that some NPA athletes were affected by weather conditions. He, however, expressed confidence that the team would deliver even better performances in future outings.

The NPA's performance at the games is a testament to the organisation's dedication to fostering a culture of sportsmanship and wellness among its staff. The agency's participation in the games also highlights its efforts to promote teamwork, camaraderie, and healthy competition among civil



Career Highlights: As Ahmed Musa Bows Out In Grace and Candour



Nigerian international icon Ahmed Musa is Nigeria's most-capped player; he served as Super Eagles captain with 111 caps for the National team the Super Eagles.

Club breakthrough: Rose to prominence at CSKA Moscow, becoming the club's all-time top scorer in the Russian Premier League era.

Premier League winner: Part of Leicester City's historic 2015–16 EPL title squad.

World Cup heroics:

- Scored 2 goals vs L. Messi led Argentina (2014)

- Scored 2 goals vs Iceland (2018) – Nigeria's first-ever World Cup win against a European team.

- **AFCON champion:** Key member of Nigeria's 2013 Africa Cup of Nations-winning team.

- **Longevity & leadership:** Represented Nigeria across multiple AFCONs and World Cups, known for pace, experience and leadership.

- **Later career:** Returned to Nigeria to play for Kano Pillars, contributing to domestic football development.

- He was recently appointed the General Manager of the Kano Pillars Football Club, his boyhood club.

LEÇON TRENTE HUIT (Lesson 38)

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. Let us look at our verbs and how they are conjugated in the tenses we started from lesson 36, 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 verb, the verb "Allez" (to go), its conjunction in the present tense and also try to use it in simple day to day sentences.

Now, let's start with short revision from our last lesson, lesson 37 as we normally do. Always try to remember our past lessons and practice them with your family and friends.

In lesson 37, we looked at how the verb "Avoir" (to have) is conjugated.

Do you remember what we said?

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 e.g, 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
On a	She has
Nous avons	One Have
Vous Avez	You Have (plural form and formal)
Ils ont	They have (masculine plural form)
Elles ont	They have (Feminine plural form)

Avoir is a very important verb in French language because it is used to 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.

Back to our Lesson 38 and the verb "Allez" (to go)

Je vais	I am going
Tu vas	You are going
Il va	He is going
On va	One is going/ One goes
Nous allons	We are going
Vous allez	you are going (plural/formal)
Ils vont	They are going (masculine Plural)
Elles vont	They are going (feminine plural)

Let's master the conjugation of the verb 'avoir' as we saw in lesson 37 and the verb 'Aller in this lesson as we prepare for the next lesson.

Au revoir

à la prochaine fois (See you in next lesson)

U.S. Immigration Update: What Nigerians Must Know

The United States has not permanently banned Nigerians from getting green cards, but it has placed Nigeria under strict immigration restrictions.

Green card and citizenship applications by Nigerians are now largely paused or delayed, with cases facing intense security reviews and no clear timeline for approval.


Visa renewals are no longer routine. Student, work, and exchange visa renewals now face tougher scrutiny and higher refusal risk.

The Green Card Lottery route is shut. Nigerians can no longer rely on it for U.S. immigration.

Existing visa and green card holders are not automatically affected, but travel, renewals, and status violations now carry higher risk.

This is not a punishment of individuals, but a US policy tied to security and documentation concerns.





Julius Berger Services
Nigeria offers direct
and regular connection
between Nigeria and the
rest of the world

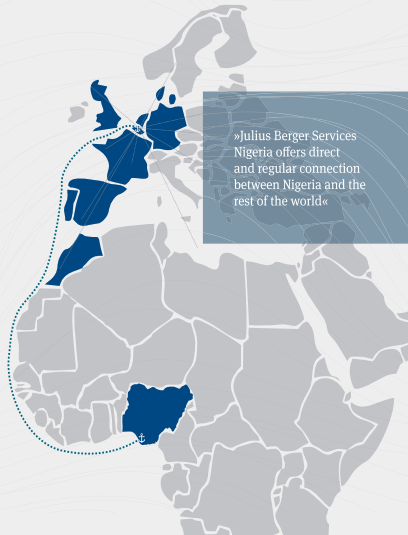


JULIUS BERGER
NIGERIA PLC

Who we are

Julius Berger Services Nigeria Limited (JBSN), a subsidiary of Julius Berger Nigeria Plc has served as a multipurpose terminal operator at Warri Port since 2007.

JBSN provides regular and direct connections between Nigeria and the rest of the world. In collaboration with Universal Africa Lines (UAL), a leading provider of shipping services specializing in breakbulk and project cargoes, it has expanded its offerings to include a regular liner service between North Europe and West Africa via Julius Berger Warri Port Terminal in Nigeria.



What we do

100% reliable port services for various types of cargo including:

- ✔ Shipping services for import as well as export of goods to and from Nigeria which include: Container, equipment, trucks, break bulk, heavy lifts and oversized break bulk, reefer cargo (fish and other perishable agricultural products).
- ✔ Customs clearing with official Nigeria Customs Service post located on its premises
- ✔ 24/7 security monitoring
- ✔ Stevedoring at a 95,000m² stacking area, three warehouses and 216,000m³ storage volume



JBSN – Your Preferred Partner for Import & Export



Why choose us

- ✔ Clearing and delivery of consignment within 48 hours
- ✔ Port with no traffic congestion
- ✔ Straight access to nationwide destinations in Nigeria
- ✔ Quay length of 560m provides space for 3 berth simultaneously
- ✔ Highest quality standard in accordance with International Ship and Port Facility Security Code (ISPS)



Contact us

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