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Crude Oil Carriage: The Cry Of Indigenous Ship-owners



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The recent announcement by the petroleum minister that the federal government has awarded 60 per cent of crude oil lifting contract to local firms is not cheering news to indigenous shipping companies. Instead of celebration, they have described the announcement as another grand deception as they continue their lamentation of neglect, politics of exclusion and government preference for foreigners.

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In the wake of the announcement by the Petroleum Minister, Mrs. Deziani Allison-Madueke that indigenous shipping companies have been awarded the carriage contract to lift 60 per cent of the nation's crude for 2014 to 2015, the Chairman, Nigerian Shipowners Association (NISA) and his men addressed a press conference at the MARAN Press Centre in Lagos. At the conference, Chief Jolapamo fielded several questions from the newsmen.

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Indigenous players in the nation's shipping sector have for decades bemoaned the absence of a national carrier decades after the demise of the Nigerian National Shipping Line (NNSL), pointing to the negative consequences on the national economy and growth of indigenous capacity. Now that government appears poised to float one in six months, what are chances that the dream will eventually become a reality going by government's lethargy to critical issues in the maritime sector?

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Going by recent government pronouncements, Nigeria may soon have another national carrier. The new shipping line would be floated under the public private partnership arrangement to forestall the mistakes that led to the demise of the nation's foremost carrier, the Nigerian National Shipping Line (NNSL). Maritime operators who have shouted themselves hoarse in their call for another national carrier cannot but be happy for this as they await the government to match its words with action.

Bouyed by recent court judgments in its favour, the National Inland Waterways Authority (NIWA) has taken the bull by the horns in Lagos State. Recently, the national inland waterways regulator stamped its authority on the inland waters by embarking on a nationwide campaign for safety on the inland waters. The campaign brought it to Lagos where it fraternized with boat and ferry operators in a ceremony that included the distribution of life-jackets and a colourful display of safety and use of life-jackets on the Marina waters.

The Ports Surveillance takes a critical look at goods clearance at the ports before the port concession and concludes that quick cargo clearance is still a mirage.

High charges and the general high cost of doing business in Nigerian ports has been a challenge to users of port services and the government. In fact, this is one of the ills the ports reforms programme was designed to curb. But after all said and done, the problem has remained very daunting. Not long ago, the federal government appointed the Nigerian Shippers Council an interim commercial regulator for the ports. As part of efforts to get its acts together, the Council recently organized a seminar with the collaboration of the Maritime Reporters Association of Nigeria (MARAN) on *Achieving Fair and Equitable Port Pricing System in Nigeria Ports*. We bring you the event in detail.

Okey Ibeke

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Fair, Equitable Port Pricing System And Nigerian Shippers' Council

The authority recently bestowed on the Nigerian Shippers' Council (NSC) to act provisionally as economic regulator in Nigerian ports took a long time to come. Stakeholders say it has come with a lot of responsibilities to port users, government and the economy as they bare their minds on what the NSC should do to carry everybody along and achieve the intended objectives.

At the 13th national council on transport held last October in Lagos, Transport Minister, Senator Idris Umar explained the federal government's efforts to strengthen the legal and legislative framework for the reform of the transport sector. According to him, the National Council on Privatization had, as at the time of the meeting, approved and recommended to the Federal Executive Council four transport oriented bills for passage into law. The bills had already been vetted by the attorney-general of the federation. These are the National Transport Commission bill, the Railway bill, the Port and Harbour bill and the National Inland Waterways bill.

The National Transport Commission bill, the minister said, seeks to establish a

commission that is designed to be a multi-modal sector, economic regulator covering the road, rail and marine transport sub-sectors. It is expected to perform the role similar to the National Communications Commission in the communication sector and the National Electricity Commission in the electric power sector. The railway bill seeks to allow for states and local governments as well as private sector participation in the provisions and operations of railway infrastructure and services. The Ports and Harbours bill and the national inland waterways bills are designed to provide adequate framework for private sector participation and to promote efficiency based on the principles of accountability, competition, fairness and transparency.

For a sector in dire need of sanity and

appropriate streamlining of operational activities, the delay in passing the Ports and Harbours Bill into law has done more harm than good. It has given rise to what industry players have come to see as an all-comers playing field where everyone is free to operate unrestrained in accordance with his whims and caprices as a capitalist or investor out to make profit no matter how.

Exploiting the loophole created by government's slow action in passing the bills, private terminal operators, shipping companies, operatives of government agencies and others have been having a field day manipulating prices, hiking charges and altering operational procedures to their selfish advantage. The brunt of it all is now borne by the final consumers of whatever goods and services pass through the ports as exemplified in cascading prices, etc.

Recently, the federal government granted a provisional economic regulator status of the Nigerian ports to the Nigerian Shippers' Council (NSC) pending the passage into law of the National Transport Commission Bill which seeks to establish a National Transport Commission. By this, the NSC is vested with putting operational framework on

ground to ensure fairness and equity in the port pricing system.

Modern ports are extremely heterogeneous environments with different investors and market players who parade varying business interests. In the Nigerian port environment, complaints on arbitrary charges by shipping companies and terminal operators, have led to series of protests. To stave off this, stakeholders have always said these protests and reasons for them are issues an economic regulator can sort out to the benefit of the port

No single operator can single-handedly fix rates on her own. We have our constraints which the government agencies know. You cannot go to the bank and take loan at very exorbitant rate and expect that in 10 years, by charging peanuts, you will recoup your investments. I hope you will give ample opportunity to hear everybody out. Rome was not built in a day. So, don't expect things to be rosy

environment, investors, imports and their agents including the national economy.

Stating the position of the Maritime Reporters Association of Nigeria (MARAN), at a one-day seminar in Lagos organized by the body in collaboration with the Nigeria Shippers' Council, its President, Mr Bolaji Akinola said achieving the right governance structures including the question of when to regulate and how to regulate

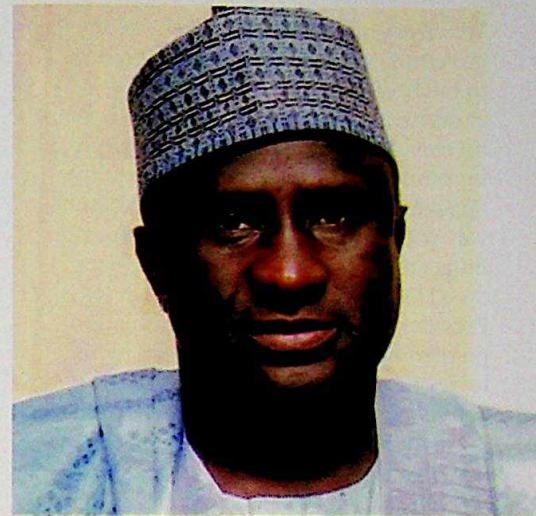
is central to the performance of the sector and the Nigeria Shippers' Council has a critical role to play in this regard considering her new responsibility.

"Good governance and the strive for efficiency have always been desirable but the port reform of 2006 has raised the stakes for getting the design of regulatory frameworks right."

Akinola argued that the appointment of the NSC as economic regulator has been applauded by the entire maritime industry, having yearned for it for a long time. The confidence of stakeholders has therefore placed a burden on the Council to be independent and fair to all actors in the port system. If the regulator fails on new roles expected of her in this new dispensation, she cannot creditably commit itself to protecting the rights of stakeholders and containing opportunistic behavior by users and providers of port services. The MARAN President also noted that it is similarly important that the NSC is independent of the government so as to passionately discharge her responsibilities.

He stressed the need to extend to five years the executive approval as the ports regulator while the exigencies of politics should not close the eyes of the federal government to the need to urgently get the Ports and Harbours bill passed before the end of 2014. "The passage of this bill which has provision for a Port regulator will give the NSC the necessary statutory backing to do its job". The theme of the seminar was *Achieving Fair and Equitable Port Pricing System in Nigeria*.

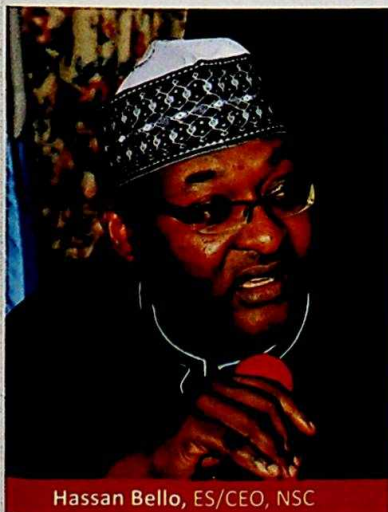
At this event, terminal



Sen. Idris Umar, Transport Minister

operators, importers, freight forwarders, ship-owners, government agencies, journalists and other stakeholders considered various approaches to the issue of achieving a fair and equitable port pricing system in Nigerian ports. The need for terminal operators to propose and implement price regimes to enable them recoup their investments over time was underlined. In this wise, there was a unanimity of opinion that terminal operators cannot set port charges to be too low unless they would want to close shop. But according to views canvassed by Dr. Phil Ofulue, General Manager, Administration and Human Resources of Sifax Group, now that the Nigeria Shippers' Council has been provisionally empowered, it should not leave such matters to be decided by individual stakeholders who parade varied business interests. NSC should consult widely with all sheds of opinion before setting port prices on their behalf. This, he observed, will serve to inject uniformity and acceptability which the port environment needs to operate in a gainful way to the satisfaction of all stakeholders.

According to Dr Ofulue, "No single operator can single-handedly fix rates on her own.



Hassan Bello, ES/CEO, NSC

Fair, Equitable Port Pricing System

We have our constraints which the government agencies know. You cannot go to the bank and take loan at very exorbitant rate and expect that in 10 years, by charging peanuts, you will recoup your investments. I hope you will give ample opportunity to hear everybody out. Rome was not built in a day. So, don't expect things to be rosy,"

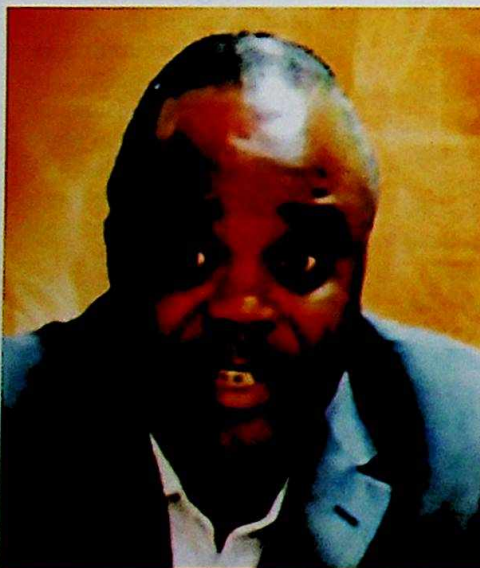
However, Reverend Jonathan Nicole, President, Lagos Shippers' Association, pointed out that collection of unlawful levies by customs officers, shipping companies and other government agencies is a hallmark of a setup characterized by unrealistic pricing.

Nicole said that despite various incentives provided for operatives of many government agencies in the ports, un-receipted charges like general purse, endorsement fee, customs examination fee, CIU fee, among others exist.

In his remarks at the event, Chairman of the Nigerian Ship Owners Association (NISA), Chief Isaac Jolapamo, commended the Federal Government for giving the Council the statutory responsibility to regulate the port. Jolapamo, who chaired the seminar lamented that "it is only in Nigeria that ships are sent to the port without money by the ship owner to settle dues." He charged the NSC to ensure that anomalies in the maritime industry are corrected within the shortest possible time frame.

He also condemned the act of cutting corners in the Nigerian maritime sector and urged the government to develop the country's shipping sector or else foreigners will continue to dominate the sector

Also speaking at the event, Secretary



Dr Philip Ofulue

of NISA, Capt. Niyi Labinjo pointed out that the role of Shippers' Council is important because government cannot regulate itself. Labinjo charged the government to back the new status of Shippers' Council as a commercial regulator with a legislation to forestall litigations that will challenge its powers and actions. "There is need to curtail the avalanche of law suits that will challenge the powers of the Nigerian Shippers' Council if the legislation for its regulation is not put in place," he advised.

Giving a charge to the NSC, President of Association of Registered Freight Forwarders of Nigeria (AREFFN), Dr Frank Ukor counseled her to monitor changes in charges set by

High pricing will deprive the port of its patronage by vessel and cargo owners. Low pricing may bring clientele to the port, but congestion may be the order of the day. Investment cost may also not be recovered in the long run

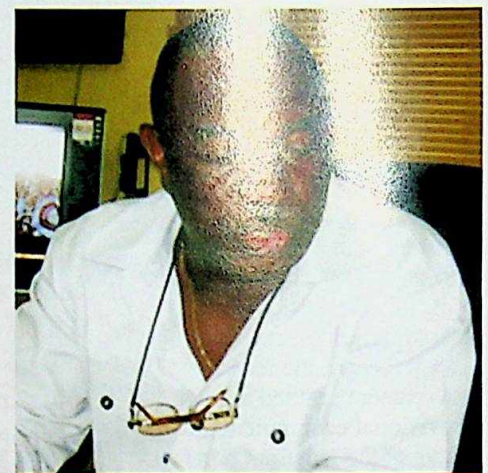
terminal operators and shipping companies. He revealed that container deposits belonging to Nigerian shippers are trapped with the shipping companies who have refused to release them to their owners. He also alleged that there has been connivance between terminal operators and shipping companies in order to delay cargoes at the port so as to attract more demurrage.

In his opinion, founder of the National Association of Government Approved Freight Forwarders (NAGAFF), Dr. Boniface Aniebonam said the problem in the ports is lack of political will to do the right thing and asked the government to stop foot-dragging on what he called critical issues of national importance.

Speaking through Mrs. Celine Amaka Ifeora of the commercial shipping department of the council NSC Executive Secretary, Mallam Hassan Bello assured



Chief Jolapamo



Dr Aniebonam

that the Council is not going to set port pricing system in isolation and solicited the cooperation of all stakeholders in delivering on the mandate.

He assured that the council is aware of its interim regulatory role, but that the passage of the National Transport Commission Bill and the Ports and Harbour Bill will further complement the efforts of the council.

In a paper entitled: *Pricing and Supply of Port Services in Nigeria: Role of Commercial Regulator*, Bello identified that "pricing can make or mar a port and that is why we look at it as a very important tool. The right pricing can lead a port to prosperity and growth; the wrong one can guide it to inefficiency or extinction.

High pricing will deprive the port of its patronage by vessel and cargo owners." "Low pricing may bring clientele to the port, but congestion may be the order of the day. Investment cost may also not be recovered in the long run." he said •

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Crude Oil Carriage: The Cry Of Indigenous Ship-owners

The recent announcement by the petroleum minister that the federal government has awarded 60 per cent of crude oil lifting contract to local firms is not cheering news to indigenous shipping companies. Instead of celebration, they have described the announcement as another grand deception as they continue their lamentation of neglect, politics of exclusion and government preference for foreigners.

For several decades, indigenous shipping operators have been wailing over their exclusion from the carriage of the nation's crude oil. They complain that all their efforts to be considered for the lucrative business are often frustrated by government officials, especially at the Nigerian National Petroleum Corporation, NNPC. Because of not being given a chance to participate in the international business, they become more and more disadvantaged in terms of capacity building.

And as a result, the trade has remained the exclusive preserve of foreign shipping companies. No thanks to Nigeria's choice of Free-on-Board (FOB) trade term as against the popular choice of Cost, Insurance and Freight

(CIF).

Under the FOB arrangement, the buyer of the crude oil provides the ship and is responsible for transporting his cargo. This arrangement has made Nigeria the only oil producing country that cannot carry its crude to the world market. Though this may have been a safe arrangement for Nigeria over the years as it bears no risk for the carriage of the crude to the buyer, the FOB trade term comes with huge losses in foreign exchange and cannot be said to be favourable to Nigeria, experts say.

Besides, since the carriage is covered by insurance by the ship owner, they question why government should worry about how the cargo will get to the buyer as everything is private sector business. Thus, under this FOB arrangement, the

indigenous shipping companies are excluded from the trade as the buyers arrange their own shipping companies to carry the wet cargo. The resultant effect is that Nigeria loses an estimated \$2billion annually to foreigners as freight component of the crude oil lifting.

Over time, the indigenous shipping companies have called on the federal government to change the contract terms to Cost Insurance and Freight (CIF) under which the government or NNPC as the exporter of the products will determine who carries the crude to the buyer. It is under this arrangement that Nigerian firms can be engaged for crude transportation. But government has been reluctant to this, perhaps on the advice of NNPC. According to analysts, this might be because of delayed payment under the CIF arrangement as the supplier of the product may have to wait until the cargo is delivered and certified okay before payment is made.

Apart from the unfavourable trade term, indigenous shipping operators have been kept away from crude oil lifting because of perceived lack of capacity and inability to meet international standard. Government and indeed many analysts strongly believe that indigenous ship owners do not have the requisite capacity to participate in crude oil lifting.

One of such analysts is the Secretary, Institute of Marine Engineers, Engr. Alexander Peters, who while speaking to a national daily recently doubted the capacity of Nigerian shipping companies to participate in crude oil lifting because of the current fleet level in the industry. Peters said it would be difficult for Nigerian firms to meet conditions for international crude oil lifting.

"How many local shipping companies can meet

required international standards?", he asked.

"Ships have to meet standard to be able to trade internationally." According to him, under international regulation, tankers carrying crude products must meet atmospheric pollution requirement, among other oil pollution and spilling standards to avoid the Exxon oil spill tragedy years ago in the United States. "That is why a lot of Nigerian ship owners confine themselves to Nigerian environment where anything goes," he said. Referring to the recent announcement by government that more Nigerian

Thus, under this FOB arrangement, the indigenous shipping companies are excluded from the trade as the buyers arrange their own shipping companies to carry the wet cargo. The resultant effect is that Nigeria loses an estimated \$2billion annually to foreigners as freight component of the crude oil lifting

shipping firms have been granted crude oil lifting rights, Peters added: "even with the pronouncement, where are they lifting the crude oil to, unless in Nigerian refineries, most of which are not working, or illegal refineries. In West African region, there are countries our Nigerian ships cannot go to, especially in countries close to the French government."

To address the problem, Peters advised that Nigerian ship owners must begin to

acquire standard ships instead of second hand vessels. He also pointed out that one of the problems in the country is that many lack maintenance culture. He submitted that since many operators do not have the resources to acquire very good ships, government cannot completely shelve the responsibility

of setting up national shipping line as a national carrier. "It is only government that can muster enough financial strength to buy good ships, not second hand ships."

"You cannot carry crude in substandard ships because of international regulation against spilling like the case of Exxon in the US," he maintained.

The marine engineer also observed that any ship acquired for international crude oil affreightment must in all respects meet all the standards because of international conspiracy against developing countries by the developed economies who prefer to have them remain where they are perpetually.

GOVERNMENT'S NEW GESTURE

A few weeks ago, the federal government announced that indigenous shipping companies have been accorded the right to be involved in crude oil carriage. The Minister of Petroleum Resources, Mrs. Deziani Alison-Madueke, who made the



President Goodluck Jonathan

disclosure said 60 per cent of the oil lifting contracts for this year have been awarded to shipping companies owned by Nigerians. This, according to her, was to encourage local participation in the oil and gas sector of the economy. The balance of 40 per cent balance of crude oil lifting, she said, was shared among international companies.

Said Madueke: "When we unveiled the Nigerian



Mrs. Deziani Allison-Madueke, Petroleum Minister

Crude Oil Carriage

content law a few years back, the overriding principle was to grow indigenous capacity in an aggressive manner and I am happy to report that today, in the oil and gas sector, Nigerian content has been placed on the path of irreversible progress." The policy decision, she said, was in line with the aspiration of President Goodluck Jonathan for the transformation of the oil industry.

She stated that local shipping firms were brought in as a result of the robust indigenous investments in marine vessels of different categories and wholly owned Nigerian vessels that have increased. She said, "These vessels are the Category One and Category Two types. Investments in reception, storage and distribution facilities such as jetties, depots, trucks, vessels and modern retail outlets have more than doubled over the past few years, and this has helped to increase the nation's sufficiency level in petrol."

"We have witnessed increased local investments in asset, in land, swamp and offshore rigs which are vital performance indicators in Nigerian service companies. As we speak, Nigerian companies are forging partnerships for deep water rig ownership and are evolving strategies that will increase rig ownership among local players," she further said.

More importantly, she stated that 60 per cent of the 2014 to 2015 term contracts for the lifting of the nation's crude oil was awarded to indigenous firms after a painstaking pre-qualification process. All this is supposed to be cheering news to indigenous shipping operators. But is it?



Engr Greg Ogbeifun, CEO, Starsz Group

Local Shipping Companies React

To indigenous shipping operators under the aegis of Nigerian Shipowners Association (NISA), there is nothing to cheer because "nothing has changed." In fact, the association condemned the petroleum minister's claim that indigenous shipping firms have been awarded 60 per cent of the nation's crude oil lifting contracts, describing it as mere deception.

"There is no end to the game of deception. Nothing has changed at all. What is at play here is what one can

describe as the voice of Jacob and hand of Esau. The process of selection was neither open nor transparent. Nobody can tell you how the companies were selected. When and where was it advertised?" said Chief Isaac Jolapamo, NISA Chairman in his initial reaction to the announcement.

Jolapamo further said: "Some people were handpicked and arrangement was made with them and some foreign companies," he alleged, "as far we are concerned, nothing has changed at all."

To underscore what he earlier told Ships & Ports, Chief Jolapamo, a few days

It's A Grand Decepti

In the wake of the announcement by the Petroleum Minister, Mrs. Deziani Allison-Madueke that indigenous shipping companies have been awarded the carriage contract to lift 60 per cent of the nation's crude for 2014 to 2015, the Chairman, Nigerian Shipowners Association (NISA) and his men addressed a press conference at the MARAN Press Centre in Lagos. At the conference, Chief Jolapamo fielded several questions from the newsmen. Excerpts

Don't you think that you're having problems because the government does not trust your ability to carry the crude cargo?

You talked of not trusting indigenous players carrying the country's crude. You cannot but lack expertise if you don't practice something. When you were born, they tell you this is your own reach because you're growing, if you don't grow, what do they say? It is stunted growth. If we have been talking about this in the past 50 years and may be we started practising it 25 years ago,



where are we going to be? We would have been somewhere. I have been in the vanguard of this in the last three decades or more than three decades but nothing has happened. So, everybody comes and goes and says "we can't trust them", that is the bottomline.

Today, there is an ISAN Shipping Line owned by everybody that is a member of the association. If the people that are doing it realise that this is the direction government is going, they will have no choice; the worst we can do is to take the manager they're using so that he will be

Crude Oil Carriage

later stormed the Maritime Reporters Association of Nigeria (MARAN) Press Centre in Apapa, Lagos with some members of NISA. In the press briefing, Chief Jolapamo described the Minister's announcement of granting of crude oil lifting rights for 2014 to 2015 term contracts to Nigerian oil traders as misleading.

According to the association, the announcement

conveys the impression that indigenous shipping companies have been granted carriage rights for the crude since one of the conditions for granting the oil traders lifting rights is that they must work with Nigerian ship owners. But this condition was not observed, thereby conveying wrong impression that anything has changed regarding government's attitude to the carriage of Nigerian crude oil

by indigenous ship owners, he said.

Chief Jolapamo challenged the Minister to publish the names of the oil traders granted the lifting rights alongside the Nigerian shipping companies they are working with in order to convince Nigerians that this is not another grand deception.

Though he commended the federal government for making working with Nigerian ship owners for the carriage contract part of the conditions for granting the oil traders lifting rights, Chief Jolapamo said the oil traders have not complied with this condition as no Nigerian registered shipping company has been engaged by them.

"It is gratifying to note that part of the conditions to grant the rights to lift the Nigerian crude oil to the oil traders is that they must work with Nigerian ship owners for the carriage contract in order to develop the Nigerian shipping industry in particular and the Nigerian economy by creating employment for Nigerians.

However, it would appear that the Nigerian oil traders that were granted the lifting rights, to the best of our knowledge, have not complied with condition precedent concerning the engagement of the Nigerian shipping companies. As far as we know, no Nigerian registered shipping company has been engaged by the oil traders for the carriage," said Jolapamo.

The NISA chairman urged the minister to review and publish the list of the successful Nigerian shipping companies alongside the Nigerian oil traders. "This is the requirement if the government wants to demonstrate transparency and openness. That way, it will be open to all to verify the existence of the shipping companies and to confirm that they are registered with NIMASA and the Directorate of Petroleum



Engr. Alex Peters, Secretary, Institute of Marine Engineers

Resources," he said.

Fielding questions from journalists, the NISA chairman regretted that all efforts to contact the Petroleum Minister after the announcement to clarify issues proved abortive as she could neither pick her calls nor respond to text messages.

Lamenting the denial of crude oil lifting rights, Jolapamo regretted that indigenous shipping companies have over the years been denied carriage rights of the nation's crude oil at the detriment of the economy and the enrichment of other economies.

He attributed this to greed and corruption on the part of those in power who reap or expect to reap from the abnormality. He pointed accusing finger at the Nigerian National Petroleum Corporation (NNPC) which he said had

ion! Jolapamo



provide GRT up to 90 per cent. It does not lie with the minister or anybody, you understand? It is there in the law. NIMASA (Nigerian Maritime Administration and Safety Agency) has also specified it that 50 per cent of government cargo carriage must be done by Nigerians. Only a few minutes ago, I was made aware of government's plan to bring in Nigerian ship owners to carry Nigerian crude. But each time this is pursued, it was frustrated by the NNPC (Nigerian National Petroleum Corporation).



Chief Isaac Jolapamo

Cont'd on page

accepted wherever the ship is going and over time, we begin to perfect our operations. If we don't start, we are just giving this thing to other economies unfortunately. That is the bottomline.

The problem is this impunity that we have for our laws. We have impunity for our laws. Otherwise, the Nigerian Content Development Act has spelt it out that Nigerians must



Capt Labinjo, NISA Scribe

Crude Oil Carriage



Mr Andrew Yakubu, GMD, NNPC

always stood against efforts to involve Nigerian shipping companies in the carriage of crude oil.

“These cargoes are carried on FOB (free on board) and what we are saying all along is that we really need to carry our own cargo with our own bottom (ships). If the government is going to move away from the past to say we're appointing Nigerians to lift this, we don't know how they are going to do it but they should also ensure that however it is going to do it, is lifting with Nigerian vessels. And that is the carriage right! That has not been addressed. If they say it has been addressed in the form or the conditions they gave those whom they have given oil to take out, then who are these Nigerian companies that will do the carriage? Or what makes them to be qualified for the carriage?”

On the often touted issue of capacity, Chief Jolapamo described as nonsense the impression that indigenous shipping operators lack the requisite capacity.

“There is nothing like lack of capacity. Shipping is unlike any other business in the sense that you don't ask me to go and bring a ship and tie the ship down before you will give me the contract. That's not the way shipping trade is done. Shipping is done by you identifying the kind of ship you want; you want the ship to have a big head, you want the ship to have a big bottom? That's the way you describe the type of ship you want and the ship owner goes to acquire it. So, when they tell you that the reason why they are not giving Nigerians the carriage right is because they lack capacity, the question you should ask is: capacity in what? Is that they cannot buy the ship? Because all I require to have capacity is the contract,” snorted Jolapamo •

It's A Grand Deception!

What of issue of lack of capacity by Nigerian carriers which they always talk about?

There is nothing like lack of capacity. Shipping is unlike any other business in the sense that you don't ask me to go and bring a ship and tie the ship down before you will give me the contract. That's not the way shipping trade is done. Shipping is done by you identifying the kind of ship you want; you want the ship to have a big head, you want the ship to have a big bottom? That's the way you describe the type of ship you want and the ship owner goes to acquire it. So, when they tell you that the reason why they are not giving Nigerians the carriage right is because they lack capacity, the question you should ask is, capacity in what? Is that they cannot buy the ship? Because all I require to have capacity is the contract. Carveton (an indigenous shipping firm) was not into shipping at all but the day Caverton got an ordinary letter of intent from Shell, asking for a particular type of ship, that was when it went into shipping. With a letter of intent, asking for this and this kind of characteristics, you go with that letter to your bank, get money and then buy the ship, ask them, does this one meet your specification? If the answer is yes, with the money, I buy the ship and with my banker, they know that you are the one using the ship and that you will pay, what have I done? I have acquired the ship.

When they say, we lack capacity, it's nonsense, you must ask them, is it that we lack the capacity to buy the ship? If it is the capacity to buy, let us know because we don't lack it. Is it that we lack the capacity to run the ship? Me, as an engineer and very many people like me; Captain Labinjo as a captain and very many other people like him, we have driven ships all over the world. So, what capacity are you talking about?

What of the aspect of manning?

You are talking about manning the ships; we can man the ships with foreigners at the top. The captain of the ship, the Chief Engineer of the ship, and that is the method we are applying at our local level. You can employ and train your own people to take over from them over time, for acceptability in foreign operations. If I'm taking my ship to Rotterdam today for instance, I will not carry Nigerian captain because they will make sure they frustrate you to do anything again or to carry any cargo from there. We know it. But there are ways out of it. The important thing is that the people who have benefitted from this malaise, the people who are benefiting, the people who will benefit, we are talking with three. I joined the NNPC in 1980 not because I wanted to join NNPC because it was not attractive then. They gave me a letter to go to a place, you will not even see them in one year. But I joined because the military government then, started a Nigerian tanker shipping company that was carrying Nigerian crude. Today, that company has not seen the light of day. Whoever has stopped it, they are still at work. That is the bottom line. And except that jinx is broken, we cannot make any headway.

What is the difference between crude oil lifting and crude oil carriage?

Let me first and foremost analyze the difference between lifting and carriage. The people that have been announced are the people that have been given right to market Nigerian oil. They have, from my calculation, seven liftings a year each of may be, one million barrels. That one is quite different from the carriage, completely from the carriage. A lifter is a marketer but a carrier is not a marketer. His is to move the cargo to port of destination. We are not oil traders but shipping companies, Nigerian shipping companies. Like I explained at the beginning, that has been going on in different governments. What this one has done is, we now know whom they have appointed. In the past we never knew who, and you get five Bills of Lading for one single cargo that comes out of Nigeria because you don't know who are the beneficiaries. Now, we know! But the conditions precedent to that are not known yet. If we are going to do it by what they thought they know, we must do it with Nigerian vessels. And the reference 60 per cent would have been done by Nigerian-owned vessels but what we are saying is that this has not been met or we are not aware. If it has been met, let us know.

Have you tried to reach out to either the minister or the Local Content Board?

Of course, before we came out to meet with you people, we've tried to contact the minister. I have personally made an effort to call as the chair of the association and even texted that before we can respond, let us understand ourselves so that let's not be like a mudslinging thing. But of course, you know that government people don't like.

Have you tried to challenge any of the observed infractions in the law courts?

What do you understand our courts to be today? Is it about who is able to do it better than the other? We had in the past gone to court to challenge so many illegal practices found in the sector. We have even gone further to present a paper to the President that informed him to set up a committee that worked for one year. But at the end of the day, some of those recommendations are said to be "don't think about it". At the highest economic making body in this country, some of us have been told that if we are not doing well in shipping, we should go and find another job to do. What job do I look for? What job does Admiral Kanu (Ndubuisi) look for at this stage? This is the bottomline! So, defending or challenging, we have done that and it is still ongoing but we are not going to stop. That's what I can assure you.

Can you relate happenings here with those of other countries?

Forty five years ago Angola was at war, Angola became independent only in 2002. Angola carries its oil, what is wrong with us? It has met 75 percent of its local content law.

We don't want government to start another shipping line, it will never work. Whether it is privatizing or it is commercializing, let government not participate; any time government participates, you know what happens.

Can you cite some of the frustrations you have had in the course of business?

Let me give you a practical example and it's about myself. I got a contract to give NNPC two vessels and it cost me about \$35 million. By the time the third vessel came, they said I could not have the slot again. The people there were the people who knew me when I was in the system. So, it could have been a walkover for me.

I was the first Marine Superintendent they (NNPC) had; so all the jobs they do, I know about it. They didn't accept the third vessel; they frustrated the two vessels out of the system. If I had remained in the system, in the next five years, I would have paid the bank and the ship would have been free but because the interest to have foreigners in the place is more on the mind of the people who are taking decisions. The moment I left, they brought in Indians and Pakistanis, the Greeks and, just name them; but they would have Nigerians who would stand as the owners.

For now, let them make public the names of the companies that got the lifting right, besides that, let them mention the shipping companies they are working with. That is the little request we're making, so that you and I can know who these shipping companies are.

Have you being able to meet the minister one on one on this matter?

We have not been able to meet the minister one on one but we have tried to do that severally since this

announcement was made and you know even the foreign people are very much interested on who carries our oil. I mean, it's in their interest. So, we had so much calls from foreign journalists trying to find out the situation of things but we told them we cannot say anything until we know the true situation of things. So, we cannot force ourselves on the people whom we are supposed to discuss with if they don't want to discuss with us. And that is the bottomline!

What is the state of the ISAN Shipping Line which you registered long ago?

On the ISAN Shipping Line, we have met every condition to be given national



Engr. Ernest Nwapa, Exec. Sec., NCDB

carrier status so that we can at least access vessels. We are still waiting for the almighty NIMASA to pass those papers to the minister for her accent. Mind you, we registered the shipping line in 2008 and submitted all the papers since 2012 and we are still waiting.

"BE PATRIOTIC, BE A COMPLIANT TRADER"

Importers and agents are advised to make genuine and honest declarations, abide by the ethics of the industry by paying correct duties without short-changing government.

When this is done, your declarations will be treated with dispatch and you will take delivery of your goods on time.

The revenue from duty is used by government to provide necessary basic facilities for us all in the form of roads, salaries and other amenities.

The gains of compliance to procedure and extant rules and regulations cannot be over emphasized.



This message is sponsored by the PTML Area Command of the Nigeria Customs Service.

Benefits Of Maritime Seminar For Judges Highlighted

The maritime seminar for judges which the Nigerian Shippers' Council (NSC) is organizing in Abuja in June has been described as a veritable machinery for conflict resolution especially as concerns business transactions. Former Head of State, Chief Ernest Shonekan said this while rubbing minds with the management of the NSC who recently paid him a courtesy visit in Lagos. The seminar, he said, will go a long way in helping the judges know the best ways to adjudicate in disputes arising from transactions in the maritime sector.

He recalled that bringing the judges together for a seminar forms part of NSC's contributions to the development of the Nigeria judiciary as not all judges are experts in maritime matters. He appealed to the Executive Secretary/Chief Executive Officer of NSC, Hassan Bello

to make the bi-annual programme a yearly event.

Speaking on the implications of the seven percent growth in Nigeria's economy, he explained that it means more business for the maritime industry. "People have to bring business by ship. That means more work, more jobs are being created".

Shonekan has also told the NSC that incorporating land-locked Francophone African countries such as Angola and Mozambique into the maritime capacity-building programme of the Council will be of tremendous benefit to Nigeria and the countries concerned. He urged the council to collaborate with the land-locked countries especially in the area of transit of their cargoes. According to him, the maritime sector is as a very strategic aspect of Nigerian economy which individuals and corporate organizations in Nigeria should take advantage of and be part of the growth process.

Earlier, Bello briefed Shonekan on the preparations and proposed programme of the seminar such as guest speakers and topics expected to participate in the two-day event. He pledged the commitment of the council to open a secretariat charged with the responsibility of coordinating the event.

In another development, the NSC is set to drastically reduce long period of litigations among maritime stakeholders as it plans to develop an Alternative Dispute Resolution (ADR) strategy in collaboration with the Maritime

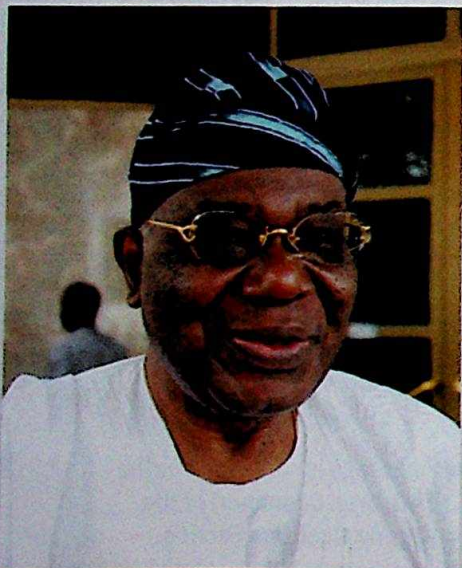


Mrs Aloma Mukhtar, Chief Justice of Nigeria

Arbitrators Association of Nigeria (MAAN).

Mallam Bello announced this recently while receiving the MAAN President, Dr Omogbai Omo-Eboh and other executive members who paid him a courtesy visit in Lagos. Bello decried the prevalence of maritime cases in court especially the negative impact on the performance of the economy. He explained that the council has been mediating and settling disputes between operators in the sector.

He said: "Shippers Council has made nice negotiations and it was settled to the satisfaction of the parties. We need the compliment of your association. We are developing the legal frame-work and the administrative frame-work for developing ADR. We have had help from institutions and your association will also be approached to provide us that help," Bello said •



Chief Ernest Shonekan



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PORTS SURVEILLANCE



Cont'd from last edition

Rules of Origin (5)

6.1.4. Prohibition of duty drawback

Another aspect of the rules of origin in preferential trade agreements is that they are always accompanied by more or less restrictive administrative conditions. A frequent condition is a prohibition on beneficiary countries to provide their exporters with remission or exemption of import duties (duty drawback) on non-originating raw materials or components, where these enter into products benefiting from a preferential treatment when the final product is exported.

7. General common aspects

7.1. Documentary evidence

Documentary evidence means a specific form/certificate or a declaration identifying a given product, in which the authority, manufacturer or other competent person certifies that the goods to which the certificate or declaration relates, originate in a specific country.

The Agreement on Rules of Origin does not mention documentary evidence.

The Revised Kyoto Convention, Specific Annex K, Chapter 2, deals with documentary evidence of origin. The Revised Kyoto Convention does not distinguish between non-preferential and preferential origin and the definitions, principles and requirements stipulated in the Convention are, thus, relevant to both areas.

The documentary evidence is required for the application of:

- preferential customs duties,
- economic or trade measures,

whether these are adopted unilaterally or under bilateral or

multilateral agreements, or

- measures adopted for reasons of health or public order.

A certificate of origin is a specific form (a model of the form is annexed to Specific Chapter K of the Revised Kyoto Convention) in which the competent authority certifies expressly that the goods covered originate in a specific country.

The competent authority may be the customs administration, a ministry (of trade, agriculture, commerce etc.), a chamber of commerce etc.

A certificate of origin can be electronic if this is provided for in the agreement and/or in legislation.

A declaration of origin is an appropriate statement as to the origin of the goods made by the manufacturer, producer, supplier, exporter, importer or other competent person on the commercial invoice or any other document relating to the goods. In most agreements there are restrictions as to this self-certification which in some cases will require an approval from the competent (customs) authorities, a so-called approved exporter requirement.

A certified declaration of origin is a declaration of origin certified by a competent authority.

7.2. Verification of proofs of origin and Administrative Assistance

The Chapter 3 of the Specific Annex K of the Revised Kyoto Convention deals with control of documentary evidence of origin. The contracting parties of a preferential trade agreement as well as the parties involved in trade relating to non-preferential rules of origin shall upon request provide administrative assistance for the control of the origin of goods. The principle of reciprocity governs the assistance, and the competent authority of the requested party shall only comply with the provisions if the competent authority of the requesting party would be able to furnish the assistance if the positions were reversed.

The competent authority in the importing country may request the competent authority in the exporting country (or the country in whose territory documentary evidence of origin has been established) to carry out a control of the

proof of origin.

- where there is reasonable doubts as to the authenticity of the document,

- where there is reasonable doubts as to the accuracy of the information in the document, or

- on a random basis (which shall be kept to a minimum necessary to ensure adequate control).

The Revised Kyoto Convention as well as the various preferential trade agreements set out the requirements for the verification request.

The requested competent authority shall carry out the necessary controls and reply to the request by answering the questions put by the requesting competent authority as well as furnish any other information it may consider relevant.

The Revised Kyoto Convention as well as the various preferential trade agreements set out deadlines for requesting verification and deadlines for replying to a request for verification.

A request for control/verification by itself shall not prevent the release of the goods, provided that they are not subject to import prohibitions or restrictions and there is no suspicion of fraud.

According to the legislation of the importing and preference-granting country, goods can be released after payment of the preferential import duties or after payment of the MFN import duties. In the first case, the difference between the preferential rate and the MFN rate may be due in case of a negative reply to the verification request (this may be subject to an evaluation of the good faith of the importer). In the second case, the difference between the two rates may be reimbursed in case of a positive answer to the verification request.

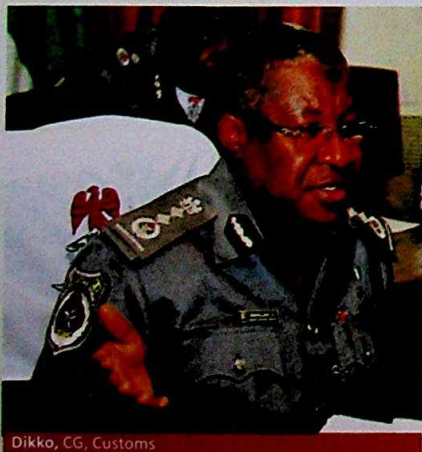
Sanctions relating to false documentary evidence depend on national legislation.

7.3. Origin Fraud

Origin fraud falls within the area of commercial fraud. There is a high risk of fraud within the origin area because of the level of duties and because of the complexity of the rules of origin.

The reasons for fraud in origin are multiple:

- Obtaining illicit access to



Dikko, CG, Customs



Kunio Mikuriya, COO Nippon Yusen Kaisha

prohibitions or restrictions (quotas, sanitary or phyto-sanitary requirements etc.) in the country of destination.

Fraud can be discovered via physical checks of documents and/or goods, exchange of information between countries, information from trade associations, studies on cargo vessels itineraries or other traffic studies through statistical tools, studies on the internet etc.

Sanctions relating to fraud in origin depend on the national legislation both in the exporting and the importing country •

preferential duty rates on a false indication of the country of origin of the imported goods

- Evading quantitative restrictions in the importing country
- Evading import prohibitions on import of goods
- Avoiding anti-dumping or countervailing duties in the importing country. The goodwill in fact penetrates the market of the importing country and gain a commercial advantage.
- Illegally satisfying the documentary requirements laid down in the importing country.

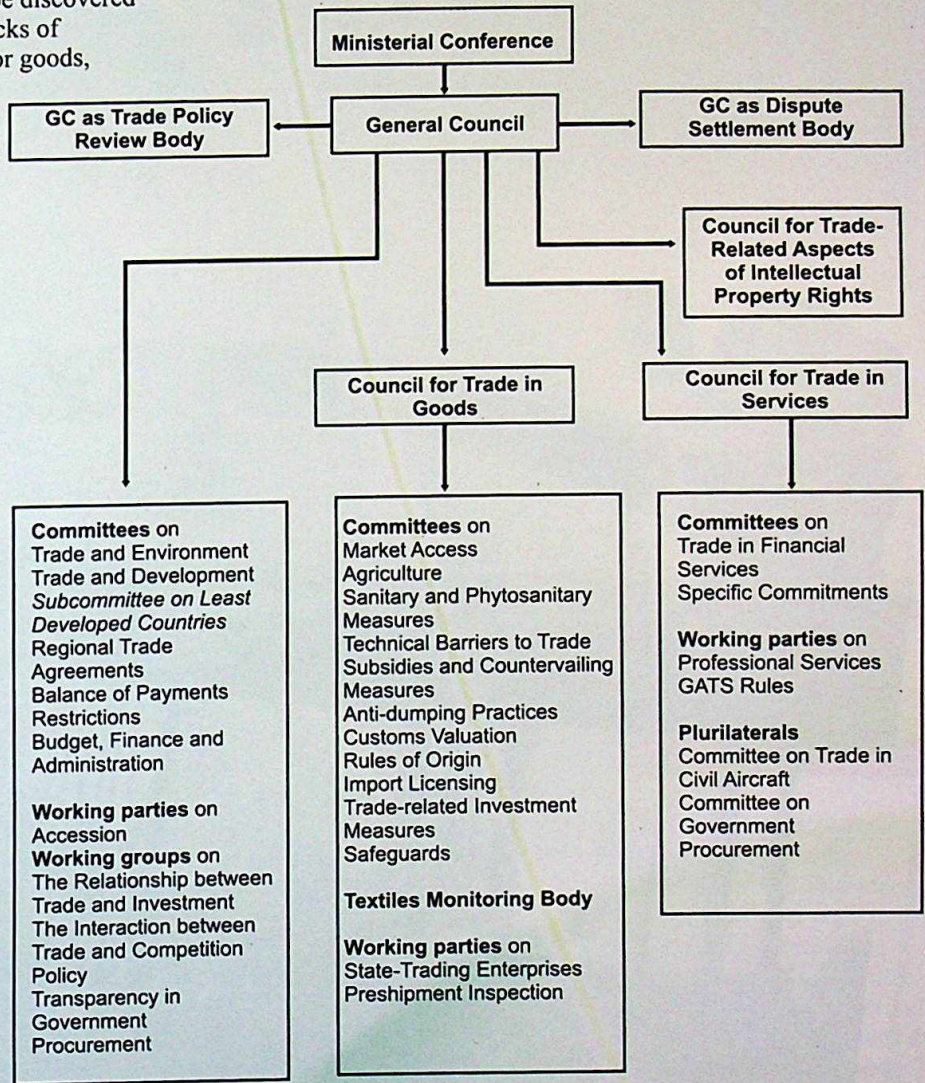
There can be several authors of fraud, including:

- Brokers – in order to keep or to attract customers with “good deals”
- Exporters on the demand of the importer – to falsely claim preferential duty rates
- Exporters – to abuse consumers in the importing country (if there is attraction for one determined origin)
- Exporters – to avoid anti-dumping or countervailing duties and be able to sell at a good price
- Exporters – to realize importation of goods normally subject to

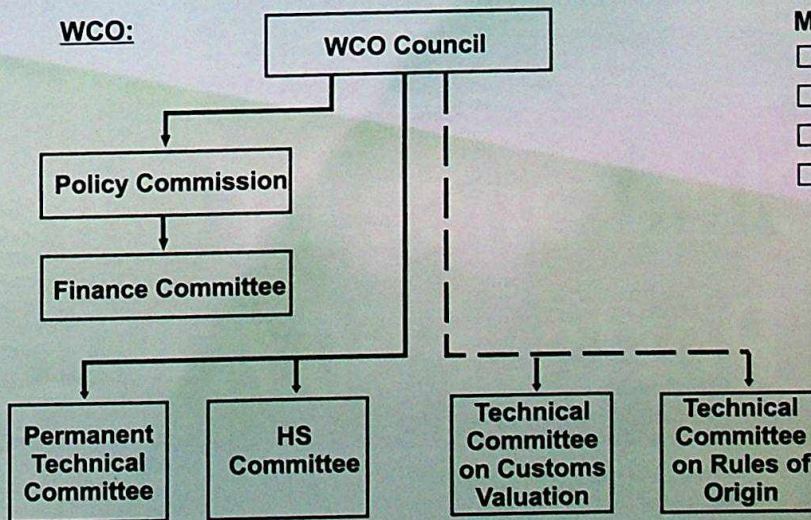
Annexes

Interaction between WTO and WCO

WTO:



WCO:



Main areas of interaction:

- Valuation
- Rules of Origin
- Harmonized System
- Trade Facilitation

-Rules of Origin concluded



Quick Clearance Of Cargoes At The Ports, Still A Mirage



Prior to port concession in Nigeria, activities at the nation's ports were characterized by inefficiency and unattractive services. The ports witnessed long turnaround time for cargo and vessels, insecurity of cargo, and other negative occurrences which made the environment unfriendly to business. Multiple government agencies had a field day and discouraged shippers, agents and international maritime operators doing business in Nigeria.

To reverse the ugly trend, the federal government hatched out a ports reform programme which also led to the restructuring of the Nigerian Ports Authority (NPA) in November 2001. A consortium of consultants led by the Royal Hasconing 13V of Netherlands was commissioned to effect a ports modernization project. The aim of the reform was to achieve an increased efficiency in port operations, scale down the rising cost of port services to port users, boost economic activities and accelerate economic development in the country.

In a study proposal on port services delivery report it wrote to the transport minister dated June 10, 2010 with reference number NPC/AB/SEC/2323/1/8 and signed by the director of infrastructure department, Engr. I.O. Adegun, the

National Planning Commission, an agency in the Presidency, also berated the operations at the ports.

The study by the National Planning Commission was adjudged necessary in order to assess the impact of the numerous reform measures undertaken in the Nigerian ports since the mid-1990s with the aim to ensure greater efficiency in port service delivery, increased productivity and higher revenue inflow into the economy.

Before the reform, port business transactions were hampered by sharp practices, operational inefficiency, unwieldy work-force and cumbersome procedures resulting in cargo diversion to neighboring countries. This scenario led to huge loss of revenue to the economy. In an effort to reverse the trend, the aforementioned reforms were implemented which culminated in the concessioning of the ports in 2006.

Today, however, port operators generally agree that noticeable improvements are now in place especially since the private terminal operators came into the picture and the number of government agencies were pruned down. As stated recently by Chief Eriogu Njoku, a prominent freight forwarder, clearance procedures before the concession era cannot be compared with what we have now. It is now better.

He told *Ports Surveillance* that "there have been tremendous improvements; technology has taken over, but a lot of teething problems still need to be addressed".

He highlighted some of the pressing issues that require government's urgent attention. "Among the stubborn issues is the congestion at the ports, terminal operators not providing holding bays thus making trucks to line up the access roads and obstruct the free flow of traffic, among others." He said that most times, he spends close to 5 hours just to get to Apapa from Mile 2, a distance of about 5 kilometres. Another issue is the practice of terminal operators and shipping companies who milk the importers and agents just to clear few boxes of container at a time. He also recalled the issue of demurrage which these terminal operators designed to extort money from people.

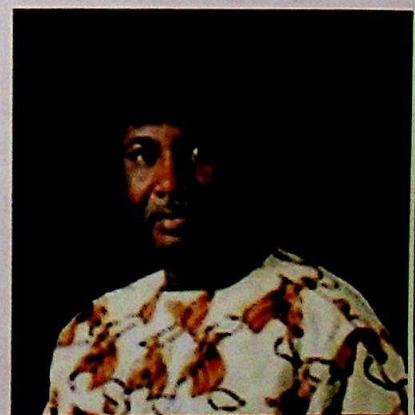
Besides, security officers have not stopped exhorting money from drivers at the gate before being allowed to exit the port.

Ports Surveillance recalls that in September 2013, the Minister of Transport, Senator Idris Umar, took an on-the-spot assessment of the situation in Lagos ports and appointed a committee chaired by the Executive Director, Marine and Operations, Nigerian Ports Authority (NPA), Engr. David Omonibeke with membership



Sen. Idris, Transport Minister

from the Nigeria Customs Service (NCS), Cargo Scanning Service Providers, terminal operators and shipping companies. The minister gave the committee marching orders to objectively look into the various issues that delay processes in the ports and proffer solutions. Among others, the multi-disciplinary committee was mandated to address critical matters such as



Engr. David Omonibeke

Quick Clearance Of Cargoes



Princess Dr Vikky Haastrup

dislocation in cargo clearance, demurrage, delivery and congestion arising there from.

Different factors were immediately identified for the lingering congestion at the Nigerian Ports which include narrow exit gates, multiple agencies coupled with long cargo dwell time. Some clearing agents were alleged to use port terminals as

Today, however, port operators generally agree that noticeable improvements are now in place especially since the private terminal operators came into the picture and the number of government agencies were pruned down

warehouses pending when they complete their long clearing process with customs, among others.

In the course of finding solutions, a stakeholder advised the federal government to investigate thoroughly reasons

why some agents prefer to leave their goods at the terminals instead of opting for a warehouse outside the ports. "I can tell you without fear of any contradictions that the agents and customers have discovered that it is cheaper for them to use the terminals. I want to use this opportunity to appeal to the government through NPA to transfer long-staying cargo to customs bonded facilities for auction", a clearing agent who prefers anonymity said.

At the end of a meeting raised to proffer solutions to the congestion, Umar directed that once a container has been booked for examination, any of the parties to the examination found responsible for delay in the clearance process would henceforth bear the cost of rent and demurrage.

"All parties in the examination chain must ensure they are present, while Nigeria Customs Service should maintain a timetable for officers scheduled for examination. Except by an order of court, any container examined but declared for detention by any security agency shall be formally reported to NCS by the security agencies issuing the detention order."

Importers and their agents have continued to blame terminal operators for the high cost of doing business at the ports. They easily refer to increase in tariff which they are compelled to pay through the nose. But the Chairman, Seaport Terminal Operators' Association of Nigeria (STOAN), Princess (Dr.) Vicky Haastrup, has often come out to exonerate her members. Haastrup said that contrary to the malicious information being peddled by the enemies of port reform, terminal operators

have actually reduced the cost of doing business at the ports especially in the areas where they have direct influence.

On one occasion, she said the concessionaires did not bring about the increase in the cost of doing business at the ports. "Of course, people do not want to hear this but that is the truth. At the ports, there are so many factors that can militate against bringing down costs of operations. We have so many people who operate within the port system. We have the concessionaires, the shipping agents, clearing agents and numerous government agencies.

"The concessionaires have put in a lot of investments for efficient operations. For instance, within one year that we took over, we were able to increase the turnaround of

vessels by about 75 per cent and in three to four years, we had doubled that achievement. If you do not develop the port or you do not invest in port operations, there is no way you can achieve that. Haastrup said that Nigerian port charges are competitive and much lower than in other developed ports. "At times, people talk about our tariff. It is not something that is out of this world. If you compare our storage and terminal handling tariffs with what obtains abroad, we're still cheap. She said the cost of doing business at Nigerian ports remains high due to the activities of other parties in the logistics chain including shipping agents, clearing agents, shipping companies and government agencies •



"BE A COMPLIANT TRADER"

Importers and agents are advised to make genuine and honest declarations, abide by the ethics of the industry by paying correct duties without short-changing government.

When this is done, their declarations will be treated with dispatch and they'll carry their goods without waste of time. This is my advice to the trading public and the entire stakeholders because government is for each and everyone of us.

The revenue from duty is used by government to provide necessary basic facilities for us all in the form of roads, salaries and other amenities. The gains of compliance to procedure and extant rules and regulations cannot be over-emphasized.

Those concerned are advised to comply.

This message is sponsored by the
TINCAN ISLAND COMMAND OF
THE NIGERIA CUSTOMS SERVICE

'Enforce Regulations To Boost Cargo Clearance'

It has been canvassed that unless strict enforcement of regulatory policies is in place, achieving a 48-hour cargo clearance target at the nation's ports will remain a pipe dream.

Two industry associations - the National Council of Managing Directors of Licensed Customs Agents and the National Association of

in Lagos.

According to the president of the managing directors of licensed customs agents, Mr Lucky Amiwero, actualizing the target would remain a mirage if the strict enforcement of relevant regulatory policies is ignored.

Amiwero said that achieving the target has become tasking because

ports access roads as an obstacle to the achievement of 48-hour cargo clearance.

"If you go to any port within the western zone, it is blocked.

You can spend almost a whole day accessing the ports. So, this is a minus.

If you look at our port system, international conventions that have to do with ports procedures and processes are



Dr Boniface Aniebonam



Government Approved Freight Forwarders (NAGAFF) made the observation at a recent event

relevant conventions guiding trade and importation are not being implemented to the letter.

He stated that it is not achievable because the country has a lot of processes in transacting businesses at the nation's ports.

"Import trade is not only about transportation. In import trade, we have three components which are the procedure, process and logistics.

"In all these, there are conventions guiding them which we have not implemented," he said. The council's president also identified poor condition of the

not complied with.

"When we look at classification and valuation, we don't comply with them.

"We value goods, we try to enforce revenue, we don't follow the principle of value which has to do with classification," Amiwero said. In his view, Dr Boniface Aniebonam, the founder of NAGAFF, said the target could be achieved if necessary structures and laws were instituted.

According to Aniebonam, the attainment of 48-hour cargo clearance in Nigeria is possible if stakeholders begin to respect the rules of engagement.

He said, the problem bedeviling our ports is human element; people are not ready to get themselves engaged in respecting the rules of engagement.

"Everybody knows that we need infrastructure among other things. "If people are not compliant to regulations, nothing will work," Aniebonam said.

Aniebonam called on the government to ensure that her agencies enforce regulations that would boost speedy clearance of goods •



Ngozi Okonjo-Iweala,
Finance Minister



Overcoming Impeding Factors To Trade Facilitation

The physical condition of trucks that convey containers to and from the ports has constituted a major hindrance to port operations and trade facilitation. How? Evacuation of cleared cargo and creation of space to accommodate incoming ones for processing cannot be smooth when trucks used for this purpose are unfit and ill-maintained. Many of these trucks are worn-out and rickety, conditions which often dispose them to fall on the road. A good number of them which many stakeholders say should have been kept off-the-road have continued to be managed with dire consequences for containers they carry, trade facilitation, the roads that ply and comfort of other commuters. The recurring scenario of badly maintained trucks wobbling their way on the ports access roads, observers say, is becoming something that cannot be ignored.

For example, mid-February, a rickety trailer discharged a 20-foot container on the Liverpool Roundabout in Apapa and constituted a big danger to other road users. Eyewitnesses said the trailer lost control as a result of brake

failure. This caused a whole lot of disruption in the day's activities of some persons, prompting an agent to confide in Ports Surveillance that following his inability to pass through the area blocked by the container, he could not meet up with the job he had at hand. The resultant gridlock choked him and made him stuck in the traffic for the rest of the day. "I was on my way to Apapa to finish up with some documentation to clear some of my containers at the port when I encountered this hectic traffic", he said.

"I've stayed here for close to 4 hours and the day is already gone. I have to go back to my office because I cannot leave my car on the road. Government should do something about these rickety trailers and their untrained drivers," the agent fumed.

A maritime expert, Tony Ikiota, has advised government to maintain what is called the 'call-up system' saying when this is introduced, congestion on port access roads would be a thing of the past.

"We have what is called the 'call-up system' which is a synergy between the ports and wherever the trucks are. Call-up system is going to let the truck know

when it is needed in the port. Once the signal goes that you are there, that's when you will now hit the road, and when coming, you are going straight into the port, do what you have to do, and then go back to your holding bay until you are called back again," he said.

He further stated that most of the blame should be heaped on truck owners who spend large amount to buy trucks, but



Dikko, CG Customs

do not have spaces where they'll be parked. "But that's not what is happening; even the truck owners don't have where they will park their trucks. Even as they are owned by individuals, nobody parks truck in his house. The owners have no space like government. They sleep, wake up every morning and stay on the road. They finish the day's job and queue up again on the road, pretending to wait to enter the port but they are actually parking."

Regarding the deplorable condition of trucks that offload goods at the ports, Association of Maritime Truck Owners (AMATO) President, Chief Remi Ogungbemi says much as some of the trucks belonging to his members are not well maintained, they should not take blames for incessant gridlock on the roads.

The deplorable condition of the road, he says, is the sole reason because no matter the state of a truck, if the road is smooth and crater-free, movement can still take place. He feels that the only solution for the gridlock on port access roads is the creation of holding bays by the government from where trucks can take turns to access and leave the ports. According to him, AMATO has acquired a space at Trade Fair complex along Lagos-Badagry expressway. The Lagos and federal governments must give needed support to make the project a reality if they are serious about keeping the trucks off the road. When this happens, he reasons, there will be great difference in Apapa and this will also reduce the cost of doing business in the ports.

Importers and agents have been advised to be honest and truthful in their declarations to hasten the clearance of their

goods at the ports. According to the Customs Area Controller of the Apapa command, Comptroller Charles Edike, "when an importer or agent is genuine in his dealings, he would not be found wanting. Even with the window opened for the provisional release of consignments, a lot of importers still want to cut corners and surcharge government by not paying accurate duty".

Edike disclosed that most times, documents are forged, stamps and seals are stolen,

I've stayed here for close to 4 hours and the day is already gone. I have to go back to my office because I cannot leave my car on the road. Government should do something about these rickety trailers and their untrained drivers

signatures are copied and a whole lot of atrocities are committed by dubious importers who have decided to subvert the ethics guiding the business they do. These are some of occurrences that contribute negatively to port operations and delay the clearance of cargoes.

Agreeing with Edike at a recent stakeholders' summit on 'Enhancing Trade Facilitation through Sustainable Compliance' organized by the African Centre for Supply Chain and Multimix Export Academy, Customs Comptroller-General Abdullahi Dikko Inde said the main

reason for delays in clearance of goods at the port is incomplete documentation by agents.

"Once your documentations are complete and accurate, there is no reason whatsoever for anybody to have delays at the port. In the case of the newly introduced PAAR, there are instances whereby documents are uploaded by the bank and when they are complete and accurate, PAAR is issued in less than 20 minutes," he said. The CGC who was represented by Comptroller Wesley Gambo said delays in clearance of goods add to cost of doing business at the port thereby discouraging potential investors.

He pointed out that contrary to claims that the NCS focuses more on revenue generation, it is more committed to trade facilitation to maximize revenue generation.

"If you are talking of revenue, you are talking of the past but presently, NCS is very interested in trade facilitation as much as it is interested in the revenue aspect. Trade facilitation improves customs productivity, increases government revenue and also helps to improve volume of foreign trade," he said.



Mr. Remi Ogungbemi

He noted that in ensuring that import and export clearance procedures and processes are made simple and efficient, the NCS has developed and deployed trade facilitation tools, part of which is automation of its system aimed at accelerating customs clearance and improving the economy of the country.

All these measures, according to the customs boss, are put in place to reduce the time it takes to clear cargo and lower the cost of doing business in Nigeria.

Stakeholders say when these teething problems such as the ones discussed are critically examined and resolved, then the Nigerian ports will be rated the best among its contemporaries in the hub of Africa.



Gridlock on Apapa-Oshodi Expressway



NIWA Brings Safety To Lagos Waterways

The recent safety awareness campaign on the waterways hosted in Lagos by the National Inland Waterways Authority, NIWA, couldn't have come at a better time considering the need to check frequent boat mishaps on Lagos inland waters and the nation's inland waterways in general.
IZUCHUKWU OZOEMENA
reports.

Her appointment in March, 2013 as the sixth managing director of the National Inland Waterways Authority (NIWA) was greeted with mixed feelings. Why? Most stakeholders had their reservations as to the ability of a woman to make a difference in a sector where men before her had not impacted much. But shortly after, Hajia Inna Maryam Ciroma revealed her key priorities, part of which is to transform the inland water transportation sector by attracting private operators to take advantage of the huge business opportunities and incentives in the sector for the

reduce undue congestion on the roads.

Providing a congenial environment for meaningful operations on the inland waterways, she had said, would be the magic wand to attract investors to a vibrant revenue earner for the authority which, according to reports, collected a paltry N1.6 million as revenue in 2012. Another major issue of interest to her was what the waterways regulator and stakeholders can do to improve safety on the waterways. She undertook a nationwide tour of NIWA facilities, beginning with Lagos, to physically acquaint herself with what is on ground and to interact

SAFETY, A PRIORITY FOR FERRY OPERATORS

Recently, to demonstrate its concern for several recent cases of boat mishaps on the waterways especially in the Lagos area which claimed many lives, NIWA hosted a well-attended stakeholders' forum in Lagos. The aim was to create the needed awareness on safety and how commuters, boat operators and other stakeholders should conduct themselves on water to reduce boat mishaps to the barest minimum.

Speaking at the event which held at the NIWA jetty, Outer Estate, Lagos, Mrs Ciroma urged ferry operators to adhere strictly to operational guidelines and regulations to ensure safety on the waterways. "NIWA has started the campaign for safety on the nation's waterways nationwide by distributing life jackets and other informative materials to reach all stakeholders operating on the waterways," she said. Noting that several boat mishaps recorded in Lagos recently occurred at night, she advised the stakeholders not to use ferries for night voyages, beginning from 6p.m. The managing director said that all ferries, boats, as well as canoes should be registered with NIWA while all complaints should be lodged at the NIWA Area Office for prompt attention.

After several demonstrations on the use of life jackets to save the lives of passengers during emergencies on water, NIWA distributed over 320 life jackets and other informative materials to boat operators in Lagos to demonstrate the authority's commitment to ensure the safety of lives and property on the nation's waterways. Mrs Ciroma explained that NIWA

public sensitization of boat operators and other stakeholders in the riverine areas of Malale and Nupeko in Niger State and Igbakoda in Ondo State.

She thanked waterways operators in Lagos for their cooperation and support for NIWA despite the face-off with the Lagos State government.

Receiving the gifts of life jackets and other materials on behalf of its members, president of the Association of Tourist Boat Operators and Water Transport of Nigeria (ATBOWATON), Ganiyu Balogun, the CEO of Gani Tarzan Enterprises Ltd, hailed NIWA for being alive to her responsibilities as a regulator. Balogun said that life jackets are vital for safe water transportation and solicited for more of the jackets for boat operators in Lagos state. "I wish to say a big thank you for the life jacket donation today. This is an essential commodity in water transportation. I always equate life jackets to propellers or tyres without



Hajia Inna Maryam Ciroma, MD, NIWA

which the boat or vehicle cannot move," he said.

He assured that members of his association would ensure that all passengers aboard their boats would be made to wear life jackets throughout a boat ride.

The boat operators' president however appealed to the NIWA management to ensure that waterway's safety and

awareness campaigns are held more frequently.

"I wish to thank the NIWA MD and the entire management for this event that is long overdue. No doubt, safety is the responsibility of everybody but it becomes imperative for the government to ensure the safety of water users through safety policies and campaigns." He appealed to



Scene of a boat accident

NIWA Brings Safety

NIWA to hold the sensitization campaign more often.

He suggested that radio jingles on the need to adhere to safety rules on water should be mounted on radio and TV stations for safety awareness of all boat and water users.

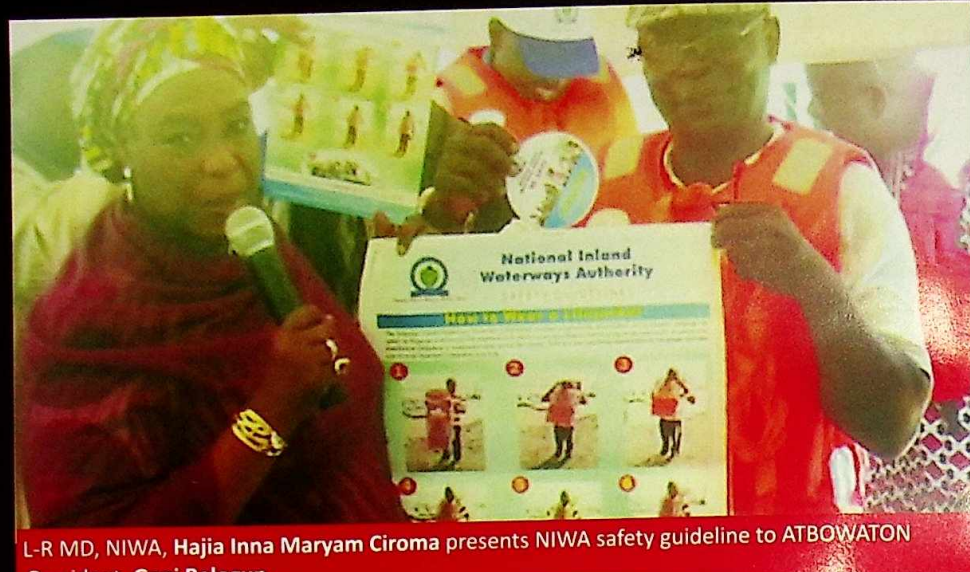
ATBOWATON has also appealed to members of the public to stop dumping refuse and other solid materials which end up creating wrecks in the waterways.

According to the President, debris such as nylon sheets, plastic bottles and waterweeds constitute great danger to the navigation.

The water transport operator urged the government to come up with permanent solutions to "the recurrent waterweeds insurgence" on the nation's waterways even as he called for the immediate removal of wrecks which he said have "demarcated about 30 spots identified in Lagos with danger floating sign."

To prevent further boat mishaps and accidents on the nation's waterways, Balogun requested NIWA to provide daily patrol and rescue boats to cover the six waterways divisions in Lagos and other riverine communities in Nigeria.

"The patrol team would regulate over speeding, non-compliance with safety rules, etc. Our association has also set up a taskforce for safety and rescue patrol on Lagos waterways. We



L-R MD, NIWA, Hajia Inna Maryam Ciroma presents NIWA safety guideline to ATBOWATON President, Gani Balogun

therefore solicit the support of Marine Police, NIWA Police, Lagos State Security Trust Fund and other well-meaning Nigerians to assist us with fuel and other logistics," Balogun further stated.

Meanwhile, to reduce the increasing cases of boat accidents, NIWA has placed sanctions on over-aged boats, specifically those locally-made crafts that have operated for ten years and above. Announcing the ban in Lagos, NIWA said locally made crafts that have operated for up to 10 years must be phased out.

According to the managing director, other measures include a

compulsory adherence to the standing rule of operators and passengers wearing life jackets before boarding a boat, a canoe or a ferry and commanders should demand for a life-jacket for every boat operator should also carry no excess passengers while only trained and certified captains should operate boats and ferries. Movement of water must be in line with standard regulations which restrict movement of boats and ferries on water to day-time only.

Other measures include ban on consumption of alcohol before and during boat ride. All passengers and captains must be safety-conscious and alert at all times while boat operators must avoid over-speeding and other hasty acts.

DISPUTE WITH LAGOS, A SETTLED CASE

At the close of the event, the NIWA boss told the press that her agency is delighted with the favorable court judgments it had received so far concerning the dispute with the Lagos State government over the control rights of the nation's waterways.

"Aggrieved Nigerians went to court. The courts said that the state government has no business regulating inland waterways in this country. And that is where we stand! As far as we are concerned, no state government has the right to regulate on our inland waters because from the inlands up to our borders belong to the federal government of Nigeria and NIWA has the responsibility and mandate to regulate inland waters," she told newsmen.



L-R AIG Sule Mamman, Head, Maritime Police Command Force Headquarters Annex Lagos, MD, NIWA, Mrs Ciroma and Capt. Adeyemo, NIWA Board member

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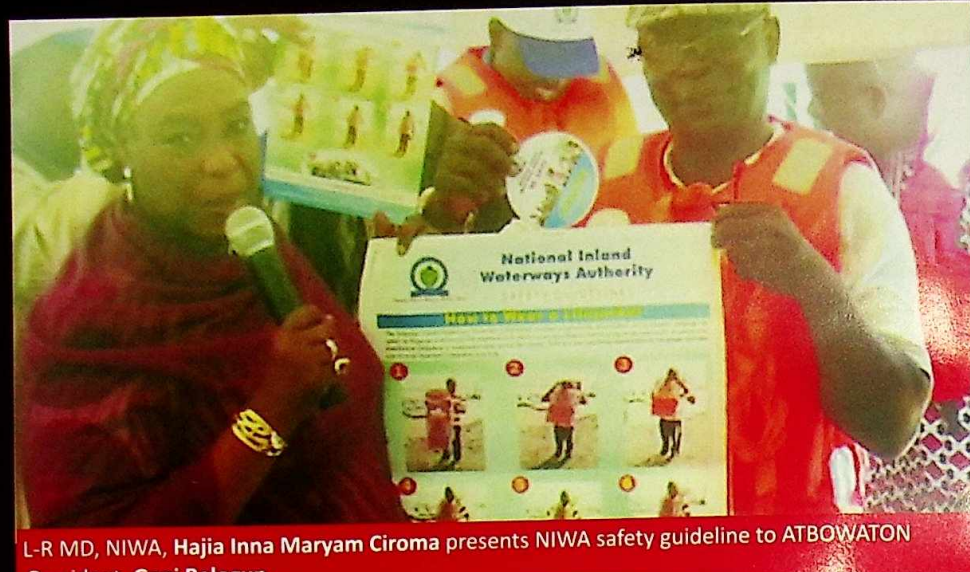
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A New National Shipping Line On The Way?

Indigenous players in the nation's shipping sector have for decades bemoaned the absence of a national carrier decades after the demise of the Nigerian National Shipping Line (NNSL), pointing out the negative consequences on the national economy and growth of indigenous capacity. Now that government appears poised to float one in six months, what are chances that the dream will eventually become a reality going by government's lethargy to critical issues in the maritime sector? IZUCHUKWU OZOEMENA asks.

In October last year, hopes of Nigeria becoming once again a proud owner of a national shipping line was raised by Mr. Leke Oyewole, President Goodluck Jonathan's senior special assistant on maritime affairs. A few weeks ago, the director-general, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Patrick Akpobolokemi during a one-day national workshop PPP Strategy organized by his agency, raised the hope to a higher level, saying that in six months, the liquidated Nigerian National Shipping Line (NNSL) would be refloated.

While Oyewole did not give a timeline in his announcement, Akpobolokemi was definite. By implication, by October 2014 or thereabout, vessels on the fleet of Nigeria's national carrier would be physically cruising on the global waters.

Among other advantages, the development will end years of absence of vessels for mandatory sea time experience by graduates of the Maritime Academy of Nigeria (MAN), Oron and hundreds of other young Nigerians currently undergoing seafarers' training

programmes in different institutions outside the country.

A common denominator in the revelations made by Oyewole and



President Goodluck Jonathan

Akpobolokemi is that when the anticipated national carrier becomes a reality, it will be a joint venture between the federal government and the private sector. "Government can also make it entirely private sector-driven for it to be properly sustained", Oyewole had said.

In other words, government would create a conducive atmosphere for private investors to buy more ships to create jobs for graduates of the Nigerian Maritime Academy, Oron in Akwa Ibom State and others who deserve sea-time experience to truly qualify as seafarers.

Criticizing the liquidation of the national line, Obasanjo recalled that while leaving office in 1979 as military head of state, his government handed over about nine vessels on the fleet of the NNSL to his successor, President Shehu Shagari

"We do not have ships. We are trying to approach it in a sustainable way", he had said. He argued that while it is not enough to simply fund Cabotage vessels, government must create an enabling environment to enable indigenous players in the sector to buy more ships.

Underscoring Oyewole's Pronouncement, Akpobolokemi revealed that an arrangement is underway between government and the Infrastructure Concession Regulatory Commission (ICRC) to show that the

authorities are serious about actualizing the national carrier dream this time around. In order to avoid the pitfalls that led to the liquidation of the Nigerian National Shipping Line (NNSL), he said, government is seriously exploring the Public Private Partnership (PPP) initiative.

REMEMBERING NNSL

At the 2013 edition of the annual Nigerian Maritime Expo, NIMAREX, in Lagos, Nigeria's former president, Chief Olusegun Obasanjo bemoaned the high level of corruption in Nigeria, a cankerworm he said that has brought the maritime sub-sector, a key component of the national economy, on her knees. He was speaking in his capacity as chairman of the event. Chief Obasanjo regretted that corruption and lack of commitment on the part of people in authority led to the demise of the country's flourishing shipping line, the Nigerian National Shipping Line - NNSL.

Criticizing the liquidation of the national line, Obasanjo recalled that while leaving office in 1979 as military head of state, his government handed over about nine vessels on the fleet of the NNSL to his successor, President Shehu Shagari.

But twenty years later when providence brought him back as civilian president, all the crafts had been sold out as scraps and the NNSL liquidated. He regretted that critical national assets he bequeathed to the country in the past were frittered away by the same Nigerians who ought to have built on them over the years for the benefit of the nation.

Obasanjo's revelation paints a gloomy picture of the current situation of Nigeria's national fleet whereby the needed indigenous platform for upcoming seafarers to have sea-time experience is lacking.



Chief Olusegun Obasanjo

Not a few indigenous industry players regret a situation where Nigeria, a prominent maritime nation, has allowed this situation to persist decades after the NNSL was liquidated. For instance, prominent owner of a ship repair facility based in Onne, Rivers State, Engr Greg Ogbeifun, regrets that since the demise of the NNSL, "there has been no properly – organized means of training Nigerian seafarers. The National Line was a platform for producing Nigerian seafarers." In a recent interview with this magazine, he argued that the result is that over time, there has been a gap in the training and development of indigenous seafarers. "For

ships, they must be manned and if there are no Nigerians for this, the ship owner goes outside to get foreigners for this purpose.

In the same vein, if there is no national fleet to fly the flag of Nigeria at the international maritime arena, the country's waterways become an open play ground for all manner of vessels and practitioners," he said.

CALL FOR A NATIONAL CARRIER

From every nook and cranny of the maritime industry, the call for a national carrier has been very stringent. Receiving the new executives of the



River Andoni, the defunct NNSL vessel now beached in Turkey



Patrick Akpobolokemi, NIMASA DG

Nigerian Association of Master Mariners recently, the Executive Secretary of the Nigerian Shippers' Council, Mr. Hassan Bello harped on the need for all hands to be on deck to galvanize support in order to rebuild a fleet of ships for Nigeria to enable her take her pride of place among shipping nations of the world.

As the federal government has voiced out her readiness to give Nigerians a new national carrier in the next six months, industry watchers say that the onus is now on it to march words with action, if anything, to prove to cynics that she is prepared to give the shipping sector the attention it duly deserves. Until this is achieved, foreigners will continue to dominate the shipping trade in Nigeria; indigenous players will continue to be on the sidelines while the dream of having a younger generation to replace the aging pool of indigenous seafarers may continue to be a mirage ●



Leke Oyewole, Presidential SSA, Maritime

Safeguarding Nation

The maritime environment is the aggregate of all the external conditions and influences affecting the life and development of marine organisms. It is the coastal sea areas and that portion of the land, which is susceptible to influence or support from the sea, generally recognized as the region which horizontally encompasses the land-water mass interface from 100 km ashore to 200nm at sea, and extending vertically into space from the bottom of the ocean and from the land surface. This area is often referred to as the littoral area.

The maritime environment comprises the oceans, seas, lagoons plus their coastlines which are home to shipping and other activities, principal among which is water transportation, aimed to maximize the socio-economic and scientific benefits of the natural environment. The Nigerian maritime environment is home to both living and non-living natural resources and man-made assets. Nigeria is a littoral nation with a maritime frontier that lies between longitude 002°40'E and longitude 008°30'E.

SECURING A MARITIME AREA

Increase in interests and activities in the maritime area most often leads to several unwholesome such as indiscriminate harvesting of the resources in the area and other unauthorized activities which threaten the ecosystem. Consequently, this area needs to be secured and protected through an integrated approach to marine management for the continuous harnessing of the resources for economic development and national security.

Nigeria's interest in the ocean is driven by the desire for national security which makes socio-economic activities, scientific exploitation and recreational activities possible. As a maritime nation, activities carried out in Nigeria's maritime environment include transportation which facilitate international trade and commerce, navigation, marine mining, shipping, aquatic sports, waste disposal, establishment of port facilities and naval bases, tourism and fishing. Other

activities in the maritime environment in Nigeria are those stimulated by scientific and security interests. These activities doubtlessly position Nigeria to fulfill her maritime – related international obligations while being mindful of the motto of the International Maritime Organization's (IMO's), which is "Safe and efficient shipping on clean oceans". Nigeria is a member- state of IMO and knows too well the significance of preserving the integrity of the maritime environment.

MARITIME ENVIRONMENT AND TRANSPORTATION

The ocean makes maritime transportation possible and it is the cheapest mode of transport over long distance. It is essential to the proper operation of any country's economy and a vital part of a nation's transportation infrastructure. For instance, freight revenue from international seaborne trade to and from Nigeria accounted for an annual trading volume of about \$2.4 billion as at 2002. The current demand profile for marine transportation in offshore support services suggests a market potential of over \$500 million per annum. When coastwise trade, including transportation of finished petroleum products is factored in, the total market component of the marine transport service sub sector of the economy amounts to an excess of \$3 billion per annum. This is but crump, considering the huge capital flight arising from foreign dominance of the maritime trade.

Maritime assets are therefore critical infrastructures of the economy that are essential both to national defence and functioning of the economy. Maritime transportation in Nigeria is facilitated by maritime assets such as commercial ships and ferries, river ports, seaports and jetties. And it takes the following forms: coastal shipping, tramp services, short-sea shipping, and deep sea shipping.

However, the challenges confronting maritime transportation in Nigeria make it unattractive to both would-be investors and potential passengers.

Challenges facing maritime transportation in Nigeria are those associated with:

al Maritime Assets In Nigeria

By Gabriel Eto

- o Poorly lit water channels
- o Highly silted waterways
- o Absence of adequate and high quality vessels
- o Lack of and/or inadequate provision of pilot and tug boats by NPA
- o Piracy
- o Shallow jetties
- o Pollution of the waters.

SEGMENTS OF NIGERIA'S MARITIME ENVIRONMENT

Nigeria's maritime environment can be divided into inshore and offshore waters. The Niger Delta encloses part of the inshore waters that is made up of numerous rivers, creeks and estuaries and the entire coastlines stretching from Escravos to Lagos. Oil rigs and other strategic installations crucial to the economic survival of the country are situated in these creeks and estuaries, and open to attacks by vandals, enemies of the State and economic saboteurs.

In addition to these are the inland waterways which are situated towards the land from the baseline, which all constitute the interior limit of Nigeria's territorial waters. These waters are made up of the river ports, sheltered approaches, enclosed seas as well as bays. The remaining expanse of waters, extending from Nigeria's baseline, up to the limit of her Exclusive Economic Zone, EEZ, constitutes what is referred to as Nigeria's offshore maritime environment.

Over a period of time, Nigeria's maritime assets (oil rigs, seaports, jetties, etc) have come under attacks by vandals, economic saboteurs and sea robbers. Prior to the Amnesty

programme declared by the Federal Government for Niger Delta militants, the Bonga Floating Production Storage and Off-loading (FPSO) vessel and the Atlas Cove Jetty were attacked. These attacks plus several others cost the nation a lot in terms of losses.

The giant Bonga floating production, storage and offloading (FPSO) vessel is in use at Shell's Bonga oilfield (discovered in 1993 and with a life of 20 years), which lies 120km off the coast of the Niger Delta, covering an area of 60km². The vessel, which became operational in 2004, is permanently installed in water depths ranging from 1,000m to 1,125m. First oil production was made in November 2005.

In June 2008, an attack on the Bonga by Movement for the Emancipation of the Niger Delta (MEND) militants resulted in a shut-down of production for three weeks.

The Atlas Cove jetty is the major petroleum products supply and distribution facility that takes petroleum products feed-stock from ocean-going vessels and distributes same to the Ejigbo and Mosimi depots in South West Nigeria.

MARITIME INDUSTRY AND NIGERIA'S REVENUE

The maritime industry in Nigeria is the second major revenue earner for the Federal Government of Nigeria after oil and gas. The economy is very much tied to maritime activities which constitute the base for industrial activities, being the medium through which both industrial inputs and outputs are imported and exported to the outside world. It has been observed that transportation by water through the oceans bear not less than 90% of international cargoes in Nigeria. This is made possible by the



shipping and port sub sectors which operate in the maritime environment. It is therefore reasonable to protect the national maritime assets so as to safeguard economic development.

In the recent past, it was Niger Delta militants that threatened Nigeria's marine assets; now, *Boko Haram* is striking indiscriminately. Maritime security is gaining prevalence in Nigeria as criminal elements intensify their nefarious activities on Nigerian waters. *Boko Haram* is now notorious for suicide bombing. The International Ships and Ports Security (ISPS) Code prescribes a standard of security for port facilities, vessels, passengers, and general cargo to guarantee the safety of international trade. Extra security measures must now be adopted to forestall the *Boko Haram* suicide bombing tendency.

The maritime environment is a big asset and its security and safety will contribute to its conservation and preservation for posterity. Safeguarding the national maritime assets is in recognition of what Antoine de

Saint Exupery had to say about the issue: "*We do not inherit the earth from our ancestors; we borrow it from our children*". The onus is therefore on the nation to preserve the marine environmental integrity so that posterity will judge the present generation kindly.

The effort of the Nigerian Navy in deploying Inshore Patrol Craft (IPC) and gunboats in the main channels and adjoining creeks to facilitate mobile patrol for deterrence and show of force should be sustained. Aerial surveillance and patrol by helicopters should be undertaken for early warning and intelligence gathering to achieve timely response. This will amount to keying into the concept of Maritime Domain Awareness, (MDA), which is the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment •

To be cont'd next edition

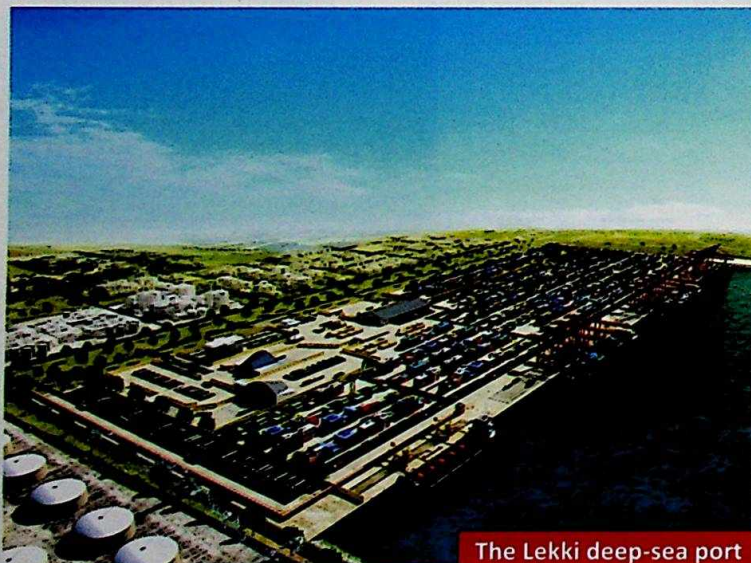
CMA CGM Invests In Lekki Deep-Sea Port

CMA CGM, the French shipping giant and a leading player in the Nigerian shipping sector, has revealed her readiness to inject a high degree of green technology to develop the proposed Lekki deep-sea port in Lagos, having acquired a 25 per cent stake in the project.

Chief Operating Officer of CMA CGM, Mr. Marc Riondel, said this while presenting the "Lekki Terminal General Project" to a group on a study tour of the company's headquarters in Marseille, South France.

He explained that CMA CGM had in January signed an agreement with the International Container Terminal Services LFTS Enterprise for 25 per cent stake in the Lekki Container Terminal. The master concessionaire of Lekki Port zone, LPLE, is to provide the terminal infrastructure and marine services for maintenance dredging. Riondel said the port would be developed with green technology and infrastructure that would reduce congestion and pollution.

"Like many new port projects in the world, the Lekki port is to be located outside the main city of Lagos, enjoying access and less congestion than existing terminals. The location of the port outside will protect the environment and allow reduction in carbon dioxide and noise pollutions.



The Lekki deep-sea port

According to him, the terminal is expected to directly employ between 1000 and 2000 persons and indirectly employ 1000 persons at full capacity

"The project, which is estimated to cost about \$1.7 billion dollars, will be developed in stages.

With a quay of 1200metres, this modern facility, which is expected to be fully operational in 2016, will have an annual capacity of 2.5 million TEU, making it the largest single terminal in sub-Saharan Africa.

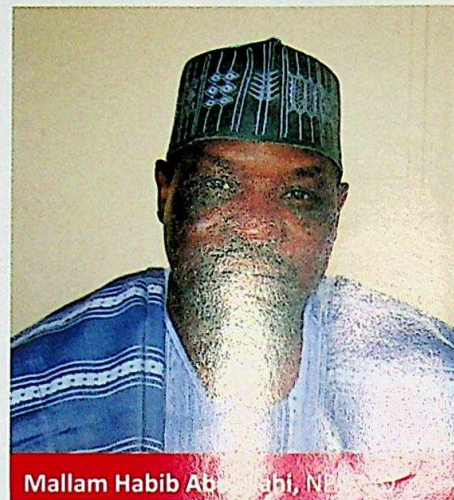
Apart from CMA CGM, another investor, ICTSI, will invest in excess of USD 225 million to provide cargo handling equipment and related IT infrastructure. This investment forms part of the USD 1.4 billion being invested in the entire port development.

The Chairman of ICTSI, Mr. Enrique K. Razon Jr said during the recent concession signing ceremony that, "this new concession will reinforce ICTSI's presence in Africa and sets the standard for infrastructure developments in Africa. The ceremony hosted by Tolaram Group in Singapore was also attended by Mr. Mohan K. Vaswani, the Chairman of Tolaram Group.

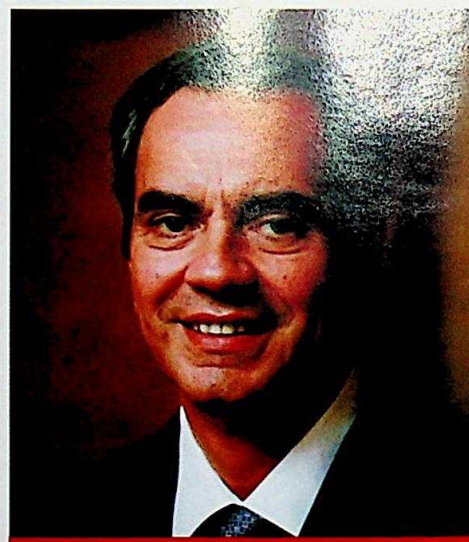
"We anticipate that the demand at our facility will go beyond the expected 2.5 million TEU. We are designing the port to allow for expansion to serve that excess demand in a short span of time upon

completion," said Mr. Mohan K. Vaswani.

"The multiplier effect of the Tolaram Port at Lekki on the potential GDP of Nigeria will be significant. The infrastructure alone will spur substantial growth prospects for the country and we are happy to be a part of



Malam Habib Abdulahi, NPA Chairman



Mr. Enrique K. Razon Jr, Chairman of ICTSI

this transformation," added Mr. Vaswani.

Also speaking, the managing director, NPA, Malam Habib Abdulahi expressed satisfaction at the extent of work.

"I am very satisfied with the development phase of this important project and will render all the support needed to ensure smooth take off. NPA, as partners in the project are delighted to see the signing of this agreement as it is a commitment of the promoters and operators to the success of the port. The port, once commissioned, will be a catalyst for economic growth in Nigeria," added Abdulahi ●

NIWA Hosts International Exhibition

The National Inland Waterways Authority (NIWA) is set to organize a three-day International Conference and Exhibitors' event in Lagos, Nigeria. Tagged NIWA ICG 2014 with the Theme "Enhancing Productivity, Safety and Improving Viability of Inland Waterways in Nigeria", the event will take place at Eko Hotel & Suites, Lagos, from August 12th to 14th 2014.

This an advocacy and awareness platform for participants to showcase their unique products and services as well as to gain more knowledge on the vast economic and business opportunities available in Nigeria's inland waterways.

It will feature private sector practitioners in shipping, dredging, inland waterways transportation and different groups of stakeholders who are expected to see the need to invest and open a gateway for increased participation in the waterways scheme of NIWA for the benefit of the economy and tourism.

The event will draw participants and exhibitors from Nigeria, the ECOWAS sub-region and other parts of the world.



Hajia Inna Ciroma, NIWA MD

The Nigerian Maritime Administration and Safety Agency (NIMASA), has began a week-long training of inspectors in line with the provisions of the ILO's Maritime Labour Convention (MLC 2006). The Maritime Labour Convention of the International Labour Organization 2006 is a convention that focuses on human element onboard, local and international vessels. The convention entered into force globally on August 20th 2013 and

one instrument which therefore imposes the challenge of understanding the complexity of the fundamental and social rights as they apply to seafarers in a globalised shipping sector.

According to the NIMASA DG, who spoke through the Executive Director Maritime Labour and Cabotage Services, Callistus Obi, "Though some of the provisions of the Convention already exist in the NIMASA Act and the Merchant Shipping Act, 2007, the innovations and the rights enshrined in the MLC 2006 convention makes adequate training of officers who are to implement the provisions of

Department for certification and mandatory ILO report submissions. It also involves the training of staff of the relevant departments who need the basic knowledge and understanding of the convention to successfully carry out their duties," Akpobolekemi further said.

Trainees for the programme were drawn from the Maritime Labour Services Department and the Maritime Safety Department.

Speaking at the ceremony, the agency's Executive Director, Maritime Safety and Shipping Development, Capt. Ezekiel Bala Agaba, said the officers were being trained to be able

NIMASA Trains Maritime Labour Inspectors

By Enyeribe Anyanwu

will become effectively operational in Nigeria by the 18th of this month.

Nigeria after ratifying the Convention, submitted the instrument of ratification to ILO in Geneva, Switzerland on June 18th, 2013. Since then, it has engaged in a series of activities to ensure proper implementation of the provisions of the convention on her territorial waters.

Speaking at the opening ceremony of the training programme, the Director-General of the Agency, Mr. Ziakede Patrick Akpobolekemi, said the MLC 2006 was a product of the fusing of over 65 instruments into

the convention in Nigeria imperative.

Said the DG, "The maritime labour inspectors training which takes off today is one of the key activities approved by the agency's management in August, 2013 for implementation in compliance with ILO requirements for ratifying member states. It is also necessary so as to achieve the objectives of a uniform implementation of Flag State Inspection and to ensure ongoing compliance at Port State levels."

"The course is further aimed at adequately preparing officers who will eventually carry out onboard Port and Flag State inspections and to submit reports to MLS

to perform their work efficiently and professionally in line with international standards. He said this was necessary in order not to embarrass the nation if they do the wrong things while onboard a foreign flagged vessel. He said if for instance, they wrongly detain a ship, it will become a big embarrassment to Nigeria if the flag state of the ship reacts and perhaps take the matter to the International Maritime Organisation.

He cautioned that the training which to be handled by both local and international experts was not the "normal jamboree" but a serious exercise only those who met the conditions would be issued certificates.

Ports And Cargo Makes History, Receives WAFMAX

The recent visit of the jumbo 4500 TEU capacity West African Maximum (WAFMAX) vessel to the Ports and Cargo Terminal, Tin Can Island Port in Lagos has been described as historic. Christened *Hansa Mare Reederel*, the 260-metre long vessel owned by the Mediterranean Shipping Company (MSC), is reputed to be the longest and the biggest to have ever berthed at Lagos Ports.

It was received by officials of Sifax Group led by the General Manager, Operations of Ports and Cargo, Mustapha Mohammed.

Sifax Group owns and operates the Ports and Cargo Terminal. Speaking at the historic event, Mustapha said that the visit of the jumbo vessel signposted a realization of one and a half years dream which the management of the terminal has doggedly pursued.

According to him, it took the company that long to realize the dream through negotiations with the owners of the vessel and the Nigerian Ports Authority (NPA).

"Today is a great day, a dream come true. Everybody doubted that this cannot happen, that a 260-metre vessel cannot come to Nigeria. What they are expecting is 250 metre-long vessel, maximum. But by the commitment and determination of the management of the terminal, the support of the NPA and the cooperation of the MSC, the owner of the vessel, we are able to get this vessel to Nigeria. "This is the largest vessel that will ever come to Nigeria and Tin Can Port in particular" the Port and Cargo Operations Manager said.

Explaining the maiden visit as a great event, he explained that Ports and Cargo Terminal was able to attract the vessel by her ability to provide the enabling environment which includes the required maximum draught of 12.5 metres and full approval by the Nigerian Ports Authority, NPA. "Today is a great day for Nigeria, a great day for Ports and Cargo management" Mustapha declared.

It is recalled that prior to the WAFMAX visit, Ports and Cargo sent four pilots of NPA for training in Sorrento, Italy, to acquire the required training and expertise that will equip them to purposely guide the vessel to Nigeria.



Hansa Mare Reederel, the WAFMAX vessel

In his remarks, Jeff Gosciniak, the Managing Director of MSC, owners of the vessel, corroborated the sentiments of Mustapha when he noted that the voyage was a historic one that will have positive economic implications for Nigeria. He reiterated the huge financial commitment of Ports and Cargo into making the dream a reality.

"The Four NPA pilots were taken to stimulator training centres in Italy to teach them on how to navigate such a big vessel and they have successfully delivered the vessel here today without any incidence". Gosciniak said.

He stated that the vessel will be calling at the terminal once every week and that the crew members are now confident about the capability and ability of the terminal to handle such vessel.

"I am happy for Nigeria, am happy for MSC, am happy for Ports and Cargo and am happy for NPA for this historic visit. It is making of history. I am particularly happy for Ports and Cargo to receive a vessel of this size which shows that they are capable, well organized and committed to make this happen", the MSC boss noted.

He said that the visit of the vessel will

now reduce operating cost and the time in transit for goods from China to Nigeria.

However, the vessel, which has the capacity for 4500 containers, only carried less than 1000 containers on its maiden voyage to Tin Can but Gosciniak hoped that on the subsequent visits, the vessel will attract much higher numbers of cargo as more Nigerian businessmen who buy their goods in China will take advantage of the opportunity.

Nevertheless, Mustapha declared that the terminal has the required equipment and expertise to handle the large volume of cargo that the terminal will now attract on weekly basis due to the call of the vessel.

"We have enough capacity to handle the volume of cargo that will be generated by the vessel on weekly basis. We have the latest version of RTG cranes and other modern cargo handling gears, including enough trucks. Our capacity is 17,000 TEU while we are currently running with 7,000 TEU. Our performance is 15 moves per hour per crane which is the standard performance index anywhere in the world", Mustapha revealed.

The vessel was billed to go back to Asia via Abidjan ●

MWUN, NIMASA To Collaborate On 2006 Labour Convention

The Nigerian Maritime Administration and Safety Agency (NIMASA) in collaboration with the Maritime Workers Union of Nigeria (MWUN), is putting in place a convention designed to address issues relating to the welfare of seafarers. This is meant to satisfy a condition set for the successful implementation of the Maritime Labour Convention (MLC) 2006 for seafarers expected to come into force by June 18, 2014. This was revealed in Lagos recently by NIMASA Director General, Patrick Akpobolokemi at the National Executive Council (NEC) meeting of the maritime workers union.

According to him, "the process culminating in the implementation of the Convention has been with the active participation of the representatives of the maritime workers union". The NIMASA boss explained that a number of sensitizations and tripartite stakeholders' meetings have been held to enlighten relevant stakeholders, adding that the collaboration is in line with the spirit of fairness.

According to him, plans have been concluded to conduct Maritime Labour

Inspectors training for the conduct of tag and port state control inspections in line with the requirements of the Convention.

Speaking further, he hinted that special sessions with the relevant stakeholders and seafarers would be carried out in June 2014 to further bring to fore their responsibilities and obligations on the Convention.

He also sought the continued support of the union to enable the agency deliver on her mandate as required by all the ratifying countries.

In his remarks, President General of MWUN, Anthony Nted commended the Federal Government for ratifying the MLC stating that the implementation will go a long way in addressing security issues and wellbeing of seafarers in the industry.

Specifically, he said the union is patiently awaiting the implementation of the Convention pledging to support NIMASA to ensure that the objectives of the Convention are achieved.

On security of the nation's seaports, Nted said: "After the September 11 bomb explosion in the United States of America (USA), there was a Convention that talked about the health and safety in the ports and under the health and

safety, we also have the ISPS code that every country that falls within the maritime territorial boundary or do' maritime operation must definitely be inclined as far as international maritime security is concerned.

"So, Nigeria is also a member and we as members of the maritime workers union take security of the port and lives of our members very seriously".

He added: "And you will agree with me that what is happening in the country is worrisome; nobody knows who will be the next victim. For us, we have made security our watch- word and that is why we advise our members to take care while working in the port and to report any suspicious event in the port to the security agencies".

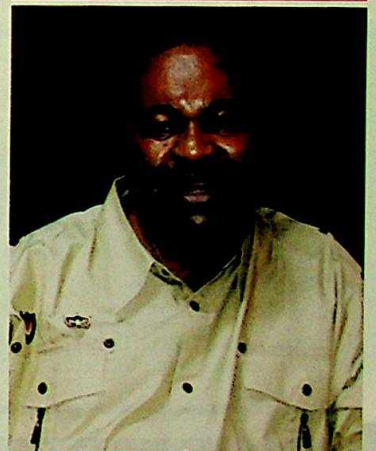
According to the International Maritime Organisation, IMO, "This Convention is a milestone in maritime history." ILO Director-General, Guy Ryder said: "The product of tripartite dialogue and international cooperation, it enables decent working and living conditions for seafarers to be advanced, along with fair competition for ship owners in this, the most globalized of industries".

"I call on all countries with a maritime interest to ratify - if they have not yet done so - and urge governments and ship owners to work effectively to implement this Convention," Ryder added.

According to International Labour



Patrick Akpobolokemi, NIMASA DG



Tony Nted, President, MWUN

Organization (ILO), the Convention has the full support of the International Transport Workers' Federation (ITF), which represents seafarers, and the International Ship owners Federation (ISF), both of which played a key role during the five years of its development and in the adoption of the Convention at a special ILO International Labour Conference in 2006 •

USCG: Search Continues For Missing British Crew

The US Coast Guard is continuing the search for four British sailors approximately 1,000 miles (1,600 kilometers) east of Cape Cod, Massachusetts.

The 1,000-foot vessel *Maersk Kure* has located and captured an image of the capsized hull of what is presumed to be the 39-foot sailing vessel *Cheeki Rafiki*

According to the latest media reports, USCG has disclosed two search areas, the south area located approximately 90 nautical miles to the west of the coast guard's original search area, and the north area based on the last known position of the yacht *Cheeki Rafiki* and the hull sighting by container ship *Maersk Kure*.

The four sailors went missing recently when their yacht ran into difficulties in the Atlantic Ocean.

Watch standers from the 1st Coast Guard District command center in Boston were notified of two 406MHz personal locator beacons registered to the 39-foot U.K.-flagged sailing vessel *Cheeki Rafiki*. The yacht's agent in the U.K. told the U.S. Coast Guard the last message they received from the crew stated they were taking on water with four people on-board.



Later, the crew from the box ship *Maersk Kure* located an overturned hull that matched the description of the *Cheeki Rafiki*, but there was no sign of

the sailors. So far, multiple crews from numerous nation's military branches and commercial vessels have searched more than 5,000 square miles of sea •

Royal Navy's Carrier Stands Tall

Britain's biggest warship is now Britain's tallest warship as HMS Queen Elizabeth reaches her maximum height with the addition of her final mast.

With a draught of just shy of ten metres (33ft) it means the aircraft carrier towers 63 metres (206ft) above the waterline. The *Queen* will officially name the carrier at Rosyth on July 4, 2014.

To allow *HMS Queen Elizabeth* to pass safely beneath the road and rail bridges, the pole mast is lowered until it's almost horizontal – before

being raised again once safely through.

"The mast is home to antennae for communications systems which are a pivotal part of navigation and flight safety, so a solution had to be engineered to raise the mast once the ship has transited safely underneath," said Petty Officer Engineering Technician (Weapon Engineering) Johnson.

ATL Wins Its Largest Contract

Atlantic Towing Limited (ATL) has secured a new ten (10)-year firm contract, plus a total of 15 years of options with ExxonMobil Canada Properties and Hibernia Management and Development Company Ltd. (HMDC) for four new state-of-the-art Platform Supply Vessels operating out of St John's, NL.

The first ships for the contract will be delivered in 2016 and will join Atlantic Towing's current fleet of eight offshore support vessels in Atlantic Canada. The new contract means 100 new jobs at Atlantic

Towing's offshore fleet home port of St. John's, NL.

According to Wayne Power, Vice President, Atlantic Towing, "ExxonMobil has been a valued customer and we are proud and honored to have the opportunity to support the Hibernia and Hebron operations offshore Newfoundland and Labrador with the highest standard of safety and service".

The new ships to be designed and built by Damen Shipyards Group of the Netherlands, will deliver a number of environmental benefits including clean design designation with a diesel electric power plant, the latest environmental control equipment, wave piercing bow design, and enhanced crew comfort.



PSV 3300 CD's from Damen Shipyards

"This exceptional contract – the largest in our company's history – will increase our fleet size, our workforce and our overall contribution to the economy in Newfoundland and Labrador," said Sean Leet, General Manager,

Atlantic Towing. "We expect hiring of approximately 100 new positions, which will provide a great opportunity for local seafarers, to begin in December 2015" •



From the tip of the newly-installed pole mast to the keel, the gigantic carrier now stands 73 metres (239ft) tall, eclipsing Tower Bridge or Nelson's Column.

On its own, the pole mast is 19 metres (62ft) tall. The lower half is home to navigational lighting, while the upper part houses numerous radio and communications antennae.

The mast sits on a steel cartridge which houses two hydraulic cylinders and a hydraulic system which lowers the structure to an

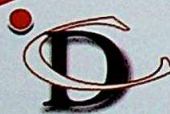
angle of 77 degrees before raising it back in place once through.

The chance to test the mast for real will come in late 2016 when *HMS Queen Elizabeth* leaves Rosyth to begin her sea trials. There are 42 days to go until the carrier is launched on July 4, 2014 •

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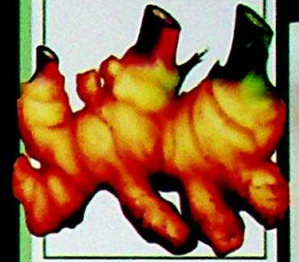
goldkili

Instant

GINGER DRINK

GINGEMBRE INSTANTANE

Natural



天然



Net Wt/Poids Net: 12.6oz/360g (0.63oz/18g x 20s)



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