

Curbing The Menace Of Water Hyacinth On Waterways

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Wharf Landing Fees: Reaping From Shippers' Agony





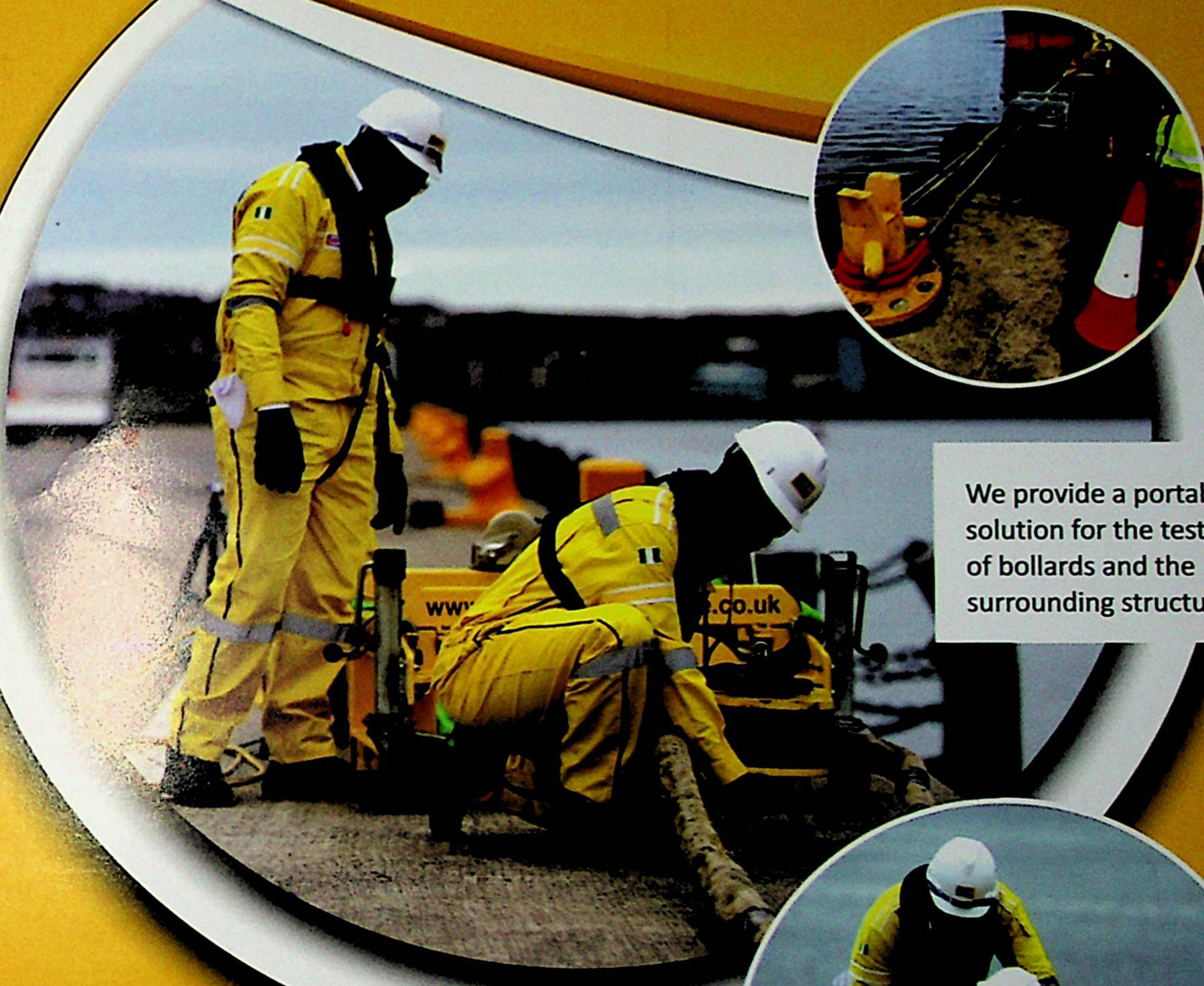
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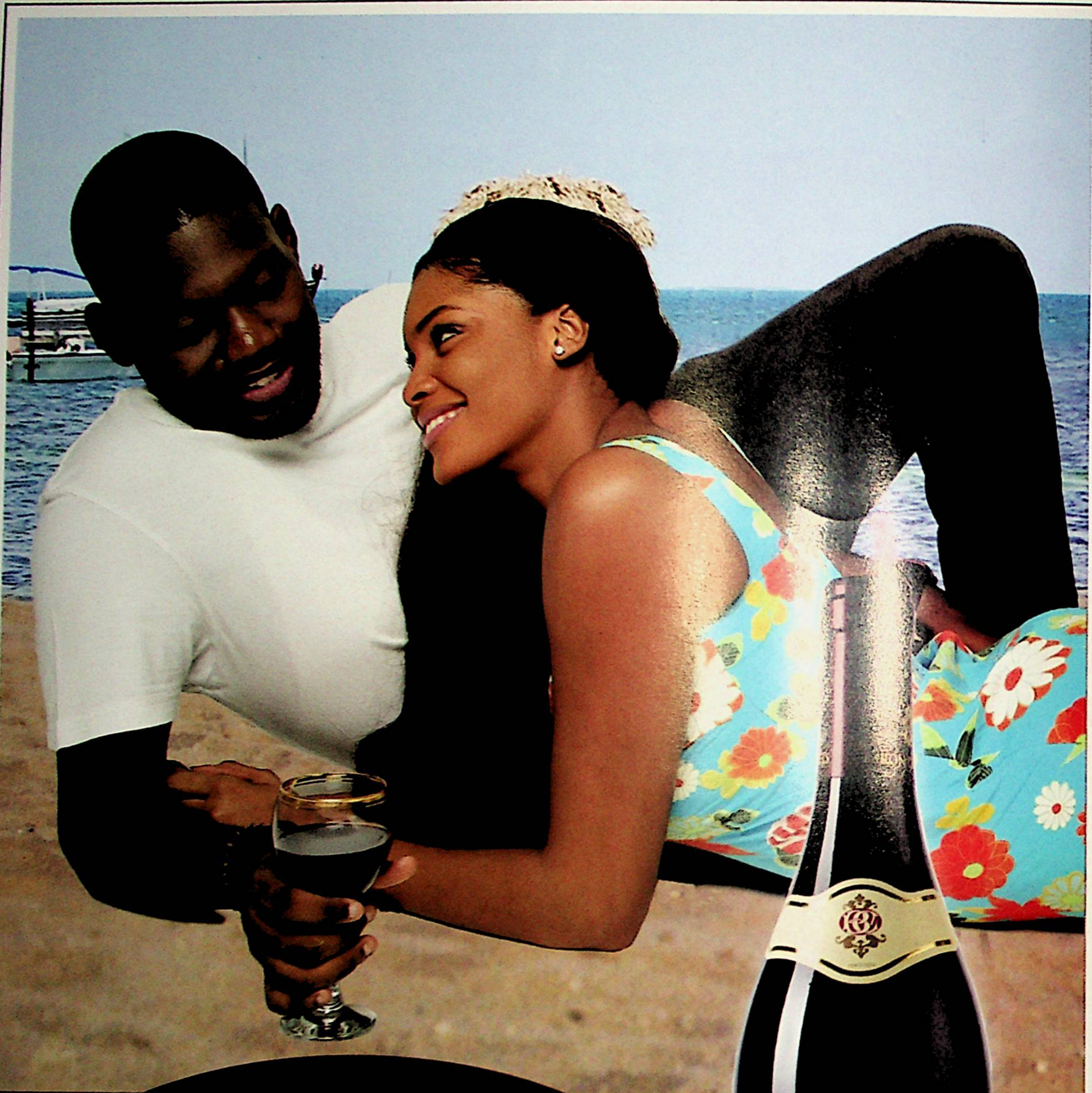


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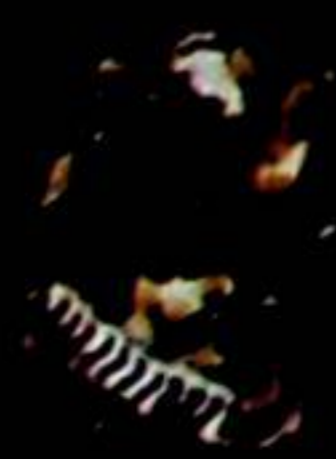
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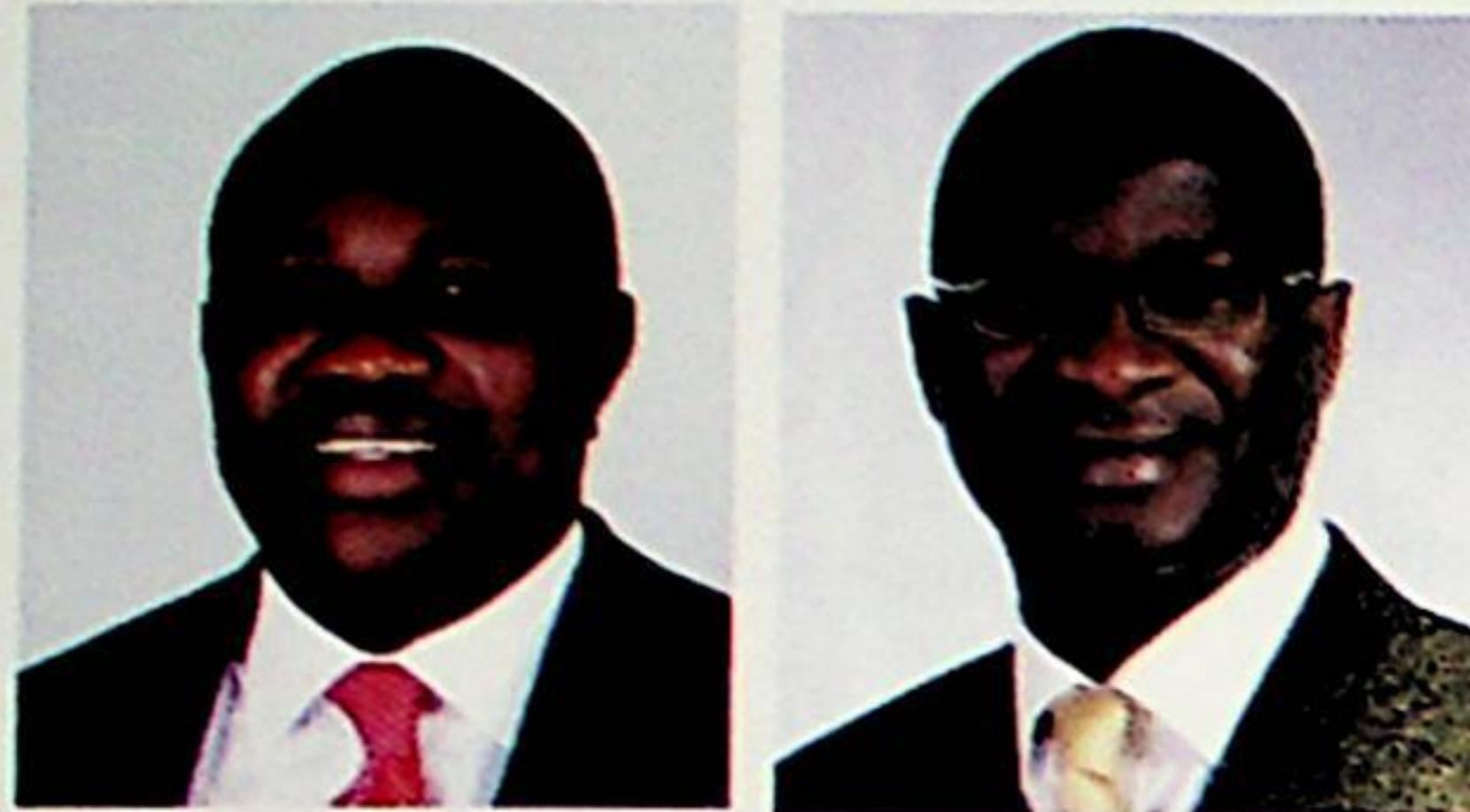


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The Wharf Landing Fees legislation has generated controversies across the states where they have been signed into law. This law empowers the state and local government authorities in the state to charge wharf landing fees on any item or consignments transported through the seaport into any local government area of the state where a sea port is located. Few years later, after Lagos State pioneered enactment of the Law, other coastal states privileged to have a port are taking the same step. The most recent enactment of Wharf Landing Fees law is Cross River state and this is coming at time when various state governments are in desperate move to increase internally generated revenue.

After collecting billions of naira since the enactment of the law without using the proceeds to maintain port access, frustrated shippers are warning of dire consequences for the economy while the federal government gears up to battle Lagos State government over the constitutionality of the law. The details of these form subject of our November Edition's cover story.

For decades, water hyacinth had posed a threat to safe navigation on the nation's coastal and inland waterways. In what appears a bold move to tackle the menace, Governor Ambode of Lagos State recently launched two weed removal machines.

These and other well researched stories on export drive, domestication of international treaty on trade, maritime law and other educative issues are package specially, to continue to keep our esteemed readers abreast of developments in maritime industry

Okey Ibekwe

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Seamless International Trade: Need For African Countries To Domesticate The Rotterdam Rules

The recent validation colloquium on the United Nations convention on contracts for the international carriage of goods wholly or partially by sea has revealed that many African countries are yet to ratify a treaty key to seamless international trade within their shores and beyond. IZUCHUKWU OZOEMENA and GLORIA EHIAGHE report.



Dignitaries at the Abuja event

On October 4, 2016, the Federal Ministry of Transport and Union of African Shippers' Council hosted a colloquium on domestication of an international trade treaty known as Rotterdam Rules.

The event which held in Abuja was a gathering of key maritime stakeholders from different parts of west and central Africa. The judiciary (including maritime lawyers), shippers and other key personalities in the sector graced the two-day event. Experts presented papers even as they analyzed current maritime transportation issues as concerns the African continent. They evaluated the extent African maritime nations have domesticated the Rotterdam Rules to enhance seamless movement of goods by sea to and from the continent of Africa to other parts of the globe.

The Rotterdam Rules (officially known as the United Nations convention on contracts for the international carriage of goods wholly or partly by sea) is a treaty proposing the new

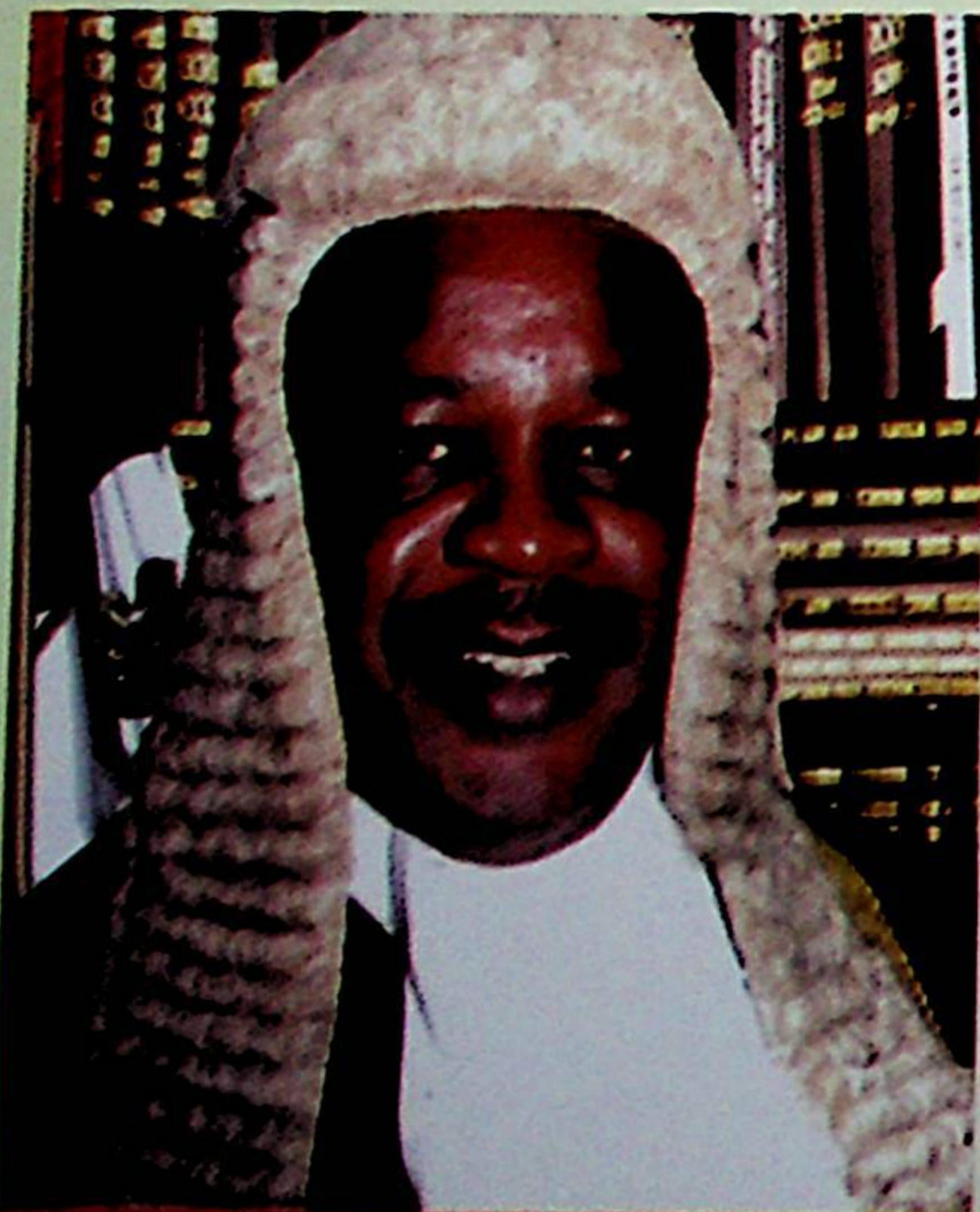
international rules to revise the legal framework for maritime affreightment and carriage of goods by sea. The rules primarily address the legal relationships between carriers and cargo-owners.

The convention establishes a comprehensive, uniform legal regime governing the rights and obligations of shippers, carriers and consignees under a contract for door-to-door shipment that involve international sea transport.

The Abuja event revealed that out of the 20 African nations that are signatories to the treaty when this rule came into force in 2008, only three member-nations have ratified it within their territories.

The Rotterdam Rules were created to consolidate the legal framework that must exist in the international maritime domain. In other words, it serves as a viable tool to bring about stability and remove skepticisms involved in ascertaining the relevant laws applicable to a commercial deal involving movement of cargoes by sea.

The colloquium discovered that for African maritime nations, the rules will



Hon Justice Ibrahim Auta,
Chief Judge, Federal High Court

never achieve the purpose if there is dependence on countries from the northern hemisphere to ratify them first.

Speaking during the opening formalities, chairman of the occasion, Hon Justice Ibrahim Auta said the purpose of the international gathering was to fashion out strategies for the implementation of the Rotterdam Rules in West and Central Africa. Auta who is the Chief Judge of the Federal High Court, stressed the power of the federal high court to determine the operation and implementation of maritime matters. "The Federal High Court will always collaborate with relevant agencies to ensure a uniform approach to the interpretation of maritime issues in the sub-region as per the Rotterdam Rules".

In his welcome address, Transportation Minister, Rotimi Amaechi, urged more African nations to take the step that the Republic of Togo took several years ago when it ratified the Rotterdam Rules.

According to him, the benefits of the convention to African countries, especially Nigeria, cannot be overemphasized, considering her vast hinterland and the need for speedy evacuation of cargo from the seaports.

He further stated that the inter-modal nature of the convention is quite significant to Nigeria in the light of the development of inland container depots or dry ports in the country. He noted that the evolution of dry ports in Nigeria has continued to be a major attraction to other West African countries particularly the landlocked nations. This, he assured, would enhance international trade and logistics in the West and

Central African sub region.

He noted that the speedy ratification of the rules also provides for higher level of compensation to cargo owners in cases of loss or damage to cargo both at the seaports and the hinterland.

"The benefits of this convention cannot be overemphasized, considering the vast hinterland of Nigeria and the need for speedy evacuation of cargoes from the seaports.

He suggested that the federal government should put in place a mechanism for the ratification and domestication of the Rotterdam Rules because of its significance and importance to Nigeria as a cargo-owning nation.

One of the unique selling points of the convention according to the minister is that it enables door-to-door delivery of cargo, which both The Hague and Hamburg Rules did not provide for. He explained that The Hague Rules provided for what he referred to as 'tackle to tackle', while the Hamburg Rules covers Port-to-Port. The new regime he said, therefore, ensures that the period of responsibility begins to run when the goods are delivered.

In his presentation, the Executive Secretary of the Nigerian Shippers' Council (NSC), Barrister Hassan Bello, gave an insight into the history of the evolution of the Rotterdam Rules. He explained that the Rotterdam Rules was expected to be a "more comprehensive, more perfect, more balanced, more modern and more enduring carriage of goods regime".

Speaking, Dr. Kofi Mbia, Managing Director, Ghana Shippers' Council and Chairman of the Union of African Shippers Council

(UASC) counseled the Nigerian Shippers Council (NSC) and the Nigerian Ports Authority (NPA) to either reduce or cancel outright some shipping charges in the nation's ports. He urged the Federal Ministry of Transportation to work with the Nigerian Shippers Council to address the issue of proliferation of charges in Nigerian ports.

According to him, operators in the ports were collecting many charges that discouraged importers and exporters.

"This is because the cost of the various charges will be passed to the final consumers through increase in the prices of goods. The challenges are more practical in nature in terms of what happens in the ports; there is the need to ensure that there is orderliness in the ports", he said.

He went on: "Stakeholders should dialogue with the NSC so that they can agree on rates and charges to ensure that shipping lines and other operators in the ports do not unduly charge importers and exporters".

Mbia pointed out that charges like terminal handling and container administration, among others, would not make Nigerian ports to be attractive to importers and exporters, insisting that the charges in Nigerian ports needed to be properly defined.

The UASC boss added that people should be made to know the charges at the beginning of the year and make it predictable for the importers.

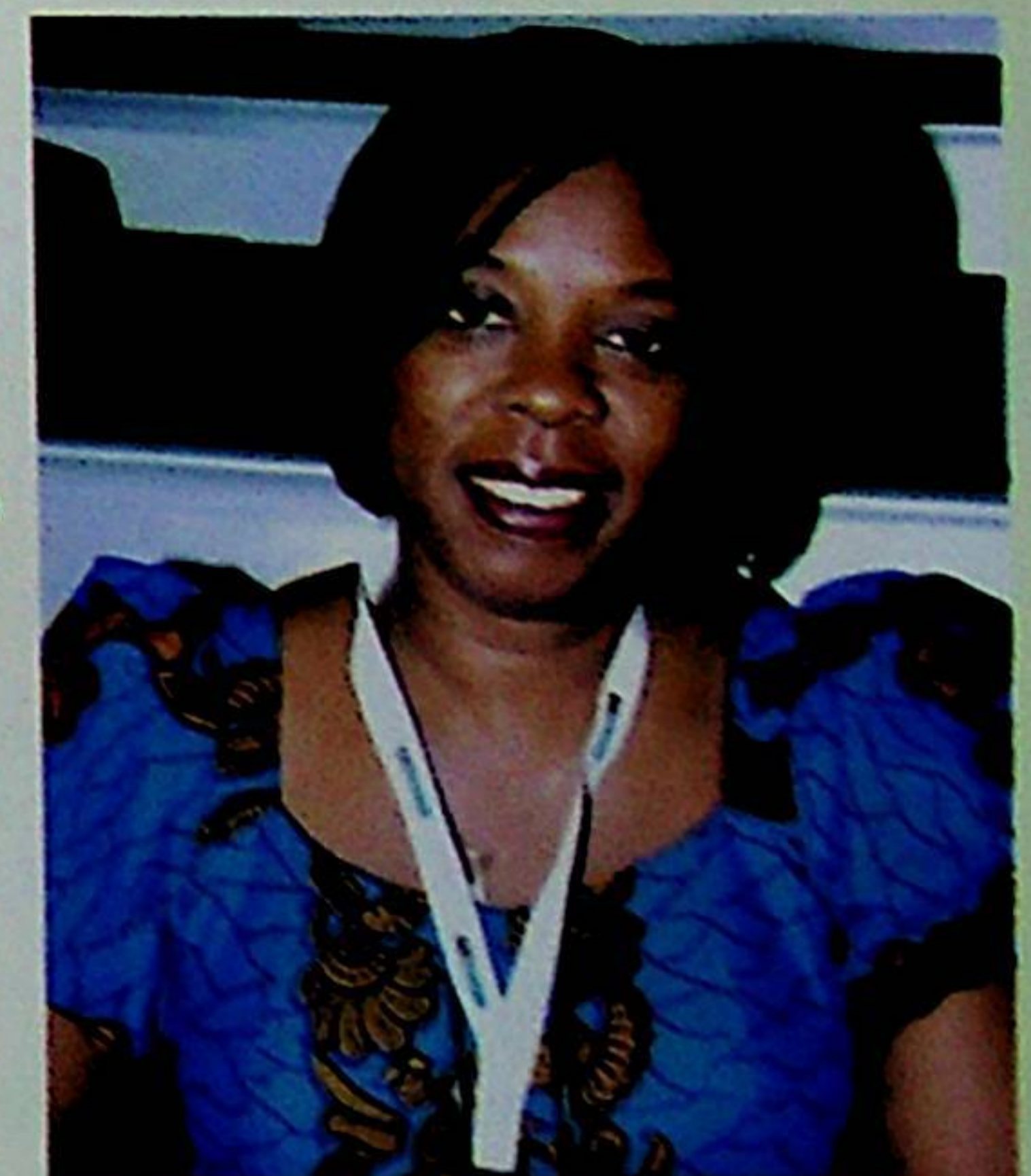
In her presentation on the introduction and background of convention governing carriage of goods by sea, a legal practitioner,



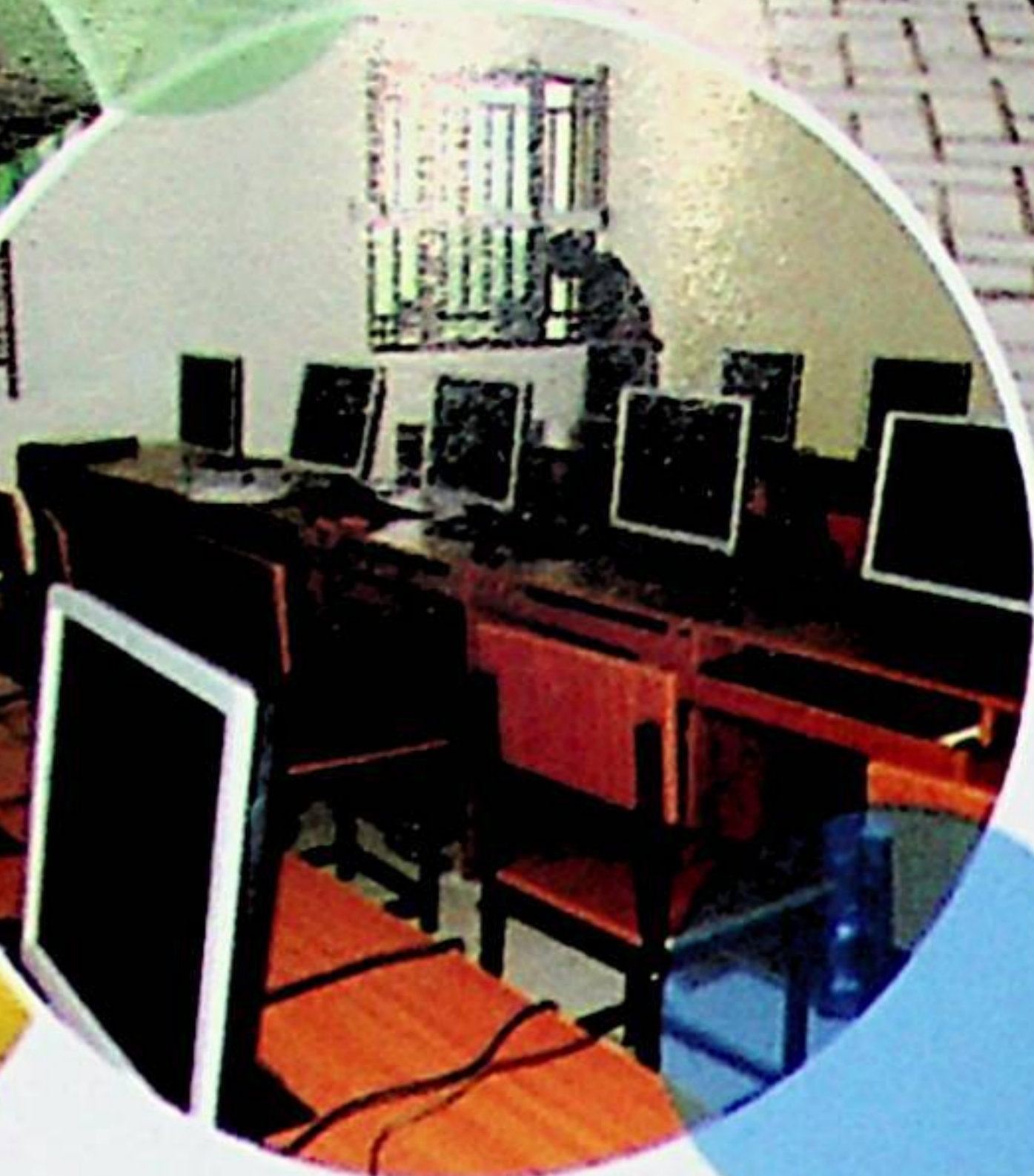
Hassan Bello,
Executive Secretary, NSC

Jean Chiazor Anishere posited that for Nigeria to be on the benefiting slant of the Rotterdam Rules, there must be in effect judicial and policy imperatives in place. She urged that the judiciary and policy makers in the country should take necessary steps towards the ratification of the Rotterdam Rules.

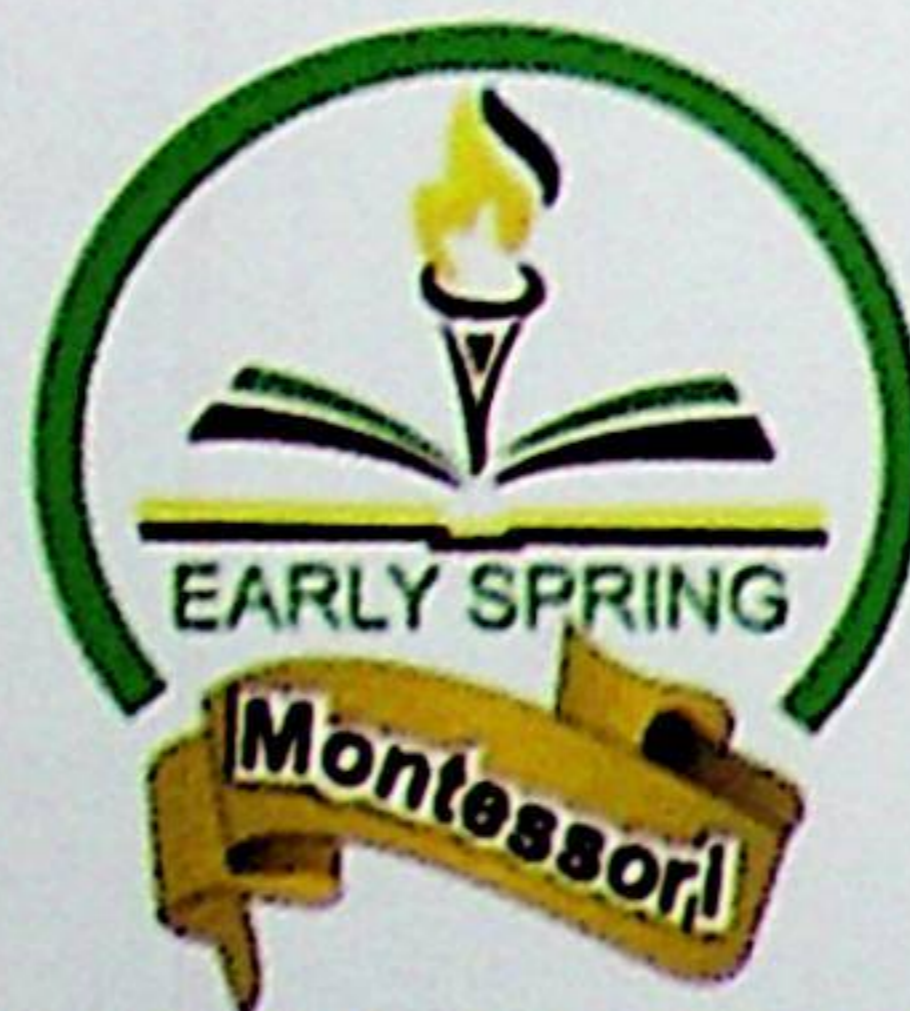
"There is dire need for the government to create an enabling environment for businesses to thrive. Our policies should be friendlier than they currently are and there must be a conscious effort in improving on infrastructure," Anishere said •



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Liverpool Road Apapa: Trailers crashed into the premises of Diamond bank while avoiding the bad portions

Wharf Landing Fees: Reaping From Shippers' Agony

After collecting billions of naira since the enactment of the Wharf Landing Fees Law without maintaining port access, frustrated shippers are warning of dire consequences for the economy while the federal government gears up to battle Lagos State government over the constitutionality of the law. Business and Maritime West Africa reports.

In 2009 when the Lagos State government enacted its Wharf Landing Charges Law, the already heavily taxed business community reluctantly acquiesced with the hope that it will save them from the nightmare of moving their goods out of the ports. The access roads to Lagos ports had turned into an axis of unmitigated neglect and virtually made unmotorable by the galaxy of ditches, some actually gullies and craters. Articulated vehicles, especially containers routinely end their journeys at these numerous points, the containers tipping off and further compounding the nightmare.

It was the prospect of turning the port access roads into free ways they were, that was the unique selling point of the Babatunde Fashola administration when it successfully campaigned for

collection of the what became known as wharf landing fees.

However, just seven years down the line, the dream has gone burst. Rather



Akinwunmi Ambode,
Lagos State Governor



Raji Fashola
Fmr. Lagos State Governor

than delivering on its promise, the port access roads are in worse state. At the Coconut Bridge interchange of Tin Can Port and the Apapa Shodi highway, operations of Wharf Landing Fee operatives daily collect fees from containers/impounded vehicles leaving Apapa. Typically, the same spot is one of the sore points where containers daily fall off as trailers carrying them meander through several craters.

On the long-neglected Wharf Road, Wharf Landing Fee operatives make their collections at the intersection of Wharf Road and Aerodrome Road overlooking Eleganza Plaza. It is no longer news that Wharf Road has become death trap. The entire stretch from Apapa Port gate through Eleganza Plaza roundabout and Airways bus stop is completely peeled off and flooded. From this axis up to Ijora Bridge is in the same deplorable situation.

It is also a tale of woes meandering through deplorable stretch of roads leading to Tin Can Island Ports, upto Berger Cement area of Olodi Apapa. This stretch has for long been abandoned even as businesses located within have generally shut down, as

what appears a motorable portion has been turned into a permanent truck park.

Similarly, the Wharf Road to Ijora stretch passing through Airways bus stop and Flour Mill is another death trap. For close to one year, trailers and tankers literally swim through the muddy pool occupying the intersection of Kofo Abayomi and Wharf Road. Often, many of these container-laden trucks have fallen into the pool, blocking the entire road for days. The story is not different from what has become a common scene on the Point Road and Wharf Road intersection overlooking the new Flour Mill building close to Area 'B' of the Lagos State Police Command.

The level of infrastructural degradation has become so alarming that members of the public sees the entire area as permanently abandoned. They now question the propriety and moral justification for the continued collection of the fees by the government of Lagos State.

The fees collected from shippers in Lagos target the main items considered to be impacting on the state of the roads. At N500 levy for every twenty tonnes equivalent unit delivered, investigations by *Business and Maritime West Africa* revealed that Lagos collected over N472.08 million for the 6,441,071 twenty tonnes equivalent units (TEUs) shipped in through Lagos ports in 2010 alone.

For imported vehicles, cars attract N300 levy per unit, Sports Utility Vehicles N500 while trucks and other heavy duty vehicles attract N1,000 per unit. In effect, Lagos collected more than N27.6 million in 2010 alone.

Similarly, Lagos State and its local governments

jointly earned more than N542.3 million in 2012 from the 784,600 TEUs of imported through Lagos ports. The amount realised as levies from the 388,439 units of cars for the same year was N26.53 million. It is estimated that Lagos State has collected over N3.5 billion since enactment of the law.

So lucrative was the return in wharf landing charges that the Cross River State enacted a similar law in 2015 with a much more elaborate regime of charges. Although the old and wings of the port in Calabar was strategically located, it enjoys limited patronage.

Items and Rates as prescribed under the Wharf Landing fees Law of Lagos State

S/N	Item	Rates
1.	40-foot Container	N1,000.00
2.	Trucks and other heavy duty motor vehicles	N1,000.00
3.	20-foot container	N500.00
4.	Sports utility vehicles	N500.00
5.	Any other smaller container	N300.00
6.	Cars	N300.00

Items, Units and Rates as prescribed under the Wharf Landing fees Law of Cross River State

S/N	Identified Goods	Unit	Schedule
1	General Goods		
A	Textiles	Bales	500
B	Tires	Pieces	200
C	Drinks – Beverages, Wines, etc	Crates/Cartons	100
D	Cement	Metric tons	2, 000
E	Flour, baking accessories, Limca, Wheat, etc.		
F	Shoes, flip flops, etc.	Bales	500

2 FOODSTUFF, FRUITS, VEGETABLES, ETC.			
a	Rice	Metric tons	2, 000
		Metric tons	2, 000
b	Orange & other Fruits	100kg per bags	100
		50kg per bags	50
c	Vegetables	Bales	200
d	Palm Oil/ Vegetable Oil	Liter	10
3 PETROLEUM PRODUCTS			
a	Automotive Gas Oil	Liter	1
b	Premium Motor Spirit	Liter	1
c	Dual Purpose Kero	Liter	1
d	HPFO, LPFO, Black Oil, Bitumen	Liter	1
4 OTHERS			
a	SUV Cars, Pick up cabins	Per Unit	3, 000
b	Saloon Cars	Per Unit	2, 000
c	Light to Heavy Trucks	Per Unit	10, 000
d	Industrial Machinery	Per Unit	10, 000

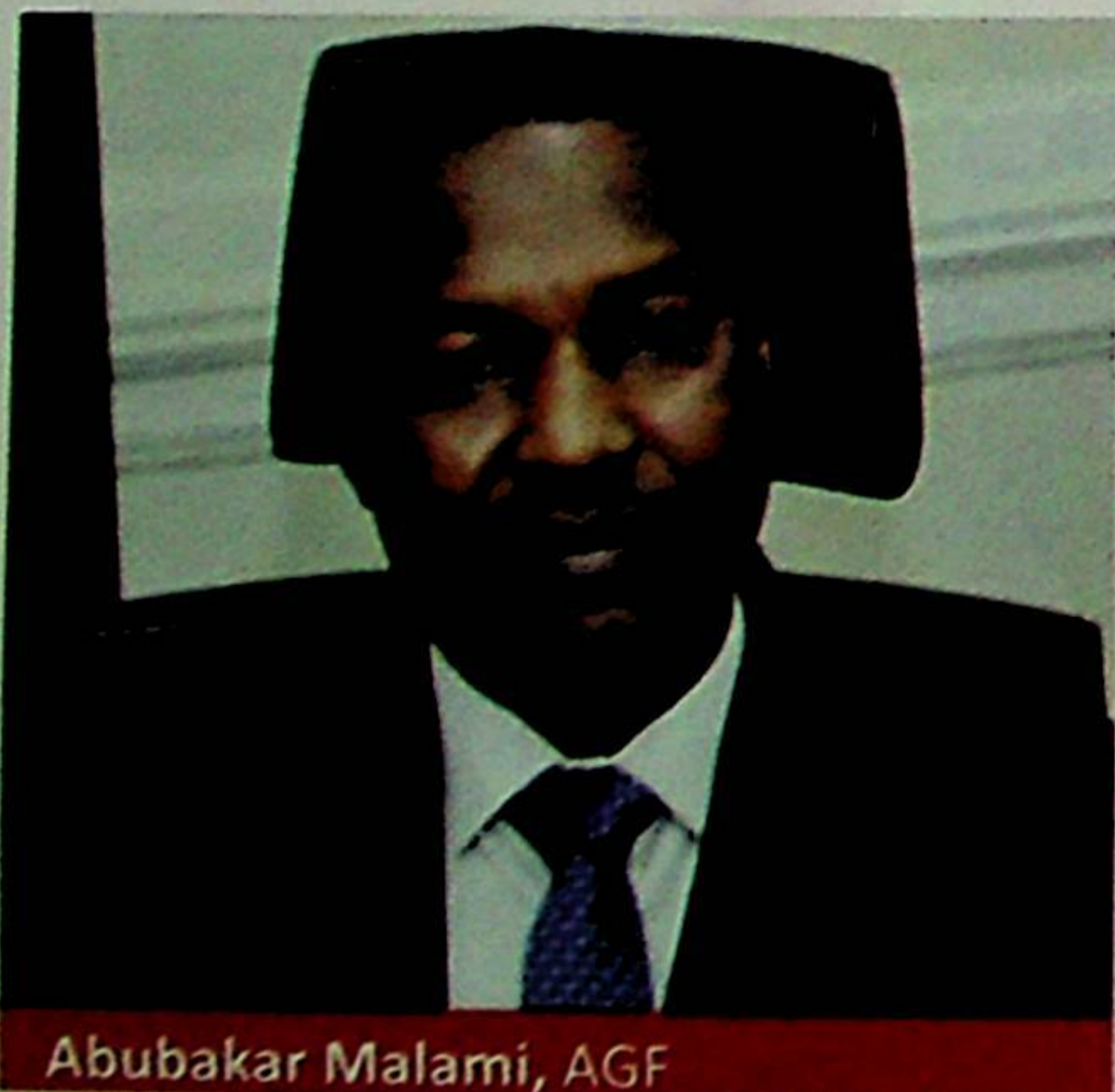
Wharf Landing Fees



Terrible State Of Tin Can Island Port Road

Both the Wharf Landing Fees Law of Cross River and Lagos States prescribe the same penalties for contravention. A convicted body corporate shall be liable to a fine of N500,000, payment of the Wharf Landing Fees prescribed and cost of litigation. A convicted individual shall be liable to a fine of One Hundred Thousand Naira, payment of Wharf Landing Fees prescribed and the cost of litigation.

Although repairs and maintenance of port access roads were the anchor for promulgating the laws, the emphasis shifted to revenue sharing as the new law came on stream. While announcing the take off the law on March 16, 2009, the Lagos State government stated that



Abubakar Malami, AGF

"the law also empowers the Commissioner for Finance to establish a Wharf landing fees fund which shall be lodged at designated banks and which at the end of every three months will be determined by the Commissioner for Finance on amount to be shared by each local government."

The progressive degeneration of the access roads since the commencement of collection of the wharf landing fees has brought to the front burners the propriety of the charges with questions being raised on the constitutionality of the law.

The law is now the subject of a litigation at the Supreme Court with the federal government seeking a

declaration that the law is unconstitutional and that Lagos State should refund all the money collected under the law since March 2009. The controversy arose from the name of the law with "wharf" being its key name. Under the 1999 constitution, wharfs and ports are words applicable to the exclusive list. Only the federal government can own, control and collect taxes from ports, according to some lawyers.

In his paper on "An Examination of Wharf Landing Fees Legislation in Nigeria: Lagos and Cross River States Case Studies", Mr. Theophilus M. Emem argued the Wharf Landing Fees Law of Lagos State is unconstitutional. "It is imperative to note that as at 2009

What Lagos Government Sa

March 16, 2009: Lagos State Governor, Mr. Babatunde Fashola (SAN) on Monday signed two bills, one of which provides an amendment to the partnership law cap one and the law on the State Wharf Landing charges bill with a provision for exemption for all goods that belong to any agency be it Federal Government, foreign governments, the Lagos State Government or any local government of any state and its agencies from being subjected to the charges.

Speaking during the signing of the two laws which took place at the Lagos House, Ikeja, Governor Fashola affirmed that the wharf landing bill legislation is a brainchild of the various tax, fiscal and regulatory authorities in the country who recognized and recommended the need for the payment of the fees.

He added that this has become imperative because it is the various local governments who bear the burden of the impact of maritime activities.

Fashola said: "We continue to hold the belief that in spite of global difficulties, the opportunities for growth and development lies in this part of the world in an emerging market in which Nigeria and Lagos as the economic point are favoured

destination".

Expounding the content of the bill, Special Adviser to the Governor on Political and Legislative Powers Bureau, Hon. Abdul Lateef Abdul Hakeem, said the new law provides for the payment of Wharf Landing bill on any good that passes through any local government area or council development area in the state.

He added that the Wharf landing bill provides that from the commencement of the law, it shall become lawful for local government in the state to charge wharf landing bill in respect of goods or consignment transported from a particular port to any local government area.

Hakeem added that in determining who is liable, the law says anybody in possession of any item or consignment in respect of which Wharf landing fee is chargeable whether he is the owner, shipper, transporter or agent shall be liable to pay the landing bill.

He explained that in order to prevent multiple taxing and prevent multiplicity of centres, the House of Assembly has proposed that the State shall establish or designate any authority as the collecting authority for the purpose of collecting the Wharf landing fee on behalf of all Local Governments and Council

Wharf Landing Fees

when the Wharf Landing Fees Law of Lagos State came into force, there was no provision in the Tax and Levies (Approved List of Collection) Act, recognizing Wharf Landing Fees as part of the taxes and levies to be collected by the Federal, State or local government. However, at the time Cross River State enacted its own Wharf Landing Fees Law, the Taxes and Levies (Approved List of Collection) has been amended to include Wharf Landing Fees as part of levies to be collected by the States", Emam stated in his paper.

But despite stating that

the Cross River State version of the law may have some legal foundation, he said both laws fall flat when juxtaposed with the 1999 constitution. The Nigerian Ports Authority (NPA) Act is an enactment of the National Assembly which established the NPA with the functions of providing and operating necessary facilities in ports and maintaining, improving and regulating the use of the ports; and to provide for matters connected therewith (including the powers of the Authority). Currently, by virtue of the NPA Act, all

ports in Nigeria are designated as Federal ports, he posited.

While the legality of the wharf landing fee laws may be debatable, their emergence in both states with prospects of other states as Delta and Rivers enacting similar laws is all down to the puzzling and illogical neglect of the roads by the federal government. A large percentage of the non-oil revenue is accounted for by



Rev Jonathan Nicol

Although repairs and maintenance of port access roads were the anchor for promulgating the laws, the emphasis shifted to revenue sharing as the new law came on stream

extent that businesses and business men and women are evacuating from those axis", Mr. Uchu Block, a top freight forwarder, told Business and Maritime West Africa. He said the value of property in Apapa has plummeted over the years while those still operating in the axis have to contend with regular and inevitable lateness of staff to resume duty.

"If Nigerian ports are rated as highly inefficient and one of the most expensive globally, and they truly are, its mainly down to nightmare people go through in accessing the ports. Millions of man hours are lost daily by the thousands of people that are compelled to use the ports everyday. Manufacturers lose valuable time as trucks carrying their

Value Added Tax (VAT) which in turn is mainly collected from Lagos ports. Besides, the ports are the heat beat of the economy, more so for an import-oriented one.

"That is precisely why it is puzzling that the federal government should neglect the ports' access roads to the

id Seven Years Ago

D... at areas... state

...formed that there shall be only one payment and that the law also empowers the Commissioner for Finance to establish a Wharf landing fees fund which shall be lodged at designated banks and which at the end of every three months will be determined by the Commissioner for Finance on amount to be shared by each local government.

The Special Adviser also said the sharing shall not take place until the cost of collection has been deducted as arranged by the State Government and the collecting authority.

Section four of the new law on Wharf landing also empowers the agents to stop any vehicle for the purpose of determining whether the goods being conveyed fall under those that should pay the Wharf landing fee and upon inspection are empowered to collect the fees for the purpose of



Hon. Abdul Lateef Hakeem

ensuring compliance with the laws.

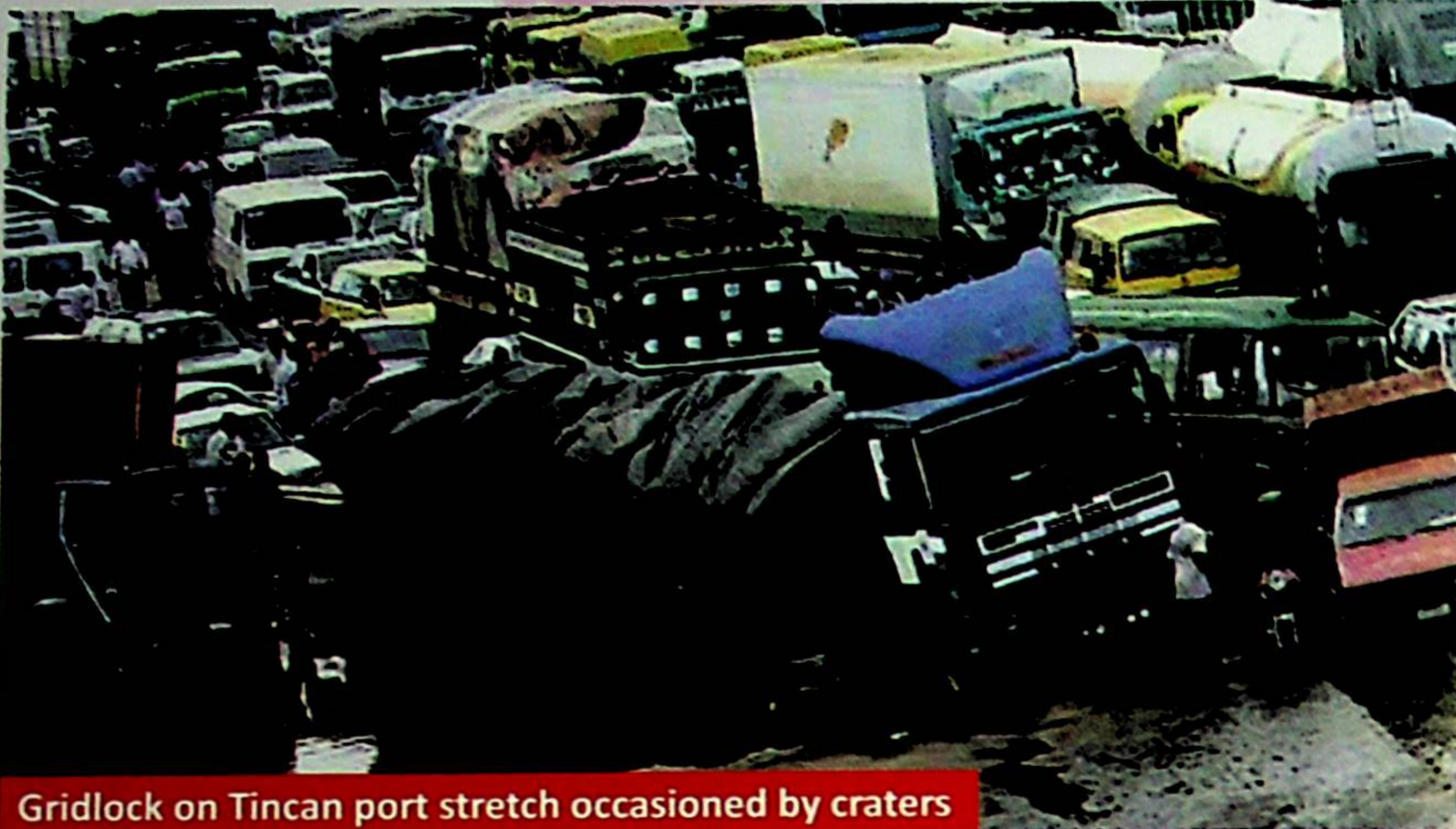
"Failure to pay the Wharf landing fees attracts a punishment of N500,000.00 for corporate bodies in addition to paying the Wharf charges and the cost of litigation while in respect of private individuals, failure to pay the Wharf landing bill attracts a fine of N100,000.00 in addition to paying the Wharf landing fees and cost of litigation", Hakeem added.

He said the charges would not be collectable within the seaport premises but outside



Permanent flood on a section of wharf road

Wharf Landing Fees



Gridlock on Tincan port stretch occasioned by craters

goods and raw materials are held up for weeks on end. That is one bid reason why the prices of goods imported into Nigeria do not compare favourably with those in neighbouring countries", Block stated.

But no less guilty are the states that played up the ambivalence of the

The level of infrastructural degradation has become so alarming that members of the public sees the entire area as permanently abandoned. They now question the propriety and moral justification for the continued collection of the fees by the government of Lagos State

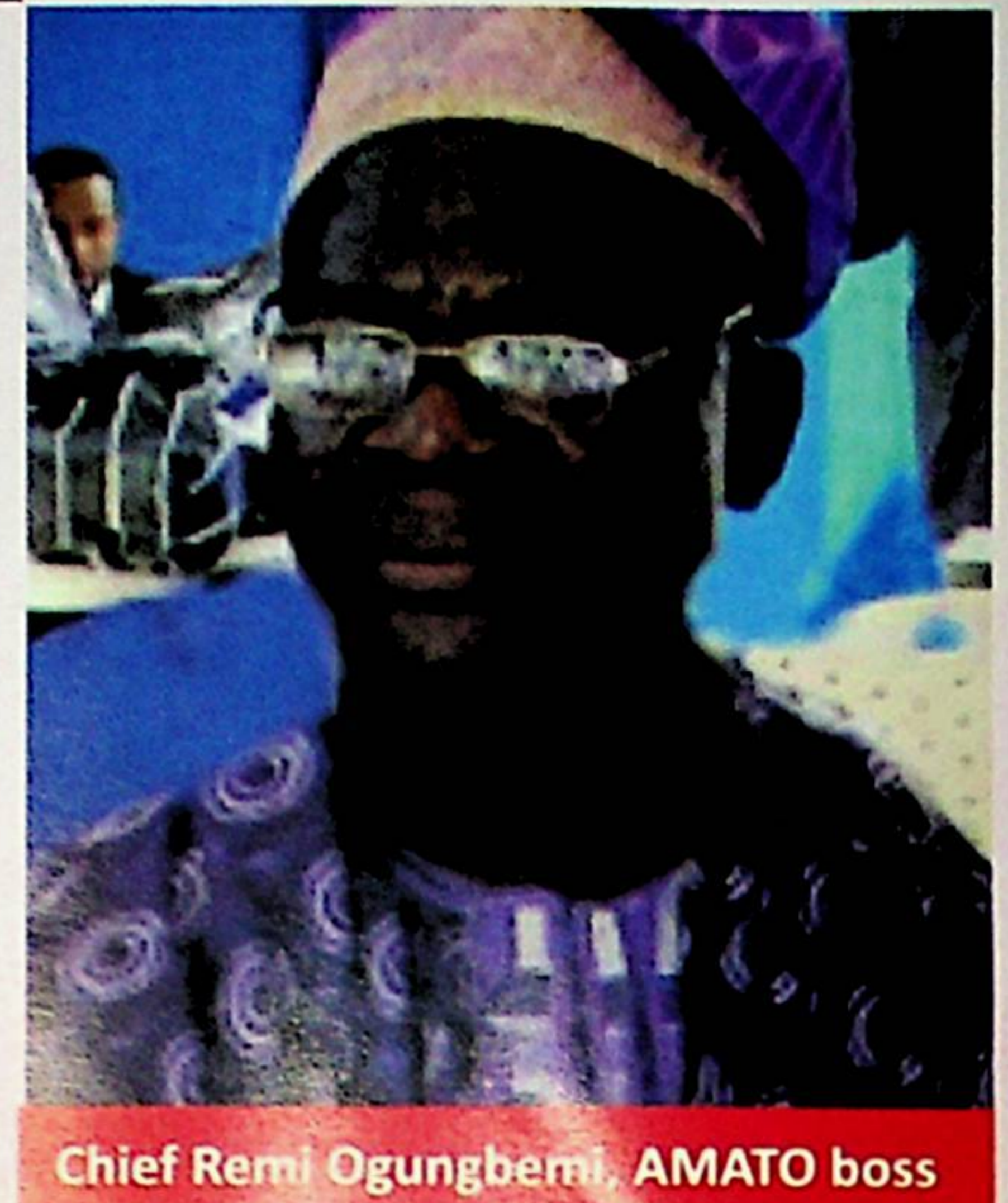
federal government to increase the tax burden of shippers through the Wharf Landing Fees Law. "If Lagos State had applied the proceeds of the law in genuinely rehabilitating the access roads, the legality of the law may not have been an issue", the freight forwarder said.

The issue, however, goes beyond who has the constitutional right to collect fees or not. It is about the state of the economy or lack of it. On numerous occasions, the Lagos Chamber of Commerce and Industry (LCCI) had raised alarm on the collateral damage the perilous state of

access roads to the ports is having on the economy.

Rev Jonathan Nicol, president, Shippers Association of Lagos State, said that because of the neglect, "businesses are closing down and going to other countries. Dunlop closed down and went to Accra; Michelin closed down and went to Ghana. Other factories are leaving Nigeria because they cannot cope." To him, the directive that the federal government that Lagos should return the collected fees raises a pertinent question: To who do they return the money? He was emphatic that the money belongs to the shipper! "So, they should return the money to us."

Stakeholders have, over time, continued to lament the poor condition of the ports access routes. Prominent among them are owners of trucks that



Chief Remi Ogungbemi, AMATO boss

evacuate goods from the ports. Recently, Chief Remi Ogungbemi, president, Association of Maritime Truck Owners (AMATO), said that truckers have considered plans to withdraw their services from Lagos ports any time because of the bad access roads. He noted that the roads were in terrible state, a situation that has continued to hamper business. "For a long time now, we have been drumming it in the ears of the authorities without any attention on their part. We cannot continue to work in a vicious circle in which trucks break down after every trip to the ports due to bad roads. We end up expending a huge amount to put them back on the road," Ogungbemi regretted.



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Curbing The Menace Of Water Hyacinth On Waterways

In what appears a bold move to tackle the menace of water hyacinth, the stubborn marine weed on the inland waterways, Governor Akinwunmi Ambode of Lagos State recently launched two weed removal machines

For decades, water hyacinth had posed a threat to safe navigation on the waterways. The onset of the ‘ember months’ usually heralds the appearance of water hyacinth on the inland waterways in Nigeria, the Lagos area inclusive. With the new weed removal machines recently launched at the Ebute-Ero Jetty by Governor Akinwunmi Ambode of Lagos State,

expectations are now high that the Lagos State Waterways Authority (LASWA) is now properly equipped to confront a menace that has impeded safe water transportation in the State for too long.

While commissioning the

machines on behalf of Governor Ambode, the Commissioner for the Environment, Dr. Samuel Adejare stated that “These machines will make our waterways clean. Before now, LASWA has always been getting contractors to get rid of dirt from the waterways, but we are stopping it now. The machines will help to clean the waterways now,”

He said the machines would help to clear the waterways off water hyacinth and other debris people dump into the lagoon.

Speaking at the event, LASWA Managing



Lagos procures equipment to tackle water hyacinth



Director, Engr. Abisola Kamson, said that the procurement of the equipment was part of several efforts to promote and improve the mode of safe water transportation in the State Water hyacinth, she noted, had become a seasonal threat and a menace to the marine ecosystems of Lagos, particularly within the Ikorodu, Ajah, Badagry, Lagos Island, Oworonshoki, Mile 2 and Epe axis.

“They cause mechanical problems to the propulsion system of boats, thus affecting water transportation activities and also affecting the socio-economic activities of fishermen and the inhabitants of the riverine communities negatively. She referred to the machines as a ‘miraculous technology’ that does not only clear water hyacinth, but also all other waste debris on the waterways.

In 2012, the National Inland Waterways Authority (NIWA) acquired two weed harvesters to enable her undertake regular clearing of weeds from the River Niger.

The seasonal presence of the weed on Nigeria’s inland waterways despite the machines NIWA acquired appears to give credence to stakeholder concerns about whether the machines were deployed to effective use.

The rapid growth of water hyacinth has clogged major waterways and created problems associated with navigation, national security, irrigation and drainage, water supply, hydro-electricity and fishing in many countries. The first surge of the weed in Nigeria was noticed in September, 1984 along the Badagry Creek in Lagos State where the weed formed a ‘mat’ over the water surface. By January 1985, it had spread to the creeks and lagoons in Lagos and its environs.

The invading weed entered the Nigerian coastal waters through the Porto Novo Creek in the Republic of Benin. Fear was expressed then that the weed might spread to other water bodies in Nigeria. By 1986, the weed had crossed the Lagos Lagoon and has since



Mile 2 jetty covered by weeds

covered most of the intricate system of waterways made up of rivers, lagoons and creeks in Lagos, Ogun, Ondo, Edo,

Delta and beyond. The weed is spreading fast along the coastal states of Nigeria ●



Lagos State Environment Commissioner, Dr. Babatunde Adejare (m), cuts the tape to commission the water hyacinth removal machines

KLTC – INTEGRATED, PREDICTABLE AND DEPENDABLE

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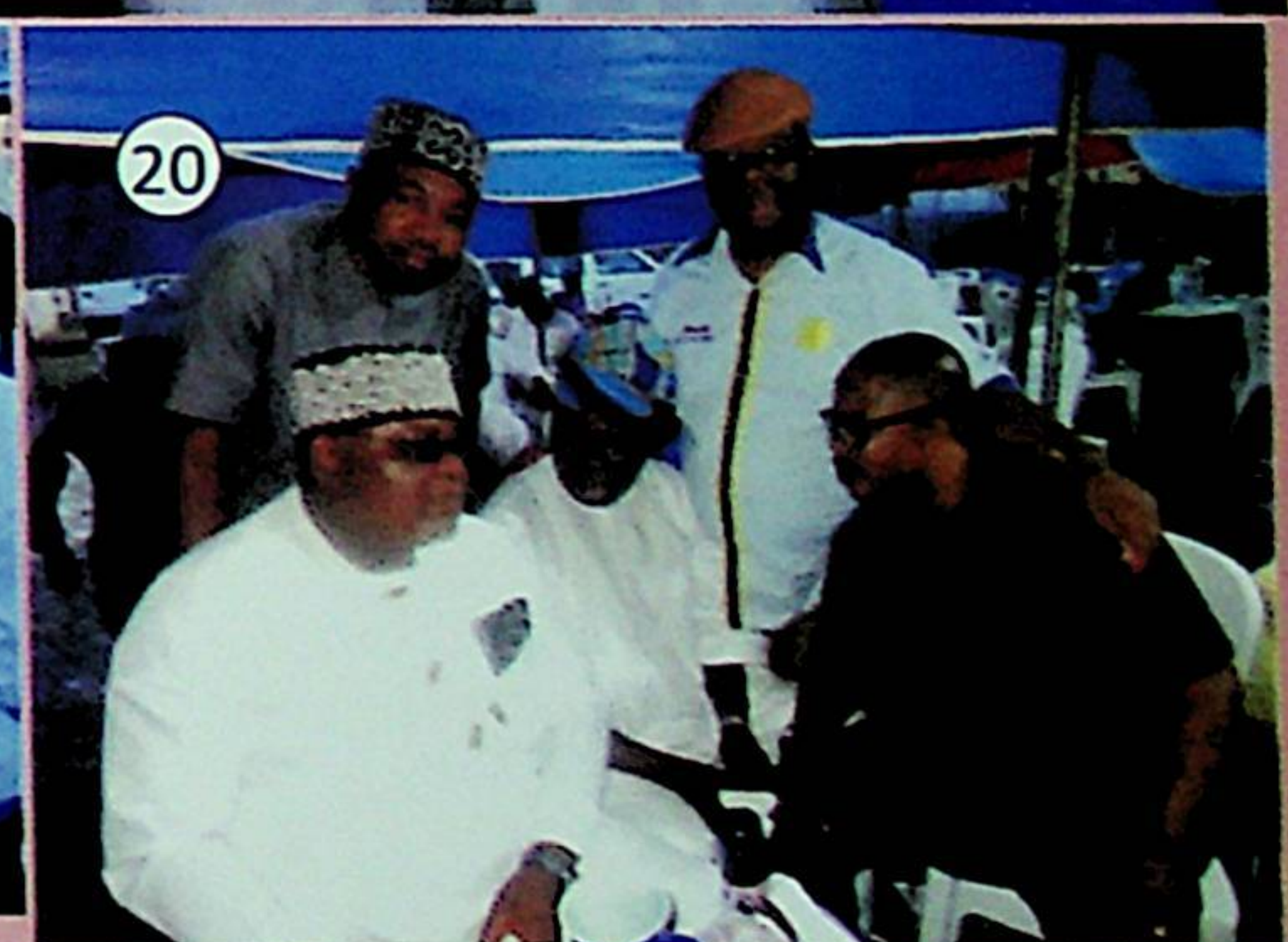
Importers, exporters and trading public are hereby informed and invited to do business in the command for quick clearance of cargoes.

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PHOTOSPEAK

On Saturday, 17th September 2016, friends of National President, Association of Nigerian Licensed Customs Agents, Prince Olayiwola Shittu, stormed Igboho Town in Oyo state to join him in witnessing a Muslim Nikkai marriage ceremony between his handsome son, Prince Saheed and pretty Raheemot.





CAPTIONS

1. The couple coming into the hall and presence of the Muslim Clerics.
2. Parents of the couple.
3. (L-R) Chief Mrs Emma Cole, Mrs Stella Shittu and Mrs Oye Ariyo.
4. Some of the high Chiefs of Ighoholand in attendance
5. Prince Saheed (L) and Raheemot
6. (L-R) Alhaji Hakeem Olanrewaju, Alabo Emma Cole and Prof. Iwuata.
7. Eniola "Enyman" Igbaroola (R) and his wife
8. Alhaji Mukaila Babatunde Abdulazeez (L), Alhaji Bojuri Hamzat Akinbola (M) and Gideon Nwagbaraocha
9. Chairman of Skelas Group-Rtd ACG Odis Igbaboa (L) and MD/CEO- Skelas Group, Prince Olayiwola Shittu
10. (2nd Row, L-R) Prof Iwuata, Alabo of Opobo Kingdom in Rivers State – HRH Emma Cole, Tony Nnabuife and Chris- all members of the Port Harcourt based 12th Committee graced the wedding Nikkai of the son of one of their own.
11. Chief Oye Ariyo calling on supporters of the National President to show appreciation for the preachings of Islam.
12. Dr & Mrs Oparah (Right & Middle) and Comrade Aloy Anokwuru.
13. Tin Can Chapter Chairman-Prince Segun Oduntan (L) and PSO to National President-Ashiwaju Bolade Oladipo.
14. Alhajis Hakeem Olanrewaju (L) and Tunji Salami.
15. (Row Behind NP) (R-L) National Secretary – Dr Oparah, Prince Kayode Oyinlola, Prince Bola Adesokan and Alhaji Bayo Oyekangu.
16. (L-R) Prince Olayiwola Shittu, Alhaji Bayo Oyekangu and Prince Kayode Oyinlola.
17. Toyin Awojuola (R) and, Chief and Mrs Odedeyi.
18. Prince & Mrs Shittu.
19. Doing justice to the sumptuous meals at the reception in Prince Olayiwola Shittu's residence are: (L-R) Comrade Goddy Sewa Soleji, Pius Ujubuonu and Joel Nwosu.
20. 12th Committee- Port Harcourt members.
21. Joe Sanni (R) being appreciated by Comrade Soleji (L)
22. Prince Olayiwola Shittu's Daughter – Pastor Kemi Shittu.
23. L – R) Alhaji and Alhaja Taiwo Mustapha, Chief Oye Ariyo and Prince Olayiwola Shittu

TINCAN COMMAND

Nigerite Keeps Mum Over Strange Cocaine Haul

Nigerite Nigerite Limited, a building materials manufacturing company from whose consignment of containers 200 parcels of cocaine were found, is yet to respond to the startling discovery by the Tin Can Island Port command of the Nigeria Customs Service.

And since the cocaine haul was made, no arrest is known to have been made and the National Drug Law Enforcement Agency (NDLEA) is not known to have begun any investigation.

The discovery has introduced any spectre in the fight against illicit drugs with fears that traffickers may have comprised the channels of reputable companies.

This comes as the TCIP command of the Customs has earned accolades from the Comptroller-General of Customs, Col. Hammed Ali (rtd). In a 20th October, 2016 signed by the Deputy Comptroller General Enforcement, Investigation and Inspection, Dan Ugo, the comptroller general particularly praised Yusuf Bashar, TCIP controller, for carefully following up intelligence on Container No. CMAU 0451954/0, until "it was eventually discovered that there were eight (8) black bags in the container that were not manifested".

Describing it as a mark of "outstanding diligence", the CGC also tasked officers and men of the command not to rest on their oars, noting that the said container was actually among the other 17 x 20ft containers; but was picked, because of intelligence attached

to it.

Reacting to the commendation, Bashar said the letter from the Customs Management was genuinely a "call for more diligence, transparency and application of moral standards in the discharge of official functions". He promised to sustain the tempo and even improve on existing standards.

He however assured compliant importers and their agents of the support of the Service at all times as necessary steps would be taken to ensure facilitation of their legitimate trade.

"Actually, the non-manifestation of the said bags fuelled suspicion of foul play which necessitated the involvement of National Drugs Law Enforcement Agency for due diligence analysis, investigations and feedback", Bashar stated.

He affirmed that since Nigerite claimed to have imported "Virgin Cellulose Tasman" for Cement, while enjoying the fast track regime failed to manifest it, the Service reserved the right to yank it off the fast-track platform.

"Since the company is a beneficiary of fast-track, and they know that if a fast-track company conceals or un-manifests a product, that appropriate sanctions will be applied, which includes but not limited to removal from fast-track opportunity for breach of trust", Bashar explained.

He reiterated the statutory responsibility of the Service, especially in respect of Central Inspection of cargo, revenue generation and enforcement of Federal Government's fiscal policy in terms of trade.

Pointing out that he had put modalities in place for careful examination of all cargoes as well as scrutinization of all declarations using the parameters of acceptable standard, the Controller said "all critical areas have now been strengthened to ensure that standards are not compromised as no infractions will



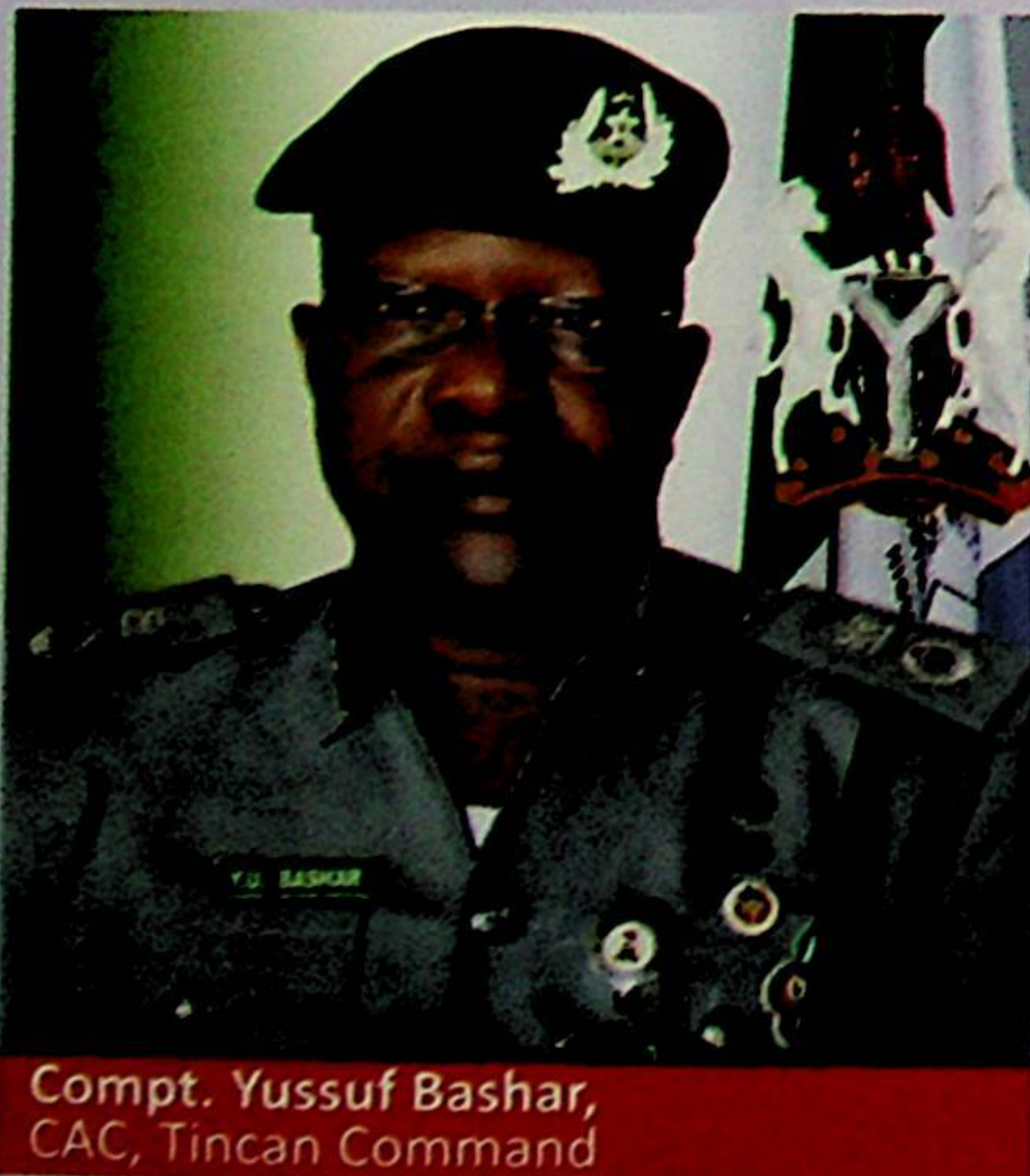
Hammed Ali, CG, Customs

be tolerated.

Bashar maintained his stance on deliberately re-positioning the Command for greater efficiency and functionality in line with the change mantra of the Federal Government and the Comptroller General.

On his relationship with other sister agencies, he made it clear that all the Federal Government establishments must work together to move Nigeria forward.

He added that cases of concealment and /or outright non- declaration of goods should not be contemplated as he would apply punitive measures in such situations to serve as deterrent to others ●



Compt. Yusuf Bashar,
CAC, Tincan Command



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FOU ZONE 'A'

FOU Zone 'A' Arraigns Two Smugglers

The Federal Operations Unit, (Zone A) recently arraigned two alleged smugglers before Magistrate Y.A. Aje-Afunwa of the Magistrate Court, Ikeja, Lagos State on nine count charges of smuggling prohibited items.

The two suspects have been remanded in Ikoyi Prison awaiting trial as the case was adjourned to February 15, 2017.

Badejosiin David, who led the legal team of the Nigeria Customs Service, prayed that the court expedite the legal proceedings to serve as a deterrent to others.

A statement from the

command spokesman, Jerry Attah said that on Thursday 13 October 2016, field operatives trailed some smugglers to Alakuko /Kola Junction area of Agege Lagos and intercepted two vehicles laden with smuggled rice.

While taking the seized goods to the office, one of the suspects incited a mob attack against customs operatives. This resulted in a shootout between customs and the smugglers.

“While some of these hoodlums confronted our operatives, others rescued one of the arrested vehicles loaded with smuggled rice.

Only the intervention of our

reinforcement saved one of the vehicles and ensured the arrest of a suspect. The professional conduct of our operatives prevented a complete breakdown of law and order or serious fatalities in a densely populated area.

He made it clear that for the avoidance of doubt, the fact that a smuggler has evaded scrutiny either by following unapproved route or compromising any operatives does not guarantee that the smuggled item will not be seized anywhere it is found by patrol officers whose duty is to ensure compliance.

The statement said the Controller, Mr Umar

Mohammed Dahiru commended the Lagos State Police Commissioner for the “prompt deployment of his men to stop what would have caused serious tension and casualties” ●



Umar Mohammed Dahiru
former CAC FOU Zone 'A'

WESTERN MARINE COMMAND

Customs Canvasses For Adequate Funding

Comptroller Yusuf Umar of the Western Marine Command has called for adequate funding to procure platforms to effectively secure the maritime space.

He made the call at a

recent conference organized in Lagos by the Nigeria Ship Finance Conference and Exhibition (NISFCOE). He argued that if adequate gun boats and speed boats are provided, the Nigeria Customs Service would be adequately equipped to

perform to the international standards of the International Maritime Organization (IMO) in combating the illegal activities of smugglers. He

stated that the issue of ship financing is key and should not be treated with kid gloves. Recalling that security plays a vital role in facilitating trade, he called for intensified security operations on the nation's waterways.

His words: “I pray that through your deliberations, the issue of ship finance as it affects security will also be brought to fore. Our waters can be safer but this calls for high-spirited collaboration amongst stakeholders especially the financial sector”.

Comptroller Umar disclosed that between

January and October, 2016, the command confiscated smuggled contrabands worth over N430million ●



Compt. Yusuf Umar, CAC WMC



How Export Trade Hub Will Open Fresh Revenue Frontiers

Gloria Ehiaghe writes that the proposed Nigerian Export Trade Hub which was launched with a mandate to transform into a global trade centre for export business if completed will generate maximum revenue for federal government.

Stakeholders on weekly basis gather at the conference room of the Kirikiri Lighter Terminal Command (KLTC) of the Nigeria Customs Service (NCS) in order to deliberate on the successful operation of the proposed Nigerian Export Trade Hub (NETH) planned to be located at the Lagos International Trade Fair Complex, Badagry.

Investigation reveals that export business in Nigeria is rapidly declining as majority of Nigerian business community focus more on importation which is doing the country no good, especially now that exchange rate of the US dollar has sky rocketed with companies and businesses closing shop.

Already, a 17-member committee that was inaugurated for proper implementation of the roadmap is working assiduously in ensuring the viable project comes on stream. Its primary objective, according to the committee, is evolve measures that will address the challenge of coming as part

of measures aimed at addressing the challenge of dwindling revenue generation to the federation account.

The move towards boosting exports is driven by the fact that a higher percentage of imported goods that accounted for most of the revenue from



Dr Okey Enelamah, Minister of Industry, Trade and Investment

import duties are now on the list of item restricted from gaining access to foreign exchange (FOREX). Investigations also reveal that most of the Customs commands are reviving their export seats to complement the revenue they generate through imports.

For example, the Apapa Area Command of the NCS has on several occasions sensitized and encouraged her stakeholders on the limitless opportunities in venturing into export business. According to the command's comptroller, Mr. Willy Egbudin, a lot of people are going into commodity exportation and that is the only way the nation's economy can improve.

"Every country that depends on imports will surely not grow. When your export exceeds what you import, it means you have a favourable balance of trade. But if your import is more, your balance of trade is negative and it will affect the economy. This is why the federal government is promoting and giving a lot of incentives to exporters so that people can export more commodities out of our shores.

"The Nigeria Customs Service is aware of this and we are encouraging people that are going into exportation, but also tell them that there are some guidelines in export and you must have to understand those guidelines and of course follow them.

"If you follow those guidelines, you will not have problems; it's only those who will not that will have problems because the Service will not allow that," Egbudin said.

Similarly, the controller in charge of Kano and Jigawa states, Abutu Mathias, stated recently during the command's quarterly

stakeholders' forum that the NCS will during the November and December harvest of 2016 begin to export farm produce to Europe from some northern states.

According to him, the aim was to complement the efforts of the federal government towards boosting the non-oil sector to revive the nation's economy.

He added that some of the produce to be exported are sesame and gum Arabic grains among other types of exportable items, even as he appealed to all agencies

Every country that depends on imports will surely not go far. When your export exceeds what you import, it means you have a favourable balance of trade. But if your import is more, your balance of trade is negative and it will affect the economy

involved to give the effort maximum cooperation to achieve the desired goals.

Also, a former military head of state, General Abdusalami Abubakar (rtd), said over dependence on importation is not good for Nigeria. He stressed that any country dependent on importation was doomed. Abubakar spoke while inaugurating some projects for some private firms in Nnewi, Anambra State.

Actually, the expectations on the proposed Nigerian Export Trade Hub are far above the export seat of the customs commands.

The trade hub as explained in one of their meetings would be operated as a one-stop-shop export hub and would also be operated on a public-private partnership basis. It will have all commodities for exports evaluated and certified by regulatory agencies for quality and ensuring that they meet international standards.

Addressing stakeholders in one of her meetings, the KLTC's controller, Benjamin Aber, stated that the present government needs foreign exchange so we must take desperate measures to address this problem.

"It will be a one-stop-shop for regulating of export. Government agencies concerned with exportation of commodities will be on ground including commodity exchange department. All these would be managed on the e-platform. All federal regulatory agencies would be linked to the NETH which will make doing business through the hub easy.

"Most of the regulatory agencies have been participating under community partnership agreement basis with European Union (EU) and the Economic Community of West African States (ECOWAS). One of the salient challenges we had witnessed is that we can export our commodities to countries under exchange but they said our commodities are substandard. We have nothing because they are substandard and they are bringing theirs because their standards are certified. It is a lose situation for us and win situation for them," Aber explained.

He further stated that agriculture could sustain Nigeria if vigorously pursued even as he added that the export trade hub will generate employment opportunities to the teeming

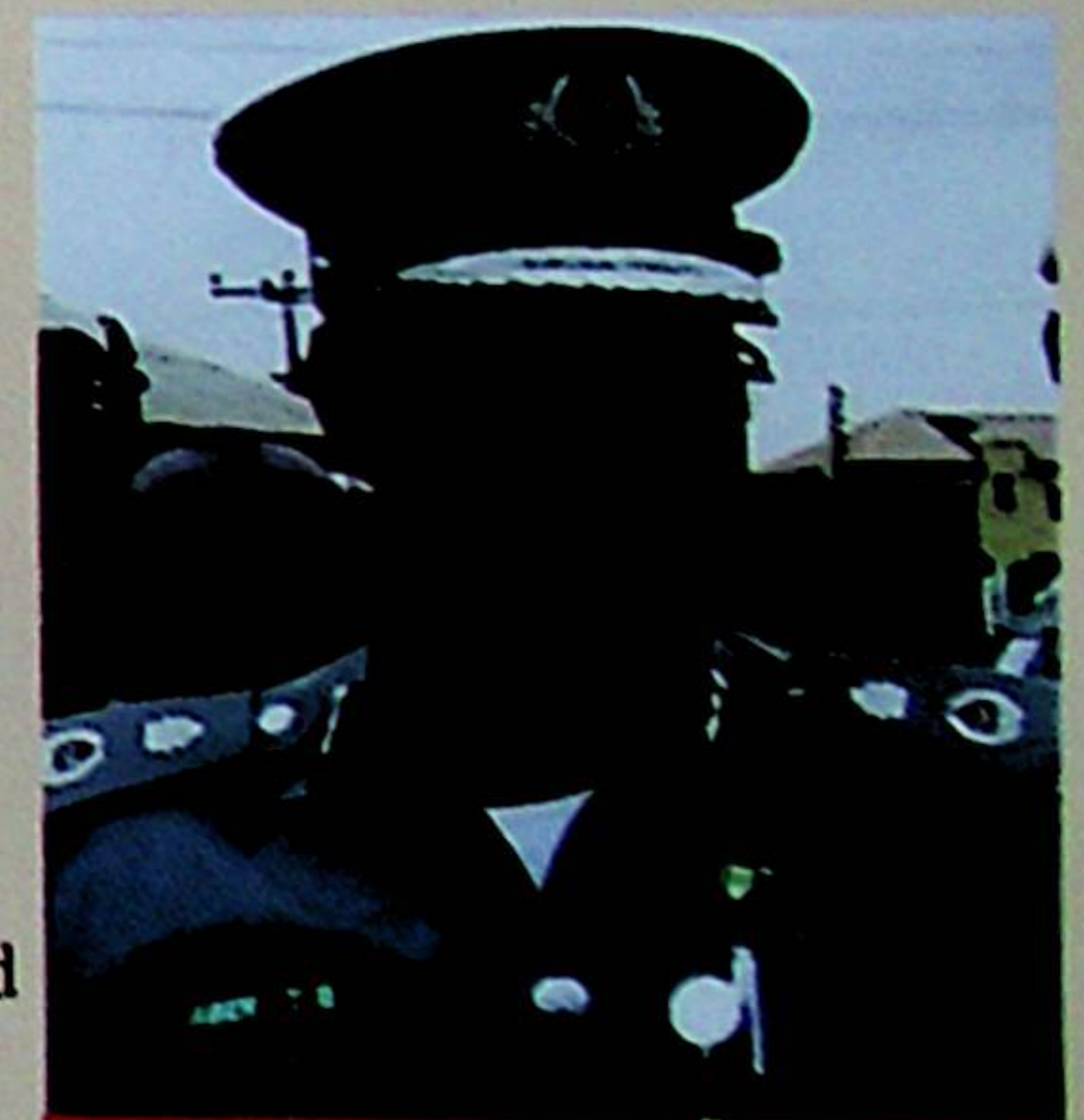


Anthony Abaloma, DG, SON

youths while foreign exchange earnings will for sure guarantee Nigeria a balance of international trade.

In his remark, the Coordinator of the NETH, Kenneth Ezeh, an Assistant Superintendent of Customs, said the proposed hub gives investors the opportunity to bring in their goods and have easy access to exporting them out of the country.

NETH was launched in August, 2016 by some government agencies and private sector stakeholders including the Central Bank of Nigeria (CBN); Standards Organisation of Nigeria (SON), Nigerian Export Promotion Council (NEPC), National Foods, Drugs Administration and Control (NAFDAC); and the National Association of Chambers of Commerce Industry, Mines and Agriculture (NACCIMA) •



Compt. Benjamin Aber, CAC, KLTC

NIMASA To Ramp Up Enforcement Of Safety

With attention shifting to maritime as a major income earner against the backdrop declining oil revenue, the Nigerian Maritime Administration and Safety Agency (NIMASA) has assured stakeholders of its resolve to ensure that safety standards are not compromised. Given that demand and supply equation are central to cost and price differentiation, Dr. Dakuku Peterside, director general of the agency, said it had become necessary to enhance safety standards regulation.

He called on shipowners to be mindful of safety and quality standards which tend to enhance competitiveness in the industry emphasizing that safe and secure shipping is a critical pillar in the oil and gas logistics chain.

Peterside spoke through Mr. Akin Akinyosoye, head of Shipping Development Department, at the 10th Oil Trading and Logistics (OTL) Expo held at the Oriental Hotel in Lagos.

Peterside was a discussant on the

topic "Competitiveness and Standards in Ship and Shore Logistics for Petroleum Products" noted that the logistics of ship and shore serve as the gateway for supply of petroleum products, which involves interconnection of different modes of transport.

"Many national and international organisations including countries are revisiting and amending safety standards regulations to further strengthen the legal framework relating to ship and shore operations for the oil and gas sector. More importantly, the International Maritime Organisation marine environment protection committee is reviewing measures to address issues not already covered by SOLAS (safety of lives at sea), and to improve the supply chain on carriage of dangerous goods and hazardous substances", the DG said.

Peterside maintained that NIMASA will diligently enforce safety standards relating to logistics involved



NIMASA DG Dakuku Peterside

in the oil and gas sector noting that incidents involving the sector tend to have devastating effects on the marine environment and inhabitants of coastal communities •

NPA Boss Expresses Determination To Block Revenue Leakage For Improved Services

The Managing Director of Nigerian Ports Authority Hadiza Bala Usman has expressed her determination to block all forms of revenue leakages, promote transparency



Hadiza Bala Usman, MD, NPA

and enhance critical infrastructure while bringing strategic ideas that will further improve services of the organization.

Speaking during her maiden official visit to Eastern Ports Headquarters, Port Harcourt the Managing Director added that she is quite mindful of the welfare of workforce and that a committee looking at the condition of service is about rounding off its job.

Usman who decried wastage in the system assured that executive management will deliberate on the outcome of the job done by the committee while also insisting that facilities within the Ports should be repaired and utilized appropriately.

In his welcome address, the General Manager Eastern Ports Abdullahi Goje expressed the ports appreciation on the managing directors visit, appealing for the total rehabilitation of Eastern Ports Headquarters building, the installation of

modern electronic gates in around the port.

He also advocated for adequate security of onshore and offshore facilities, the purchase of pilot cutters and protocol vehicles adding that management should also give a thought to training and retraining of the workforce for improved service delivery.

In his own view the chairman of Senior Staff Association Rivers Port Branch Comrade Musa Doma requested the managing Director to urgently address the case of decaying port facilities, also adding that there is no operational vehicle for Monitoring and Compliance Department among several issues.

Part of the facilities toured included the Port and Terminals Operations Limited (PTOL), BUA and the entourage also visited Dockyard and Bonny Channel Company outside the port •

Apapa Customs Nets N240.7 billion In 10 Months

The Apapa Area Command collected the sum of N240.7 billion between the months of January and October, 2016.

Area Controller, Willy Egbudin who gave the hint at the command recently said the amount represents 75 percent of the total collection of the command's annual target of N384 billion.

Egbudin spoke during an investigative oversight visit of the senate committee on Customs and Excise on the revenue performance of the command.

"The command has an annual target of N384 billion which translates to N32 billion monthly. Without missing

words, I will say the command has performed creditably well in the face of economic downturn that the country is facing today. We are able to do this because of our strict adherence to procedures and ways of doing business in Nigeria.

"We have been doing our best to ensure that the core functions of Customs are carried out accordingly," Egbudin said.

On the command's anti-smuggling effort, he said the command seized 23 import containers with a Duty Paid Value of over N600million and 30 export containers of wood which were not allowed to be exported out of the country. He

told the visiting senators that one of the major challenges facing the command is lack of functional scanners at the ports. He therefore appealed to the government to procure new scanning machines at the ports as this will help the command realize more revenue.

"The command has about three scanning machines. Out of these three, two are not functioning and the one that is functioning break down from time to time and this of course is not helping in terms of revenue collection.

"If government can help in putting the scanning machines in order or provide

new ones entirely, I think the performance of the command will be better than what we have done so far," he said •



Willy Egbudin (Left) hands over to his successor Jubrin Musa as he retired from the NCS, November 1

FROM THE NAVY

Operation Tsareteku: Attacks On Ships Have Substantially Declined

The Chief of Naval Staff, Vice Admiral Ibok Ekwe Ibas, says Nigeria is winning the war against sea piracy as officials of the Nigerian Navy have reduced incessant attacks on merchant ships by pirates on the nation's territorial waters.

The naval chief stated this recently in Onne, Rivers State, at the launch of an Operation TsareTeku III, said deployment of several warships was responsible for the decline.

According to Ibas, "Operation TsareTeku III is a



Vice Admiral Ibok-Ete Ibas

continuation of an earlier operation launched in the first and second quarters of 2016 to tackle incessant attacks on merchant ships by sea pirates.

"In order to sustain the gains of the earlier operation for optimum performance and benefits, it has become imperative to extend it by another three months.

"It is instructive to note that attacks on ships have substantially declined since the commencement of this operation, relative to what obtained between January and April 2016. Prior to the commencement of the operation in April 2016, there were about 40 successful cases of piracy attacks in Nigerian waters. This trend stopped as soon as the operation was launched.

"Operation TsareTeku III was conceived to stem the rising wave of attacks on shipping and other criminality within Nigeria's maritime

domain, particularly in the offshore areas," he said.

He stated that the operation would enable merchant ships move their cargoes freely, while sustaining protection of oil and gas installations for improved revenue for the country.

Ships and platforms of the Nigerian Navy currently participating in the operation include NNS CENTENARY, NNS OKPABANA, NNS SAGBAMA, NNS ANDONI and NNS KYANWA. The task group is supported with a robust intelligence network from the Regional Maritime Awareness Capability Centres (RMAC) and the FALCON EYE located at Yenagoa, Calabar, Lagos, Oghara and Abuja.

Meanwhile, the Nigerian Navy has released the list of successful candidates in its 2016 Batch 25 recruitment exercise. The exercise was conducted from 15 August

12 September 2016 at Navy Town Lagos.

In a statement signed by the director of naval information, Commodore Chris Ezekobe, he said that a total 2,850 candidates were successful in the exercise.

"While successful candidates in the first batch will commence training on 6 November, 2016, Batch B will commence training on 21 May, 2017.

"Consequently, candidates who participated in the final selection interview held on the date stated above are advised to log on to Nigerian Navy recruitment portal www.joinnigeriannavy.com with effect from Wednesday 19 October 2016 to check their results and other requirements for their training at the Nigerian Navy Basic Training School Onne, Port Harcourt, Rivers state," he explained •

Nissan Unveils New Look, More Aggressive GT-R



Nissan has unveiled the new 2017 GT-R at the South Africa Festival of Motoring, for the Sub Sahara African Market, highlighted by an exciting new look.

The new GT-R features fresh, more aggressive front fascia and an enlarged grille to cool the hand-built potent engine, along with carbon fibre material additions to the front bumper and a reshaped hood to help the car better endure extreme speeds, according to Nissan.

Nissan says the new chrome matte finish "V-motion" grille represents one of Nissan's latest design signatures. It has been enlarged to provide better engine cooling and now features an updated mesh pattern.

A new hood, which flows flawlessly from the grille, has also been significantly reinforced, contributing to stability during high-speed driving, this is in addition to a freshly-designed front spoiler lip and front bumpers with finishers situated immediately below the headlamps that gives the new GT-R the look of a pure-bred race car, while generating high levels of front downforce.

The GT-R's familiar wind-cutting shape defines its profile, but the side sills have been pushed out for improved air

flow. The rear of the car also received a thorough make over.

While the GT-R's hallmark four-ring taillights remain, Nissan has enhanced the bodywork to help improve air flow, as well as side air vents next to the quad exhaust tips. Also, the belt line that separates the lower black section from the body panel has been heightened to give the car a wider and more aggressive look from the rear.

These exterior changes don't result just in a sportier-looking car; they create an aerodynamically efficient vehicle, with less drag but retaining the same amount of downforce as the current GT-R to keep the car stable at high speeds.

Managing Director Sales and Marketing Xavier Gobile, Nissan South Africa who said this much at the presentation of the car explained that the shift paddles are now mounted to the new steering wheel to allow drivers to change gears in mid-turn without having to take their hands off the wheel. The paddles themselves, along with the ventilation controls, have improved feel and better sound when engaged or adjusted.

Mated to an award-winning 3.8-litre V6 24-valve twin-turbocharged engine – each unit handcrafted by its own Takumi technician, The GT-R now delivers 421kW at 6800rpm and 633Nm

of torque that generates a hefty 600 horsepower.

The engines are the definition of Takumi expertise. The improved output, which are the result of individual ignition-timing control of the cylinders and extra boost from the turbochargers, allow the new GT-R to possess superior acceleration in the mid- to high-ranges (3200rpm and above).

The resonance of the new lightweight titanium exhaust system and Active Sound Enhancement (ASE) enhance the driving experience, especially during acceleration.

And with a thoroughly refined six-speed dual-clutch transmission that features smoother shifts and less noise, that familiar GT-R tone has now been substituted with an engine that has never sounded better

The increases, which are the result of individual ignition-timing control of the cylinders and extra boost from the turbochargers, allow the new GT-R to possess superior acceleration in the mid- to high-ranges (3200 rpm and above).

Nissan GT-R has always been regarded as one of the world's best handling machines, and for 2017, its cornering abilities have become even better.

The cabin now dons a redesigned,

Peugeot Elevates 3008 To SUV

Peugeot 3008, which was earlier launched as an Multi Purpose Vehicle (MPV), made its debut at the last Paris motor show in October as a full blown Sports Utility Vehicle (SUV). Peugeot has turned the new 3008 to a class benchmark. It now looks awesome with a raised ride height, long bonnet body cladding and roof bars. All these gives the car a more practical look than before.

To add some style

quotient to 3008, there is a wide grille, LED lights, sculpted bonnet and a floating roof line. The car also comes with 18-inch wheels giving the car a muscular look. The interior of Peugeot 3008 looks like a futuristic design with Peugeot's latest i-Cockpit design.

The new cockpit is easily accessible by Driver as well as the passenger. There is an 8-inch high-resolution screen compatible with both Android auto and Apple Car-Play.

The 12.3 inches centre screen can also be used as sat-nav, media info and conventional dials. It is not like that this is the first in segment what makes this interior different is how everything compliments each other.

Peugeot 3008 will be available in a series of engines in both petrol and diesel variants. In petrol variant, there is 2 engine option 1.2-litre PureTech and 1.6-litre unit. 1.2-litre unit produces around 128bhp of power and is available in both six-speed manual and automatic gearbox. 1.6-litre produces 163bhp of power and it is only available in the automatic gearbox.

The 1.6-litre diesel variant produces 99bhp and 118bhp and it is available in both manual six-speed and automatic gearbox. There is also a 2.0-litre engine variant which produces 148bhp and 178bhp. Both of these engines are available in both manual and automatic gearbox. Since 3008 is now targeted as

an SUV, it is equipped with grip control. This will help the car to tackle mud, bad road and sand. It is also fitted with off-road tyres and hill descent control. The new 3008 is also based on EMP2 platform that helps the car to save weight. In fact the new 3008 will be 100kgs lighter than the outgoing one. This weight saving also means improved fuel economy and lower carbon emission.

Peugeot's new 3008 enters the SUV sector's C-segment with a range which includes sporty GT and GT Line versions. Produced in Sochaux, France, the new model will be launched around the world following the Paris Motor Show. Beside the 3008, PAN Nigeria, which is the official representative of Peugeot in Nigeria, has made a strong showing in recent times with the Peugeot 301 and the 508, which are locally assembled in the PAN plant in Kaduna, and making waves on the Nigerian market •



premium interior, befitting a high-performance super sports car. The entire dashboard is new, including an instrument panel wrapped in a single, seamless piece of hand-selected Nappa leather artfully

stitched with Takumi-style precision.

The shape of the dashboard adopts a "horizontal flow" to deliver a sense of high stability for front seat occupants, while the line from

the instrument cluster to the centre console provides a distinct driver-oriented environment for the driver.

The cushion layer of the instrument panel leather has been updated with a new, thinner material to reduce weight, and the front seats themselves are also lighter, thanks to a new side-support construction method that provides greater comfort and support on long drives.

Couple with this is the improved and simplified centre dashboard layout with integrated navigation and audio controls which reduces the number of switches from 27 in the previous car to just 11 in the 2017 model.

An 8-inch capacitive touch-panel monitor now replaces the 7-inch one and features large icons on the display screen, while a new Display Command control on the carbon-fibre centre console also allows easy operation.

"As the icon of Nissan's driving performance, the GT-R continues to evolve.

With the signature V-motion grille, the GT-R now possesses the latest Nissan design language. Its exceptional aerodynamic performance and upgraded interior have given the GT-R a more mature character, which will continue into the future," Nissan assured •



Jaguar Land Rover Extends Care Standard For 2016 Model Year

In keeping with its ethos of putting customers first, Jaguar Land Rover sub-Saharan Africa's has extended its Care plan include a comprehensive five-year, 100 000km Service Plan with all new 2016 Model Year Jaguar and Land Rover models sold from 10 October 2016 which includes Nigeria. The new Jaguar Land Rover Service Plan enables customers to enjoy an even more effortless and convenient experience when having their vehicles serviced at Jaguar Land Rover retailers across sub-Saharan Africa. All service costs for regular maintenance, including parts and labour, are covered by the Service Plan. Services will be carried out at state-of-the-art workshop

facilities, according to Jaguar Land Rover service schedules that only use genuine parts. In keeping with global standards all work is performed by world-class technicians who have undergone extensive training by Jaguar Land Rover. "Jaguar and Land Rover owners demand a premium experience. With the introduction of the Service Plan to Jaguar Land Rover Care we are ensuring that they receive exactly that," says Richard Gouverneur, Managing Director of Jaguar Land Rover South Africa and sub-Saharan Africa. "Every interaction with our customers should be convenient for them and befitting of the luxury British



vehicles they drive." The Jaguar Land Service Plan joins the existing Jaguar Land Rover five-year, 150 000km Warranty that has been included with every vehicle sold since April 2015. The comprehensive warranty

covers vehicles for any unforeseen failures of mechanical or electrical components*. With Jaguar Land Rover Care, owners now have the ultimate in peace of mind ●

Afe Babalola University, Confers Doctorate Degree On Coscharis Boss

The President of Coscharis Group, Dr. Cosmas Maduka, was recently conferred the honorary Doctorate Degree Honoris Causa by the Afe Babalola University Ado Ekiti (ABUAD) during the university's fourth convocation ceremonies at the University premise in Ado Ekiti for his commitment to academic and business excellence.

According Vice Chancellor, Afe Babalola University, Prof. Michael Ajisafe. "In strict compliance with the 2012 Keffi Declaration, the University's Council and Senate, after a thorough and merit-based selection process, approved the conferment of this award to Dr Cosmas Maduka, a consummate and first rate business mogul who rose from obscurity to fame".

The Vice Chancellor noted that the 'the beauty of honorary degrees anywhere in the world is that they are awarded to persons who are deserving of such honours having excelled in character, useful application of intellect and academic excellence. In many cases, honorary degrees are rated higher than the degrees we study to obtain since so

many other parameters other than academic excellence are considered before they are bestowed on persons deserving of them.'

In his remark, Ambassador Prof. Iyoruwuese Hagher, the Pro-Chancellor and Chairman of the University Council, the award to Dr Cosmas Maduka is a privileged honour to the university given his incessant commitments to mentoring youths towards turning every single challenge to opportunity.

Commenting on the award, the General Manager, Marketing and



Dr. Cosmas Maduka CON, President, Coscharis Group with his wife, during the 4th convocation ceremony of the Afe Babalola University, Ado Ekiti, where he received a Hon. Doctorate Degree Award recently

Corporate Communications, Coscharis Group, Abiona Babarinde, this is just one in a series of honorary awards received by Dr Cosmas Maduka, who have overtime contributed to an array of endowment chairs, corporate sponsorships and government donations ●

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National Maritime Technical Human Development

10. ORGANIZED TECHNICAL PROFESSIONAL PRIVATE SECTOR.

Organized professional private sector is a genuine instrument for consultation on sustainable developmental efforts. It provides aggregate expert opinion on topical issues. The opinions are guided by group preservation of professional ethics and integrity. International organizations have always relied on non-governmental expert groups/organizations (equivalent of private sector) in carrying forward decisions for effective implementation. These groups form direct linkage with the industry with which they are familiar. They generate initiatives for innovative ideas for workable policy formulations, interpretation and application. Formal recognition of these bodies in consultation encourages the growth in deeper knowledge and promotes capacity development. In Nigeria such groups include the Association of Marine Engineers and Surveyors, Nigerian Association of Master Mariners and Society of Nigerian Mariners. The membership of all these groups are made up of holders of international first class certificate of competency, manning foreign going ships, owners of ships, operator of ships who have attained significant level of success in the maritime industry. They also include retired captains and admirals of Nigerian Navy of cognate experience. It will also enrich the industry if same recognition and encouragement are given to maritime lawyers; ship repair yards managers and other vital sectors/functional groups of the industry. Concerted involvement of these groups in all developmental activities of the industry deepens their cumulative knowledge thus adding value to overall national resources.

1. RECOMMENDATIONS:

1. THE CHALLENGES IN THE EXISTING SYSTEM AND WAY FORWARD

The challenges facing the National Maritime Human Capacity Development are fundamental and it is rooted in the deficit of sufficient knowledge. Nigeria has come a long way in the effort to

derive socioeconomic benefits from the maritime transport industry but the benefits can be considerably enhanced if our challenges are identified and

addressed appropriately. See Table 4 below for the analysis of some of the challenges.

Table 4: Analysis of some challenges

S/n	Challenges	observation	Suggested remedy/solution
1	Policy	<ul style="list-style-type: none"> i Inadequate policy and policy thrust ii In-coherent policy framework 	<ul style="list-style-type: none"> Formalise policy and develop policy framework with thrust: "Local content" Protection for the carriage of national cargo, Obligatory training and retraining of employees, favourable fiscal measures, incentives (personal and corporate), attractive ship owning and registration, knowledge based duty setting.
2	Institutional Framework (The systems of formal laws, regulations, and procedures, and informal conventions, customs, and norms, that shapes socioeconomic activity and behaviour).	<ul style="list-style-type: none"> Considerable gaps: Development & Interpretation of laws, regulations, guidelines, & implementation procedure, coordination, evaluation. & review activities/improvement 	<ul style="list-style-type: none"> Update laws and policy lines and international conventions, Develop necessary regulatory strategic implementation plans, and guidelines with performance indicators,
3	Infrastructure shortfalls	<ul style="list-style-type: none"> Structural weakness: i Focus, ii Quality human element, Capacity to interpret laws for effective implementation grossly inadequate; iii Coordination & Monitoring/auditing; iv Data base; 	<ul style="list-style-type: none"> Remedies: i Review structures along institutional frameworks, ii Inject (Expertise) professionals Marine Engineers and Master Mariners iii Establish Inter-ministerial standing committee for National Maritime Human Capacity Development (NMHC Committee) iv Establish data base for manpower needs of specialised knowledge and mechanism for updating.
4	Fiscal measures	<ul style="list-style-type: none"> Difficulties to acquire ships i Limited opportunity ii Unattractive investment environment 	<ul style="list-style-type: none"> Remedies: i Promulgate fiscal measure regulations for the industry, iii Enhance collaboration with relevant entities.
	Utilization resources	<ul style="list-style-type: none"> I Underutilization: additional knowledge and continued education are not encouraged ii Hasty application of financial resources 	<ul style="list-style-type: none"> I Engage products of WMU and IMLI appropriately. ii Encourage continued education for staff. iii All activities should be linked to adequate plan with sufficient expertise/professional input and if possible subject plans to critic workshop before applying public fund.

1 ENRICHING THE POLITICAL ADVANCES BY TECHNOCRATIC INPUT TO DECISION-MAKING:

A good number of challenges and barriers can be resolved if changes as desired by President Mohammed Buhari are made in the institutional maritime structures. In this regard the Honourable Minister of Transport may consider the necessary technical professional input to the affairs of institutional structures by the following actions:

- i. The Head of Civil Service of the Federation should consider creating two vacant positions for professionals (master mariner and chief engineer of seafarer background) at the Federal Ministry of Transport. The position should not be less than that of Assistant director.
- ii. The legal adviser seconded to the Ministry of Transport by the Attorney General of the Federation should be a graduate of IMLI or someone with similar qualification.
- iii. The policy executing agencies, NPA, Shippers' Council and NIWA should have minimum of two Professionals, a master mariner and a chief engineer of seafarer background excluding the chief pilot and harbour master both of who should be master mariners.
- iv. The number of Professionals, master mariners and chief engineers of seafarer background necessary for NIMASA and MAN, Oron should be determined scientifically by needs assessment study to be conducted by recognised professional body.
- v. Each one of the core policy executing agencies (NIMASA, NPA, NSC, MAN-Oron and NIWA) should have appropriate number of maritime lawyers of minimum qualification equivalent of graduate of IMLI.
- vi. The board of directors of each one of the core policy executing agency should have at least one master mariner, one chief engineer of seafarer background, a Naval officer of a rank not lower than captain of cognate discipline and a maritime lawyer graduate of IMLI or equivalent qualification.
- vii. The NRC, NN and NITT should have very senior officers with post graduate qualifications from recognised institutions in multi-modal transportation.
- viii. The Honourable Minister of Transport may consider bi-annual summit of the Transport Policy group where amongst others, NMHC committee will have the opportunity to render its report and obtain forward action with targets.
- ix. The honourable Minister of Transport should use his good office to give NMHC ministerial council's power with appropriate Terms of Reference

including formation of necessary sub-committees/units and bridging the gaps between training institutions and the industry, between policy executing agencies and the industry players. The committee may also be empowered to set up action units for monitoring performances and recommending review for improvements concerning maritime special manpower needs. This body may also be responsible for the data base (establishment and sustenance);

- x. Every authority in the maritime industry should endeavour to optimise resource utilization through consultation with organised technocrats before applying public funds.

1. CONCLUSION:

Since independence, the Federal Government of Nigeria has consistently strived to participate actively in international shipping activities and align its policies to global development. It can also be positively argued that institutional frameworks are sufficiently in place for meeting obligatory responsibilities. The case of quality and adequate education and training of seafarers and essential experts for the maritime industry is an enduring aspiration of Nigeria as some of the policies show. However, despite the

sustained efforts over the years, from 1962 when the first comprehensive Merchant Shipping Act was promulgated and Government Inspector of Shipping was empowered to give full and complete effect to its provisions, Nigeria remains encumbered with the list of challenges/barriers mentioned earlier. Obviously, it cannot be said that all is well if waivers are issued or foreigners are allowed in Cabotage trade despite the 10 year old law, Nigerian cadets are trained in foreign countries despite a 36 year old Academy established for that purpose by the government, Nigerians are disenfranchised from seafarers' business to earn from carriage of owned-cargo generated into the world market. It is my opinion that all the identified challenges and barriers are traceable to the human capacity (quality of the human element) component of the maritime administrative system. We should endeavour to inject technical professional input into the administrative affairs.

Finally, permit me to close this discussion with a personal statement: 'A nation will avoid naivety of unsustainable development actions and outgrow ignorance when its citizens increase in cumulative knowledge and skill through quality and adequate education, training and orientation' ●

Engr Akinsoji, former Government Inspector of Shipping, delivered this paper at the Association of Marine Engineers & Surveyors' Maritime Technical Summit in Lagos, April 21, 2016.

Cont'd from last edition

A Decade Of The Nigerian Port Concession Programme – Legal Perspective

By *Osuala E. Nwagbara*

The NSC pursuant to the powers donated by the local shipping charges Regulations 1997 has successfully negotiated storage charges and related matters which were in force as at May 1, 2009. The powers of the Nigerian Shippers Council to negotiate storage charges and related matters and indeed to function as the Economic Regulator in the Nigeria shipping services sector have been validated by the two judgments of the Federal High Court, sitting at Lagos which particulars have been summarily discussed above in this write-up, and now on appeal. The power of NSC as a regulator has now been gazetted officially since April 2015 and known as Nigerian Shippers' Council (Port Economic) Regulations 2015. Again this law and powers of the NSC to act as port economic regular has been challenged in suit No. FHC/L/CS/670/2016, Apapa Bulk Terminal Ltd and ors v President, FRN and ors. The matter is subjudice.

NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY – Labour matters

The Nigerian Maritime Administration and Safety Agency (NIMASA) is a creation of Nigerian Maritime Administration and Safety Agency Act, 2007 (NIMASA Act). It is a successor to National Maritime Authority created under the National Shipping Policy Act of 1987. The 1987 Act has been repealed by section 63 of the NIMASA ACT, 2007. Under sections 22 and 23 of the enabling Act, NIMASA is

responsible for maritime administration and safety in Nigeria and is empowered, to inter alia provide maritime security; receive and consider any report of commission of an offence in the Nigerian maritime domain; arrest any person whom it has reason to believe has committed such an offence and generally detect and prevent all forms of illegalities within Nigerian territorial waters such as illegal bunkering, theft of crude oil, refined petroleum products and piracy. NIMASA Act also merged administration of Dock Labour matters with maritime safety and security administration. Ship Registry is also by the virtue of the Act now domiciled within NIMASA. NIMASA is in charge of regulating technical aspects of shipping in Nigeria to the exclusion of any other maritime body. NIMASA's role in port operations is tangential. One way to look at it is from the point of view of dock labour administration. Dock labour administration is the responsibility of NIMASA, in terms of registration of dock labour and regulation of conditions of service of dock labour. Under section 27 (1) (c) NIMASA is under obligation to ensure that dock workers employers comply with existing regulations and standards in relation to, wages, safety, welfare and training of dock workers at the ports and (d) upon notification, to investigate disputes relating to the employment of dockworkers. NIMASA is endowed with power to discipline, suspend, cancel or revoke the permit,

approval, licence or certificates of dockworkers, and employers of maritime labour who contravene the provisions of NIMASA Act. The effective discharge of these obligations has brought some sanity in dock labour matters within the port system.

But who has the responsibility for maritime labour. The concession agreement provides "Except to the extent of locally available, the concessionaire shall employ competent Nigerian labour for the construction, operation and maintenance of the Port Terminal".

POWER ISSUE

With regards to power and other utilities, a clause of the sample concession agreement provides "The Grantor shall ensure that all utilities such as electricity and water, necessary for the construction, operation and maintenance of the Port Terminal are made available to the concessionaire in a timely manner and at fair rates on terms no less favourable to the concessionaire than those generally available to commercial customers receiving service substantially equivalent to that being provided to the concessionaire. Except as otherwise provided herein, the grantor shall at its own cost connect and extend such utilities to the boundary of the Port Terminal".

Concluded.

OSUALA EMMANUEL NWAGBARA, maritime lawyer, delivered this paper at a stakeholders' talk-shop recently organized in Lagos by the Maritime Reporters Association of Nigeria on 'A Decade of Nigerian Ports Concession Programme'.

IMO Sets 2020 Date for 0.5% Global Sulphur Cap

The implementation date for the 0.5% global sulphur cap is set for 2020, the International Maritime Organization (IMO) Marine Environment Protection Committee decided at its recent 70th session in London.

In 2008, the IMO unanimously adopted the global sulphur cap requiring all ships to use fuels with a maximum 0.5% sulphur content as of January 1, 2020.

The 2020 implementation date was made dependent on the results of a study to determine whether sufficient low sulphur fuel would be available then. That study commissioned by the IMO and published last August, shows that under all scenarios and sensitivity options considered, there will be sufficient clean fuel available in 2020.

Earlier in October, the international shipping association BIMCO raised concerns over data on available fuel ahead of the decision on the global sulphur cap implementation date.

BIMCO said that the official International Maritime Organization (IMO) study which assessed the relevant availability of fuel oil "has failed to fully address the IMO's terms of reference" in several critical areas.

The association added that "it is not possible to determine that the global refining industry will have the capacity to produce enough marine fuel by 2020".

BIMCO: Demolition Activity Rising Again

Global demolition activity increased by 16% in the first nine months of 2016 in comparison to the same period of 2015, as ship-owners struggle to counter the imbalance between supply and demand in the market, according to international shipping association, BIMCO.

A total of 36.2 million dwt was demolished in the first nine months of 2016, with most of it taking place in the first four months of 2016. This is equal to 21.8 million dwt or nearly twice as much as in the following five months of 2016.

However, comparing the period May – September 2016 in the same period as last year, the growth of demolition activity adds up to 2.9 million dwt or 26%. Therefore, the decrease in scrapping from the fourth until the ninth month of 2016 can be accounted for by cyclical demolishing activity.

"The poor global economic situation, as well as the depressing outlook for most of the seaborne shipping sector caused by excess supply of capacity, needs to be countered by a drastic increase in demolishing activity in order to lower merchant fleet growth," BIMCO's Chief Shipping Analyst Peter Sand said.

Comparing the period between January through September 2016 to the total previous year's, the amount in dwt is a record in the making, as 94% is already scrapped in the yards.

In reference to the available data from the beginning of January 2014 through September 2016, the average demolished ship size in dwt increased on a year-on-year basis by 32% in 2015 and additionally 13% in 2016.

"The trend for the demolition of bigger ships can be explained by weak global demand, especially for containerships in 2016, which is not growing at the pace needed to match excess containership capacity. Another factor is the expansion of the Panama Canal, which takes the uniqueness away from the panamax ship segment," Sand added.

From the beginning of January 2014 through September 2016, the dry bulk segment accounted for 72.9 million dwt or 66% of the total demolition, while crude oil tankers accounted for 8.6 million dwt or 8% and containership demolition accounted for 14.2 million dwt or 13% of the total demolition.

All other ship segments accounted for 10.7 million dwt or 10% in the period from January 2014 through September 2016 •



NGO Ship-breaking Platform Image



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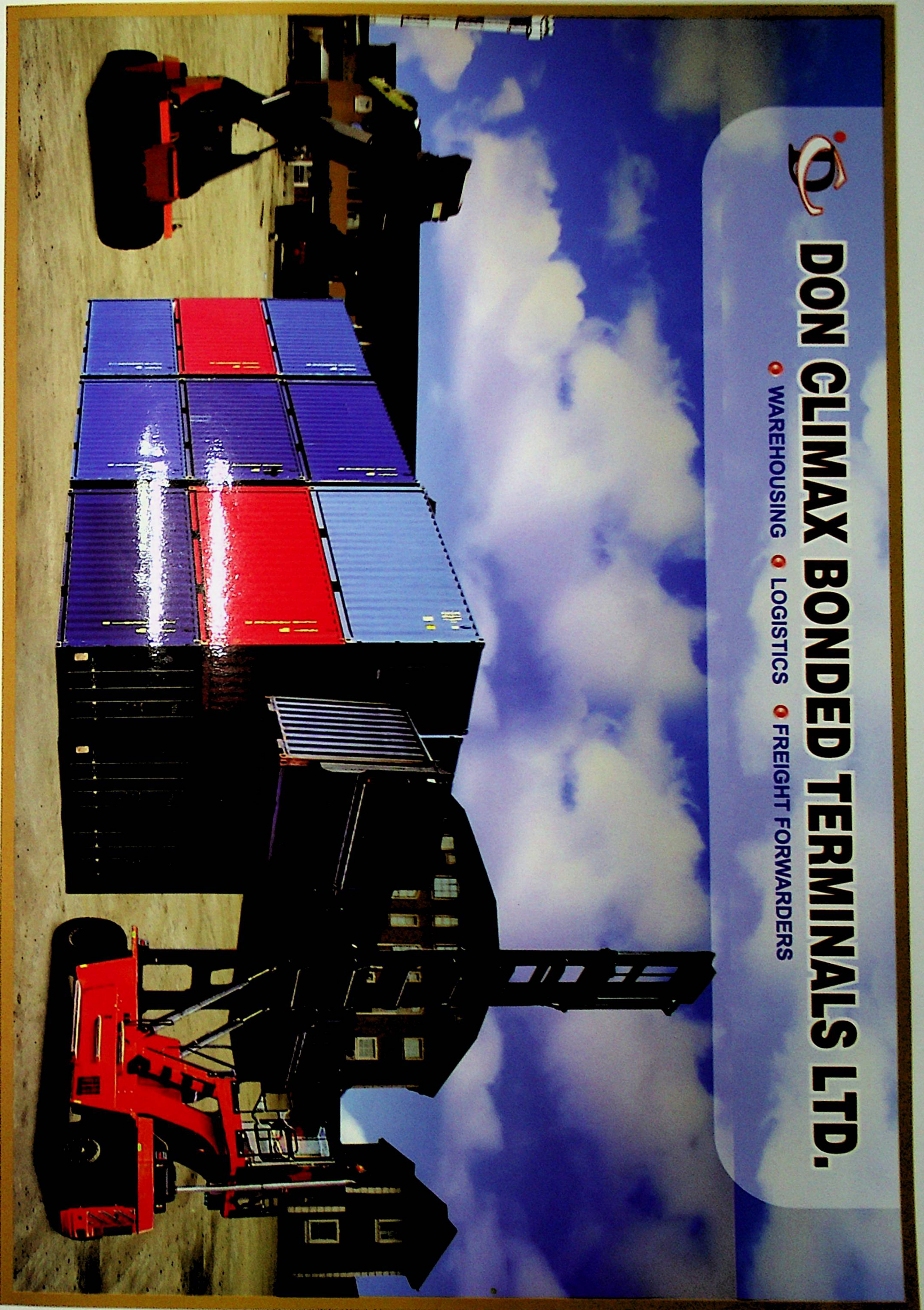
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