THE FORUM

An in-house Publication of The Nigerian Shippers' Council

VOLUME 4, ISSUE 4

APRIL 2021



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AFCFTA: Amaechi Lists Benefits of Rail Transportation



Rt. Hon. Rotimi Chibuike Amaechi, Minister of Transportation

The Minister of Transportation, Rt. Hon. Rotimi Amaechi has highlighted the benefits of rail transportation for effective management of continental and regional trade treaties.

Speaking at the virtual National African Continental Free Trade Agreement (AFCFTA) Implementation Engagement Series for Rail sub-sector of Transportation, the Minister, who was represented by Mr. Ibrahim Mohammed, a Deputy Director at the Federal Ministry of Transportation (FMOT), noted the Federal Government has invested heavily in the rail sub-sector of transportation to help facilitate trade. "The rail- sub-sector needs consistent opening for the country to further tap into the benefits that AFCFTA creates. This is why government has embarked on many projects, deploying the narrow gauges and establishing the standard gauges in the country, the Itakpe, Abuja / Kaduna, Lagos, Kano and other rail lines", he added. He noted that the objective was to connect Nigeria's hinterland to African countries

and improve the country's position as the major market in AFCFTA.

The Transportation Minister listed some of the challenges confronting the sector. They include funding gaps, poor regulation, lack of security and ticket racketeering. He added that government was doing its best to address the gaps in the sector.



Kebbi honours Hassan Bello with Excellence Award



L - R His Excellency, Abubakar Bagudu Executive Governor of Kebbi State, Hon. Bashir Machina, Chairman, Governing Board, Nigerian Shippers' Council and Hassan Bello Executive Secretary/CEO, Nigerian Shippers' Council

Kebbi State has honoured the Executive Secretary and Chief Executive Officer of the Nigerian Shippers' Council (NSC), Mr. Hassan Bello with an award of excellence.

The Executive Governor of the State, His Excellency, Abubakar Bagudu, who presented the award, said it was in recognition of Bello's sterling performance in the nation's transport sector, especially at the helm of the affairs of NSC, which is the Economic Regulator of the ports.

The Governor congratulated Hassan Bello for the wonderful feats and milestones he has achieved, especially in terms of giving the industry a sense of regulatory direction.

The Executive Secretary and Chief Executive Officer of NSC, Mr. Hassan Bello, said the agency as port economic regulator is working assiduously to make Nigerian ports competitive in the West and Central African sub-region.

Shippers' kicks against arbitrary charges... Begins Tariff Adjustment for Regulated Service Providers



Ifeoma Ezedinma, Director, Regulatory Services Department, NSC

The Port Economic Regulator, the Nigerian Shippers' Council (NSC) has begun moves to modify tariffs charged by service providers in Nigerian ports in-order to put an end to imposition of arbitrary charges on port users.

The Council is responsible for the validation and publication of the guidelines for Regulated Service Providers at Nigerian ports in line with the Nigerian Shippers' Council Port Economic Regulations 2015 Official Gazette Vol. 102 Part 11 Section 5 Subsection B, which empowers it to provide guidelines on tariffs, rates and charges, including, setting the minimum and maximum levels of tariffs that shall be applicable in the port sector.

To achieve this, on 26th March, Shippers' Council convened a meeting of service providers in the sector to get their buy-in.

The meeting deliberated on Council's mandate to provide guidelines on tariffs setting, guide against arbitrariness and validation of the guidelines on setting, reviewing and modification of tariffs.

The Executive Secretary and Chief Officer of NSC, Mr. Hassan Bello said the engagement was necessitated by excessive increase in cost by service providers, which had led to constant introduction of different tariff nomenclatures without proper consultation with the Council.

Bello, who was represented by the Director, Regulatory Services Department of NSC, Ifeoma Ezedinma, said the activities of some service providers has negatively impacted on the nation's economy and overall performance of the maritime sector.

Some stakeholders at the event pleaded that Shippers' Council align the guidelines with Nigerian Ports Authority (NPA) in-order to ensure its smooth operation. Others canvassed for the inclusion of an arbitration mechanism.



Cross section of regulated service providers.

Time for Exports to Thrive in Our Country – NSC Boss



L-R Hassan Bello, ES/CEO, NSC and Mr. Segun Alabi, President, Advocacy for Maritime Development Association (AMDA)

The Executive Secretary/CEO of the Nigerian Shippers' Council (NSC) has said that for export to thrive in our country, access must be granted to Nigerians to venture into export trade.

The NSC boss made this known when he received members of the Advocacy for Maritime Development Association (AMDA) in his office in Lagos recently.

Bello maintained that for any nation to thrive, its economic development must depend on the level of its export trade.

The President of the Association, Mr Segun Alabi speaking during the visit, enumerated challenges faced by their members in the course of carrying out their daily businesses at the port such as the suspension of stripping operations by the Nigerian Ports Authority (NPA).

He said that since its suspension, the cost of transportation has risen from forty thousand naira (N40,000) to two hundred and forty thousand naira (N240,000). Another concern raised by the President of the association was the storage of the export cargo for two weeks owing to lack of logistics in the port and as a result some of its goods gets spoiled.

Responding, the ES/CEO of the Council, Hassan Bello, stated that the reason NPA

stopped the stripping was due to traffic challenge along the corridor and that the Council was doing everything possible for the traffic not to return to Apapa.

Another concern raised by the group was the stoppage of export cargo for two weeks owing to lack of logistics in the port. The AMDA boss maintained that export goods should be given priority attention especially ones that could get spoilt if delayed.

Hassan Bello assured them that the Council would look into the issue and discuss with NPA to see how the stripping activity could be revisited for its economic gains.



PORTS PROCESS MANUAL: Shippers' Council Recovers $14,000USD in Bribes from Ship Inspection Officials at Ports



Mr. Hassan Bello, ES/CEO, NSC

The Nigerian Shippers' Council (NSC), has said that it has recovered 14,000 US Dollars bribery proceeds from officials saddled with the responsibility of boarding and inspection of ships that call at Nigerian ports.

Disclosing this at a press conference held at NSC's Headquarters in Lagos, the Executive Secretary and Chief Executive Officer of the Council, Mr. Hassan Bello, said seeking of bribes from captains of vessels and seafarers calling at the Nigerian ports has been an international embarrassment for Nigeria.

He however said that in less than three months of the implementation of Nigerian Ports Process Manual (NPPM) of which Nigerian Shippers' Council was appointed lead agency there has been sanity in boarding of vessels for inspection.

Recall that the Nigerian Shippers' Council was appointed the lead agency in the execution of Nigerian Ports Process Manual in December 2020 when Vice President Professor Yemi Osinbajo launched the manual in Abuja with a lot of fanfare.

The manual is expected to reduce corruption at the ports, spell out duties and responsibilities, as well as Standard Operating Procedure of all government agencies at the ports for cargo clearance process, right from when a vessel arrives at the ports.

Bello said before Council began implementation of the NPPM, vessels were delayed for six hours before they were boarded for inspection. He however said that right

now, there is a time limit of thirty minutes for each agency to complete inspections.

Addressing maritime journalists, Bello said "We have already recovered bribes of about $14,000 from people who board the vessels and demand for bribe, we are monitoring the situation and it has reduced drastically".



"We also recovered about N2.3 million from service providers. Right now, we are trying to streamline the activity, working with NPA, we bus-in and bus-out now, after the Port Health, the four government agencies; Nigeria Customs Service, Nigeria Immigration Service, Nigerian Maritime Administration and Safety Agency (NIMASA) and National Drug Law Enforcement Agency (NDLEA) would board the bus to go and inspect the vessel".

"When they say that Nigerian ports are expensive, it is not in terms of the official money that you pay, it is inefficiency that is expense. Ships come to our ports and spend six hours without inspection, and when they are eventually inspected, officials demand for bribe".

"Now, every vessel captain that arrives at the ports would call the Council to report what is happening, people are already aware and we have the complement of ICPC, Department of State Security (DSS) they are working with us 24/7 in-order to stop these ugly incidences of corruption".

"We have made arrests, and we have had monies seized. Joint boarding of vessels has also been established at the Onne and Port Harcourt port".

Bello assured that the Council would implement the NPPM with regard to the examination of cargoes inside port terminals.

He insisted that there must be joint examination of cargoes at the ports, adding that some of the agencies and organizations that are supposed to inspect the cargo do not come at all, or they come very late.

"Nigerian Shippers' Council is already getting a lot of things right and the international community has started noticing that there are some changes in the Nigerian ports just within three months".

Meanwhile, Mr. Hassan Bello said that the Council is also succeeding in digitization of Nigerian ports and assured that the Nigerian ports would attain ninety percent by the end of second quarter of 2021.

He said that so far, some of the shipping service providers, particularly the shipping companies and terminal operators have done well in the area of digitization while others are still struggling.

The Council, he said, rated the automation level of some of the shipping companies in the first quarter as between 88 per cent and 63 per cent, in what the NSC described as a tremendous achievement. In the rating, Grimaldi shipping came first with 88% compliance, Ocean Network Express 75 %, CMA CGM 60%.



He however expressed dismay that some shipping companies were still at the level of 20% as far as automation is concerned.

As for terminal operators, he said PTML came first with 92%, while BUA had 75%.

He expressed optimism that there would be an improvement among all the shipping companies in the second phase with integration with banks and Nigeria Customs Service.



Vice President, Professor Yemi Osinbajo at the Launch of the Process Manual on Port Operations

Shippers' Council, NIMASA Move to Tackle Delay, Corruption in Nigeria



Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council presenting Nigerian Port Process Manual to Dr. Bashir Jamoh, Director General, Nigerian Maritime Administration and Safety Agency.

The Nigerian Shippers' Council (NSC) and The Nigerian Maritime Administration and Safety Agency (NIMASA) have decided to partner to minimize delay and eliminate corrupt practices at the country's ports.

The two agencies entered into an agreement when the Executive Secretary/Chief Executive Officer of Nigerian Shippers' Council Mr. Hassan Bello paid a working visit to NIMASA on 20th April, 2021.

Speaking during the visit, Bello said that cost of ports operations in Nigeria could be reduced by over 35% when Standard Operation Procedures (SOP) contained in the Nigerian Port Process Manual (NPPM) are fully implemented.

"Our Ports are in competition with other ports in the region, so we need to strengthen collaboration on the establishment of indicative freight rates"

Bello said Vice President, His Excellency Professor Yemi Osinbajo launched the Nigerian Port Process Manual (NPPM) on December 9, 2020 in Abuja, during the 2020 International Anti-Corruption Day. He said the manual is a collection of

processes taken from the Standard Operating Procedures of stakeholders in the port sector and it aims to improve operations, service timelines, efficiency and accountability at the ports.



Rt. Hon. Engr. Victor Ochei, Executive Director, Maritime Labour & Cabotage Services, Nigerian Maritime Administration and Safety Agency Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council, Dr. Bashir Jamoh, Director General, Nigerian Maritime Administration and Safety Agency and Mr. Shehu Ahmed, Executive Director, Operations, Nigerian Maritime Administration and Safety Agency

Both agencies noted that full automation of processes at the nation's ports would go a long way to curb human interface, delays and corruption at the ports. NSC and NIMASA thus agreed to harmonize the implementation of Port and Flag State Administration to minimize human direct contact onboard vessels calling at the nation's ports in line with provisions in the Nigerian Port Process Manual (NPPM).



CONGESTION: Port of Antwerp Advocates Multimodal Transportation for Nigerian Ports



R-L Mr. Seyi Kosoko, Director, Human Resources, Nigerian Shippers' Council, Paulette Van Trier, President, Nigerian Belgian Chamber of Commerce, Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council, Philippe Droesbeke, Manager, Ports Projects, Port of Antwerp and Ms. Ifeoma Ezedinma, Director, Regulatory Services, Nigerian Shippers' Council

Management of Port of Antwerp International has called on the Nigerian government to invest in multimodal transport as part of efforts in addressing gridlock at the nation's seaports.

Manager, Port Project, Port of Antwerp International, Mr. Philippe Droesbeke gave the advice during a courtesy visit to the Headquarters of Nigerian Shippers' Council (NSC), in Lagos, recently. According to him, multimodal connection is the solution to the congestion at the Nigerian Ports, urging the country to shift from over dependence on road movement of cargo from the seaports to the hinterlands.

Droesbeke said that the visit to the Council was to share Port of Antwerp's experiences as the company has set up a subsidiary dealing with consultancy of ports and different fields on terminal and port processes.

While addressing journalists after the visit, the Executive Secretary, Nigerian- Belgian Chamber of Commerce, Paulette Van Trier expressed delight at the meeting, noting that the Chamber has been working assiduously to improve trade between both countries.

Her words: "We are trying to ensure Nigerian export produce get to the ports on time so that they can get to the international market and distributed all around the

world. We hope that we can work together, have a positive partnership with Shippers' Council and improve exports from Nigeria.



R-L Paulette Van Trier, President, Nigerian Belgian Chamber of Commerce, Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council and Philippe Droesbeke, Manager, Ports Projects, Port of Antwerp

"As a Chamber, we are not asking for money. We just want farmers and other exporters to know how the process is done globally. We are providing Nigerians with examples via teachings and trainings to make people to make people aware of global best standards and practices".

Speaking earlier, the Executive Secretary and Chief Executive Officer of NSC, Mr. Hassan Bello stated that Nigerian has identified these issues and prioritizes them in the development of the new seaports.

Bello reiterated the need for NSC to engage Port of Antwerp in fields what would add value to the Nigeria maritime sector.



Port of Antwerp

Shippers' Council seeks collaboration with Afrexim Bank, French Ministry of Transportation to aid development of Edo Dry Port



R-L Chief Charles Akhigbe and Hassan Bello, ES/CEO, NSC

The Nigerian Shippers' Council (NSC), has expressed its readiness to collaborate with Afrexim Bank and the French Ministry of Transportation to aid the development of Edo Inland Dry Port.

The Executive Secretary and Chief Executive Officer of NSC, Mr. Hassan Bello stated this while hosting the Edo State Inland Container Depot/ Truck Transit Park Implementation Committee led by Chief Charles Akhigbe at the agency's Headquarters in Lagos.

Bello said that the dry port project is a critical transport infrastructure that would grow the nation's economy.

He expressed optimism that the engagement of Afrexim bank would assist to drive the dry port project in Edo State.

He maintained that after the agency's gap analysis on the Edo dry port, the major challenges with regard to the project included connectivity as there was no rail connection and roads are in poor conditions.

In his response, the Chairman, Edo Inland Container Depot and Truck Transit Park Implementation Committee, Chief Charles Akhigbe said that the Edo State Government has granted approval for the reconstruction of roads leading to the site of the proposed port.

He commended Nigerian Shippers' Council for the pivotal role it has played towards actualizing Edo Inland Dry Port.





HEALTH CORNER

Cholera



Cholera is a serious bacterial disease that usually causes severe diarrhoea and dehydration. The disease is typically spread through contaminated water.

In severe cases, immediate treatment is necessary because death can occur within hours. This can happen even if you were healthy before you caught it.

Modern sewage and water treatment have effectively eliminated cholera in most countries. It's still a problem in countries in Asia, Latin America, Africa, and the Middle East.

Countries affected by war, poverty, and natural disasters have the greatest risk for a cholera outbreak. That's because these conditions tend to force people to live in crowded areas without proper sanitation.

Causes of cholera

Cholera is caused by bacteria called Vibrio cholerae. The disease's deadly effects are the result of a strong toxin known as CTX that is produced by these bacteria in your small intestine.

CTX interferes with the normal flow of sodium and chloride when it binds to your intestinal walls. When the bacteria attach to the small intestine's walls, your body begins to secrete large amounts of water that lead to diarrhoea and the rapid loss of fluids and salts.

Contaminated water supplies are the primary source of cholera infection. Uncooked

fruits, vegetables, and other foods can also contain the bacteria that cause cholera.

Cholera is not usually passed from person to person through casual contact.

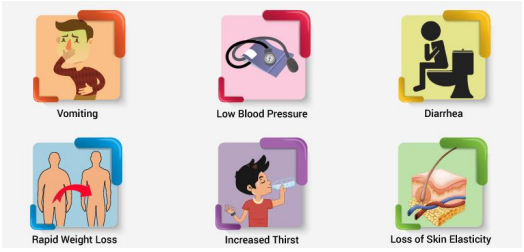
Are you at risk?

Anyone can become sick with cholera, but a few factors may increase your risk. These risk factors also increase the likelihood that you'll have a severe case. These include:

- unclean conditions (such as poor sanitation and contaminated water)
- low levels of stomach acid (cholera bacteria cannot live in highly acidic environments)
- sick household members
- type O blood (it's not clear why this is true, but more people with this blood type seem to be at risk for cholera)
- eating raw shellfish (if the shellfish live in dirty waters where the cholera bacteria live, there is greater chance of becoming ill)

Symptoms of cholera

The majority of people exposed to cholera never become ill. In most cases, you may never know you've been exposed.



Once you're infected, you'll continue to shed cholera bacteria in your stools for 7 to 14 days. Cholera usually causes mild to moderate diarrhoea, like other illnesses.

One in 10 people who are infected will develop typical symptoms within 2 to 3 days after infection.

Common symptoms of cholera include:

- sudden onset of diarrhoea
- nausea
- vomiting
- mild to severe dehydration

The dehydration caused by cholera is usually severe and can cause tiredness, moodiness, sunken eyes, dry mouth, shrivelled skin, extreme thirst, reduced urine output,

irregular heartbeat, and low blood pressure.

Dehydration may lead to loss of minerals in your blood. This can lead to an electrolyte imbalance. The first sign of an electrolyte imbalance is severe muscle cramps. An electrolyte imbalance can eventually lead to shock.

Children usually have the same cholera symptoms as adults. Children may also experience the following:

- severe drowsiness
- fever
- convulsions
- coma

Cholera rarely occurs in first world nations. If you follow proper food safety practices, even in affected areas, the risk of infection is minor. Still, cholera continues to occur worldwide. If you develop severe diarrhoea after visiting an area with a high rate of cholera, you should see a doctor.

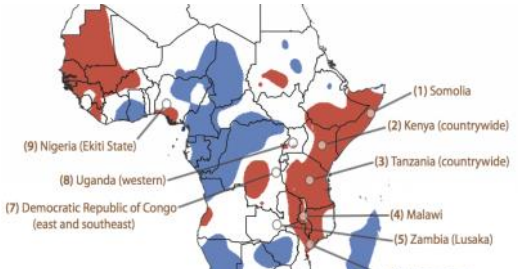
Diagnosing and treating cholera

If you have symptoms of cholera, you should contact your doctor. A doctor can confirm that you have cholera by identifying bacteria in a stool sample.

Common methods for treating cholera include:

- oral rehydration salts (which are mixed with water)
- intravenous fluid rehydration
- antibiotics
- zinc supplements

These treatments add to the liquid in the body and rehydrate it. They also help reduce the length of time you have diarrhoea.



Cholera complications

Cholera can be fatal. In severe cases, rapid loss of fluids and electrolytes can cause death in as little as 2 or 3 hours. Even in typical cases, if cholera is left untreated, people can die of dehydration and shock in as little as 18 hours.

Shock and severe diarrhoea are the most serious complications of cholera. However, other problems may occur, such as:

- low blood sugar
- low potassium levels
- kidney failure

Preventing cholera infection

If you're traveling to an area where cholera is common, your chances of catching the disease are still low if you:

- wash your hands
- drink only bottled or boiled water
- avoid raw food and shellfish
- avoid dairy foods
- eat raw fruits and vegetables that you can peel yourself



Since cholera vaccines don't work very well, and most people have a slim chance of catching cholera, your doctor is not likely to provide you with a vaccination.

If you've already had the vaccine and are going to be in a country where cholera is a threat, you may need a second dose or booster of the vaccine.

Source: **healthline.com**

PRESS RELEASE



NSC COURTESY VISIT TO PORT HEALTH SERVICES, ABUJA



R - L Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council handing over the Nigerian Port Process Manual (NPPM) to Dr. Geoffrey Okatubo Director, Port Health Services.

The Nigerian Shippers' Council (NSC), as part of efforts to implement the Nigerian Port Process Manual (NPPM) through collaboration, paid a courtesy visit to the Port Health Services (PHS), in Abuja.

Speaking at the event, Executive Secretary/Chief Executive Officer of the Council, Mr. Hassan Bello emphasized the need to clean up the ports by embracing orderliness, efficiency, and zero corruption.

He described the NPPM as a useful and important manual that all relevant agencies in the port system should abide by.

He stated that since doing business at the ports is tied to time, there PHS is a need for the Port Health Services, as the first agency to interact with vessels and crew, to reduce the time spent on board, by performing their inspection between 30 – 45 minutes with a maximum of 3 officers.

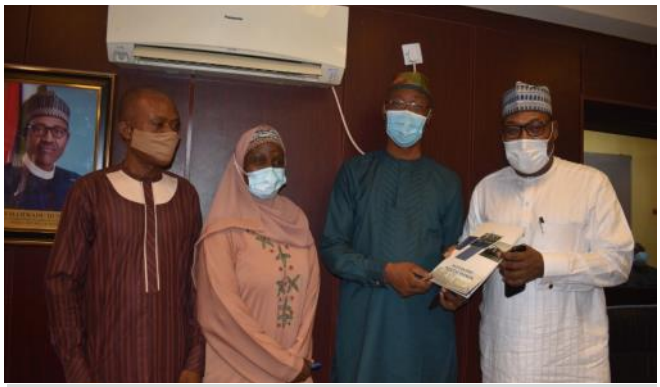
Mr. Bello added that the turnaround time for ships can also be reduced through a pre-arrival communication between the vessels and the PHS so that every activity performed on the arrival of vessels on Nigeria's shores would be for verification alone.

The ES stated that one area of concern that enables corrupt practices at the ports is vessel agents offering transportation to inspecting agencies. This, he noted should be provided by the government or the PHS.

While encouraging the PHS to reach out to the NSC with any issue, Mr. Bello suggested that the PHS publish infractions committed by vessels calling at Nigerian ports.

Responding, the Director, Port Health Services, Dr. Geoffrey Okatubo, congratulated the NSC on its appointment by the Federal Government as the lead agency to coordinate and supervise the implementation of the NPPM.

Regarding the 30 - 45 minutes vessel inspection, he stated that as long as there is no issue with a ship, it is achievable. However, he explained, inspections can take longer than 45 minutes because of the peculiarities of the Covid-19 pandemic, which has given rise to more activity's onboard vessels. These include checking the temperature and Polymerase Chain Reaction (PCR) Covid-19 test of the entire crew.



L - R Imhanrebhor Fred, Chief Environmental Health Officer, Port Health Services; Dr. Fatima Mohammed Yusuf, Deputy Director, Port Health Services; Dr. Geoffrey Okatubo, Director, Port Health Services and Hassan Bello, Executive Secretary/CEO, Nigerian Shippers' Council

He further stated that due to the emergence of the new strain of the virus, special attention needs to be given to vessels arriving from Brazil, South Africa, and India.

He added that the PHS is working towards publishing penalties for infractions and is also solidly behind the Council, in the performance of its roles and responsibilities.

Rakiya Yagboyaju

Head,

Public Relations



MARITIME TODAY

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INTERVIEW WITH CAPTAIN ALFRED OLUWASEGUN ONIYE, SECRETARY GENERAL OF MERCHANT SEAFARERS' ASSOCIATION OF NIGERIA ON NSC'S SPONSORED PROGRAM, MARITIME TODAY ON LAGOS TRAFFIC RADIO

The guest, Captain Alfred Oluwasegun Oniye, who is the Secretary General of Merchant Seafarers Association of Nigeria, talked on the roles of Seafarers in the nation's development.

Presenter: By way of definition and identification, when we talk about seafarers, who are these people?

Capt. Oniye: A seafarer is someone who is trained and certified to work on boarding vessel, when he's trained, he must be certified. The certification must be recognized by the regulatory body which is the IMO.

Presenter: What if I am certified but I am not trained?

Capt. Oniye: It is not possible, except you want to buy the certificate.

Presenter: Seafarers, Merchant Navy, The Navy, how do we differentiate these three people?

Capt. Oniye: The word Navy, which the world does not really understand means "ship". People do not really have the understanding of the word "Navy". The word "merchant" means "commercial", so when you hear "merchant Navy" it means "commercial ship", when you hear "Nigerian Navy" it means "country ship". Globally, the country ship is called defense ship because their job is to protect the country from external attacks and the country's territorial water. Every personnel that works onboard the commercial ship is known as a seafarer and they are called Merchant Navy personnel.

Presenter: Do you all wear the same uniform?

Capt. Oniye: No, we don't. color white is a normal color, professionally we see it as a peace color but what makes cloth different from cloth; what makes ordinary cloth dif-

ferent from uniform is the gadget on it. A Merchant Navy personnel have a different gadget from the defense Navy personnel. It is still the same white but when you look at the gadget, a Merchant Navy has about sixteen different uniforms and it has to do with different operations. Merchant Navy has been in existence before the creation of Nigeria, right from the First World War.

Presenter: When we talk about seafarers and master mariners, what is the difference between the two?

Capt. Oniye: Master Mariners are the highest level of seafaring. The first license rank on Merchant Navy is third officer followed by the second officer, chief officer then captain which is the 'master'. Merchant Navy rank goes with a license; you don't just have Merchant Navy rank without the license. Merchant Navy also has the transition rank (fourth officer, fifth officer) depending on the capacity of the ship. There are some vessels that will take fourth officer or the fourth engineer, another vessel will take fifth officer or fifth engineer in which Nigerian Navy calls "mixed ship". Sometimes you can even have a COC (Certificate of Competence) and OOW (Officers of the Watch). You can have a master license and have the position of a second officer on board and the pay for that second officer will be higher than when you are to serve as a captain in another vessel.

Presenter: What are the roles and responsibilities of a seafarer?

Capt. Oniye: Before I elaborate that, there's another word I need to clear. When you hear the word NAVAL and the word Navy, they are two different things. I want to clear this. Navy is a ship but the word NAVAL is a ship that is engaged on the sea so that you must understand. So, talking about the roles of seafarers, let's look at it globally. Seafarers run global economy they are essentially workers. When you say essential meaning extremely important, something you can't do without. Without them you can't succeed you can't even survive. 90% of what we use globally are being moved by sea; automobiles, medical, electronics, even the crude oil, the refined. Imagine if seafarers are



Captain Alfred Oniye, Secretary General of Merchant Seafarers Association of Nigeria

not working what will happen to the entire world? During the pandemic period, the entire world was shut down but no country dared it to shut down their seaport if they tried, their country might not be able to even survive it again. I was actually at sea then. I was in East Africa at that period so you will know how important seafarers are because even to get the medical kit here, you need the seafarers to move it down if not the entire world would have been in a serious mess. No country, I repeat, no government in the entire world can survive without seafarers. They are extremely important.

Presenter: So, if these group of people are that important, coming to Nigeria why is it that seafaring in Nigeria is not, permit me to say that we do not get to feel your impact?

Capt. Oniye: Don't say you don't feel our impact. There are some people that are working in this country that the world does not even know that they are working and other people are taking the glory. I'm telling you, if seafarers shutdown operations for one day, NIMASA, NPA will collapse. In fact, Nigeria economy will collapse. And I can boldly tell you that seafarers should shutdown operation today let all seafarers in Nigeria just back off the next 20 years, Nigeria will not recover from the loss. Because where is that revenue you want to regenerate? If we don't take out your crude oil, we don't bring it in your refined oil, your automobile, your weapon, your medical kit, and the foods you eat.

Presenter: It looks like these community of people, they are not given the recognition that they deserve?



Capt. Oniye: There are some people that are suppressing them that is why some of us have to step up our game and take up responsibility outside the country. Seafarers are highly celebrated outside. We have two types of license: the NCV (Near Coastal Voyage) and the FGN (Foreign Going Nation). We are well paid, well treated and well celebrated.

Presenter: What can be done to revive NCV?

Capt. Oniye: If our maritime curriculum can be reviewed to meet up the international standard, I think we will go places.

Presenter: Who are those that should come together to review this?

Capt. Oniye: That is NIMASA's responsibility, apart from that we still have some Nigerians who are far better and that NCV license is limiting them.

Presenter: FGN, NCV, what do you think NIMASA should do to be able to issue FGN like Ghana is doing?

Capt. Oniye: NIMASA knows what to do; it will not cost them anything to upgrade this license. There are some people in that NIMASA office that will not want the license upgraded because they will feel intimidated, they feel they will not be able to control these sea farers, they want to put them under their control.

Presenter: What do I need to come on board?

Capt. Oniye: Get into the maritime institution, get trained and get certified. After



graduating from maritime institution, go for your mandatory, we call it STTW that is basic safety training and ISCS which is security awareness, and then get your medical, your yellow card then go for your discharge. You must have the basic training which is very important.

Parting words: NIMASA, please remove the limitation on Nigerian sea farers license and remove the waver so that these boys can have jobs.



MARITIME NEWS



... round the world

Long-term container freight rates surge 23.5% since December 2020

Average long-term container freight rates have risen 23.5% since December last year as lines take advantage of a surge in volumes and resulting port congestion topped off with the blockage of the Suez Canal in late March.

Xeneta, which crowd sources long-term container rates from shippers and forwarders, said there had been a 4.1% increase in April for long-term rates, up 21.1% year-on-year and some 23.5% since December 2020.



"It's been another incredible month, in a unique year, for the container shipping segment," stated Xeneta CEO Patrik Berglund. "In the US we continue to see severe delays and bottlenecks, with strong demand – driven in part by changing e-commerce habits – driving rate development. Some shippers are reportedly paying double the contracted rates they enjoyed just one year ago.

"Meanwhile, in Europe, the Suez Canal incident has created a backlog that has seen ports overwhelmed with cargo, while sailing schedules have suffered a 'domino effect' disruption. Here we can expect to see implications stretching well into May, and even June."

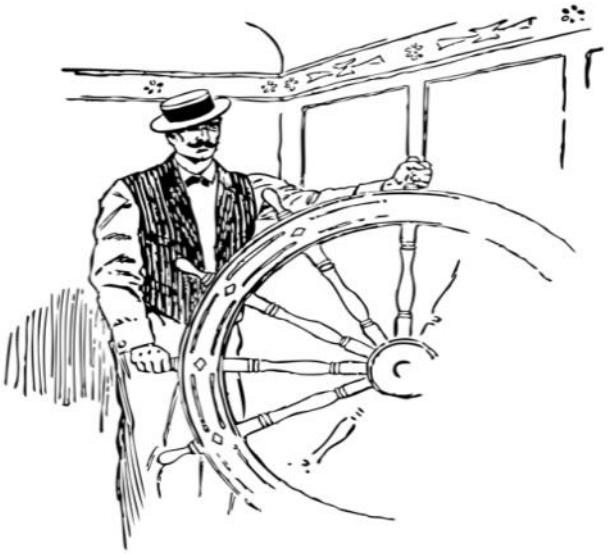
Xeneta sees little respite for shippers as all its long-term indicators were pointing upwards in April.

"It's undoubtedly excellent news for carriers, and we continue to see the manifestation of that in company financials," said Berglund.

"For example, OOCL has revealed revenues of $3bn for the first quarter, a staggering 96% higher than this time last year, driven by both higher volumes (up 28.3%) and significantly higher revenues per container, up 58.3%. This comes on the back of last month's sensational results from Maersk, CMA CGM, and Hapag-Lloyd, amongst others."

Describing the sector as being in "overdrive" Berglund said shippers should expect freight negotiations to be difficult.

Source: **Sea Trade Maritime**



MARITIME

Facts!

Did you know?

1



About 20 million containers are being transported across the seas at this very instance.

4



The coastal ports situated in New York and New Jersey account to a total of over one-third of the North Atlantic trade.

2



Panama still has the world's biggest registry of vessels followed by The Marshall Islands at the second and lastly Liberia in the third place.

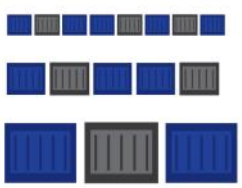
5



26,5 miles per hour

A big sized ship normally travels at a speed of 23 knots which is equivalent to 26.5 miles per hour.

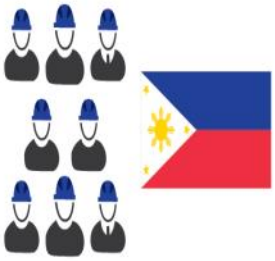
3



44 miles (77 km)

If all the containers from an 11,000 TEU(twenty-foot equivalent unit) ship were loaded onto a train, it would need to be 44 miles or 77 kilometers long.

6



≈ 1,5 mio

There are around 1,5 million sailors employed globally, with the Philippines producing the highest number of seafarers.

Photo News

Presentation of Award of Excellence to Hassan Bello in Kebbi state.





Hassan Bello, Executive Secretary/CEO Nigerian Shippers' Council pays courtesy visit to Dr. Bashir Jamoh, Director General, NIMASA.





The Visit of the Management Team of the Institute of Chartered of Shipbrokers Nigerian Chapter to Nigerian Shippers' Council





Photos from some of Council's activities in the month of April.

WORDS ON MARBLE

"The wind and the waves are always on the side of the ablest navigator."
— Edmund Gibbon, Historian
"There is nothing more enticing, disenchanting, and enslaving than the life at sea."
— Joseph Conrad, Writer
"He who lets the sea lull him into a sense of security is in very grave danger."
— Hammond Ines, Novelist
"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."
— William Arthur Ward, Writer

MISSION OF THE FORUM

To bridge information gaps in the Council.



Published by the Office of the ES/CEO and Public Relations Unit