



From The Editor's Cabin.

Wow! It's 2022! Happy new year to all our friends and readers! We at Jean Chiazor and Partners (OFIANYI CHAMBERS), wish you all a successful year!

This 5th edition proposes to engage our readers even in this New Year and espouse the knowledge in maritime.

Ahoy!

.... Francis Fatanmi. Esq.

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MANAGING YOUR FINANCES POST COVID-19

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Introduction

According to International Labor Organization, the pandemic (COVID-19) has changed the global landscape, professional, and social activities. The spread of this virus brought about lockdown, close of schools, businesses, Government offices and a lot more. It has affected lives of people across the globe.

The pandemic has affected over 80 percent of the global workforce, thereby resulting in instabilities that still threaten the livelihoods of people around the world. However financial knowledge can help people better manage their finances through tough times such as this. The challenges occasioned by income loss, redundancies, inadequate access to finance, and other means of gaining additional income (side hustles) are likely to have long-term impacts if not properly addressed, and possibly resolved, There are practical steps that can be taken to strengthen the economic positions in the COVID-19 era and beyond.

TIPS

1. Analyze your finance

It is very important to analyze your finance to determine what has changed and how it has affected how you spend or save your money. Consider creating a budget to reflect your current income and access to funds. Analyzing your spending and subjecting it to a budget will show you where you need to make change to avoid spending more than your income.

2. Lower your Expenses

In order to avoid running out of cash, you need to reduce the way you are spending regardless of your needs. Never forget, that your needs and your wants are not the same, always go for something you need, it will help reduce your expenses.

3. Reduce Your Spending on Non- Essential Utilities

Downward review of your expenses is advisable; the amount that put in for entertainment, data, cloths, traveling outside Nigeria



should be reduced. Why subscribing for cable when you know you do not have time, or you only watch one or two stations? However those expenses do add up at the end of the month.

4. Start a New Business in Addition to The One You Currently Have.

It is advisable to have multiple channels of income, this is a great way to achieve financial independence and reduce financial stress. There are many flexible ways to make additional income without necessarily jeopardizing your core business or regular job. E.g. food distribution, logistic, online marketing, media, fashion design, consultancy, rental/ event planning etc.

Starting a small business is a massive but rewarding undertaking. Part of starting a small business is doing things in a way that makes the most sense to you, every small business owner has certain skills, abilities, knowledge, and experience that give them an edge when it is time

to build up a business and start operating it. Even when a business is on the right track, unexpected issues and chances for growth and improvement can quickly pop up. Addressing these problems and opportunities is critical for long-term stability and prosperity

5. Automate Your Finances

Automatically transferring money into your savings or investment accounts each month eliminates the temptation of squandering the money. Set up automatic credit card payments. That transfer money to your saving account subject to the date set.

6. Save Your Money Where You Can Hedge Against Inflation

The high rate of inflation and unstable exchange rate means that the purchasing power of the currency seems to be dwindling daily. It is therefore advisable to



invest in assets denominated in a stable currency, where possible. There are resources online you can access for this, ensure that you check the credentials of the companies before investing with the companies and also engage the service of a financial adviser.

7. Take care of health

It is said that Health is Wealth! As important as attending to your finances is, it is more essential to take care of your health, you only have one body, take care of it.

8. BE PROACTIVE!

Being proactive is facing a challenge and getting a solution for it, before it even facets. It is one of the reasons why a number of business owners ironically made game changer profits during the

pandemic. We have to think ahead to avoid being continuously hit by global challenges such as this pandemic.

Conclusion

Is it also important to spend some time thinking about the positive changes that have occurred in your life during the pandemic? Where you able to learn new things, spend more time with love ones, or even better make money? Challenges are part of life and also build us to become better people. Cultivate a positive outlook and count your blessing one by one, *“Hope is being able to see that there is light despite all of the darkness”- Desmond Tutu.*

Reference:



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.....Ajogu
Kelechi S. (Jean Chiazor & Co.)

STRESS: AN IGNORED HEALTH RISK PRESENT

Stress has become a very key issue in our daily lives, as it is a major cause of cardiovascular diseases, bum outs, suicidal ideation, sleep disorder, obesity, and even diabetes type 1 and 2.

We all know the word 'stress' without necessarily understanding what it truly means. *"Stress simply put is your inability or lack of enough resources to deal with the demands the environment is placing on you"*.

So stress is not only a condition of high demand but also a condition of low resources. An imbalance is created when the demands placed on an organism are not in

proportion to the organism's resources to respond. This imbalance comes in two folds. You have a situation where demands are too high in relation to the resources available, in which case we experience too active or overactive life. Another situation is when the demand is actually too low in relation to our resources, in this case we feel underutilized and a huge sense of frustration. This is because we have too much energy, too much aspiration, and too many abilities that are not utilized because we have no room for that. These two conditions are what put us in stressful situations.

Stress, in a general term, is not all bad if you have the resources to deal with it, if it is just for a short term. It becomes bad when it persists for too long.

Stress could either be acute or chronic. As a matter of fact, stress is a condition caused by acute or chronic imbalance between demand and resources.

We have two types of stress namely:



- Eustress, which is the good stress.
- Distress, which is the bad stress.

One of the highest contributors to non-communicable diseases (NCD) globally is stress. Everyone is actually stressed, and we most times do nothing about it until it has sparked other health conditions.

Business executives are too busy to talk about stress; they do not see stress management as part of their business continuity plan. Employees are present at work, yet they are not able to deliver on their tasks and optimal production is farfetched.

The issue most organizations are faced with today has moved from staff absenteeism due to ill health, to presenteeism – no psychosocial support, absence of management support to deal with the issue of organizational stress. We must note that organizations do not exist in isolation, it is called organization because of the careful assemblage and harmonization

(organization) of all available resources needed to achieve the goal of the organization. So if employees are an integral part of that organization, when they get stressed, the organization will also be stressed.

We often pretend to come to work, yet deep within us, we are psychologically not present and this tells so much on our productivity. Yet it goes unnoticed because there are even no structures to measure and compare employees' motivation and productivity.

We need to look at the threats in work places; we need to measure the health performance of our employees. We need to realign the whole work process before we all kill our best hands, which are already emotionally stressed. Demand has been much on them and having given so much that they have nothing to give anymore they at this point become emotionally stressed and psychologically hurt. We need to release them.



Reference:

The Voyage by the Nigerian Maritime Administration and Safety Agency (NIMASA), *Vol. 9 No 1 2021.*

Ruth

Abanum.....
.....(Jean Chiazor & Partners.)

Cabotage Vessel Financing Fund (CVFF)

Introduction**Management of the Fund****Beneficiaries****How Much Can A Ship Owner Get From The CVFF?****Qualifications for Accessing CVFF****Introduction**

The CVFF was established alongside the Nigerian Coastal and Inland Shipping (Cabotage) Act of 2003, to empower indigenous ship owners to take control of the nation's coastal and inland shipping business, otherwise known as the Cabotage trade.

It was meant to assist Nigerian Ship Owner in the acquisition of maritime assets; the money will be paid back within a stipulated period. However, 17 years after the idea was initiated and approved (i.e. 2003-2021), the Cabotage Vessel Financing Fund (CVFF), remains inaccessible, thereby defeating its objective.

The CVFF was established by the **Coastal and Inland Shipping Act, 2003**, widely known as Cabotage Act, which states that *“There shall be paid into the Fund, a surcharge of two per cent of*



the contract sum performed by any vessel engaged in the coastal trade; monies generated under this Act, including the tariffs, fines and fees for licenses and waivers; such further sums accruable to the fund by way of interests paid on and repayment of the principal sums of any loan granted from the Fund.”

Commercial banks are the primary lending institutions (PLIs), accredited to handle the CVFF. They contribute 50% of the CVFF. They are Fidelity Bank, Skye Bank (now Polaris Bank), Sterling Bank, and Diamond Bank (now Access Bank).

Management of the Fund

Management of the fund is not the duty of NIMASA as many believe. The PLIs do. NIMASA provides Fund Administration and Corporate Governance. The

Federal Ministry of Transportation is the third party to the CVFF, while the obligor (i.e. an applicant that has accessed the fund) the fourth. **Schedule 44 of Part VIII of the Act** states that *“The fund shall be collected by the National Maritime Authority (NIMASA) and deposited in commercial banks and administered under guideline that shall be proposed by the Minister and approved by the National Assembly.”*

Beneficiaries

Schedule 45 of the Cabotage Act is to the effect that “the beneficiaries of the fund shall be Nigerians and shipping companies owned by Nigerians for “the development of shipyard/maritime infrastructure to facilitate vessel construction, repairs and maintenance,” as well as “other shipping auxiliary



projects relating to the development of local tonnage capacity and shipyards”.

How Much Can A Ship Owner Get From The CVFF?

A ship owner or company can get **about \$25 million (₦10, 282,023,175.00)** and shall have a maximum of seven years’ payback. The CVFF is to be disbursed on a single-digit interest rate of 5.6 percent, 0.25 percent processing fees, according to NIMASA.

Qualifications For Accessing CVFF

Not all indigenous shipping service providers trading on Nigeria’s Cabotage are eligible for the loan. The law which establishes the fund, also states recommendations for accessing it. To access the CVFF loan, such an applicant must have been paying the

Cabotage dues of 2% surcharge, license and waiver fees. The company must also have contracts with international oil firms.

Also, the firm must have a positive cash flow and bankable feasibility reports which shall be verified by NIMASA and the PLIs, among others.

Conclusion

If the CVFF is properly disbursed to Nigerian Ship owners. It will move the maritime industry and Nigeria at lot forward. There should be a clear and positive indication to implement the policy, as we cannot keep the money forever in the bank; it has to serve the purpose it is meant to serve. The process for disbursement should be clear to stakeholders in the maritime industry; the Minister of Transportation



needs to look for the modality on how to disburse the fund.

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INTERNATIONAL STANDARDS ON THE RIGHTS OF INDIGENOUS

COMMUNITIES TO LAND AND NATURAL RESOURCES.

Introduction

Participation of Oil Producing Communities in Relation to Their Land and Natural Resources

Compensation of Expropriated land: Valuation of Compensation

Right to negotiate Compensation

Conclusion

INTRODUCTION

Having gone into an in-depth analysis of the petroleum legislations in relation to their implications on the rights of oil producing communities in the Niger Delta, we have to understand that international laws requires States to respect the special importance that indigenous communities attach to their lands, and grants indigenous peoples the right to own natural resources in their lands, not to be removed from their lands without free, prior, and informed consent,



including participating in decisions that affects them.

The free, prior and informed consent with indigenous communities must be carried out in good faith and must be transparent, and once they have given their consent they can withdraw it at any stage of the project.

In international human rights instruments, these rights have been interpreted to include fair and equitable benefit-sharing to indigenous peoples and local communities with regard to natural resource use in their lands. These rights apply to oil producing communities of the Niger Delta because of the current understanding of who indigenous people are. There should be consultation with the communities that will be affected by the project with a view to agreeing benefit-sharing system that will make them partners in decision making processes. This is to create genuinely equal partnership with a view to strengthening indigenous and local communities' capacity to establish

and pursue their own development priorities, and making their own decision making mechanisms, through a minority ownership interest in the extractive operations.

Benefit sharing has been identified as monetary and non –monetary, such as revenue sharing and social – cultural rights of indigenous and local communities. That said, it is fair to submit that fair and equitable benefit sharing is a primary and permanent obligation because it is an inherent right of indigenous and local communities. This however, must be distinguished from compensation, benefit-sharing adds to compensation because it addresses the problem that gives rise to human rights abuses in relation to their territory.

Participation of Oil Producing Communities in Relation to their Land and Natural Resources.

Article 10 of the UN Declaration on the Rights of Indigenous People and Article



16 of the ILO Convention 169, provides that indigenous people shall not be forcibly removed from their lands and territories without their free, prior, and informed consent. The UN Declaration and the ILO Convention also state that Governments should hold good faith consultation with indigenous people before initiating any project or before adopting any legislative or administrative measures affecting the resources for which communities hold rights.

The Act merely states that it shall be lawful for the government to revoke land for mineral resources development. Other petroleum legislations are silent on free, prior, and informed consent as well.

In other words, the Nigerian Petroleum Legislation do not require the government to be sensitive to areas of cultural and religious significance held by vulnerable communities when deciding to initiate

petroleum operations on their lands.

International standards call for states to ensure that planning and approving any projects affecting lands and other resources of indigenous communities relating to exploration of sub-sol resources is transparent and participatory. The required consultation with the indigenous communities as provided in the international instruments must provide indigenous people with full and fair opportunity to be heard and generally influence the decisions affecting their sub-soil resources.

Section 251 of the PIA2021 provides that oil companies conduct a Host Community Needs Assessment HCNA from a socio-economic viewpoint, determining the needs of each affected host community; the effect that the proposed petroleum operations might have on the host community; and provide a strategy for



addressing the needs and effects identified.

It is unclear whether oil companies will be able to conduct effective consultation with the affected host community. Again, the host community development plan which is based on the findings of the HCNA does not include participation of the affected host community to ensure that the plan for petroleum operations is properly monitored and evaluated by all interested parties.

Also, there is likely to be lack of participation and consultation of affected communities in management of the trust, due to lack of robust provisions requiring members of host communities to be BOT members. The only role proposed for host communities is a non-executive position in the management committee, and the fact that there is absence of a clear description of functions of non-executive member's signals lack of

participation and consultation in the management of the trust.

Importantly, the constitution of the Trust does not empower host communities to be part of the decision-making regarding the utilization of the trust Funds and objectives of the Trust.

Compensation of Expropriated land: Valuation of Compensation

The UN Declaration on the Rights of indigenous Peoples and the ILO Convention 167 On indigenous and Tribal Peoples established That Indigenous communities have a right to just and fair compensation when their lands, territories and resources are expropriated. Compensation shall take the form of lands territories and resources equal in quality, size and legal status or of monetary compensation covering the value of the land.

Under the Nigerian Petroleum Legislations, when land is expropriated for oil and gas operations, land owners are



entitled to fair compensation based only on damage to the land's improvements. Oil producing communities are potentially at risk of receiving insufficient compensation since the Nigerian petroleum legislations value compensation only on improvements. The provisions in the PIA suggest that there are no clear guidelines and procedures for conducting consultation between oil companies and communities to ascertain the community's needs and priorities. Based on this, it is not clear how the value of community land can be effectively captured to ensure sufficient compensation.

Right to Negotiate Compensation

Article 10 of the Declaration provides that no compensation shall take place without good faith negotiation between stakeholders and indigenous communities, as such; indigenous people are permitted to participate in the compensation decision-making.

The PIA does not grant affected communities in the Niger Delta the right to agree on compensation. It is the oil companies alone that conduct the valuation of compensation for acquired lands. Hence, the oil companies can conduct the Valuation of compensation without consulting, negotiating or otherwise obtaining input from affected oil producing communities. The PIA complies with the international law standards because it requires oil companies to consult with affected communities. However, lack of clear guidelines and procedures in the PIA on consultation between oil companies to follow a transparent consultation and participatory process in negotiation compensation.

CONCLUSION

International laws require States to respect the special importance that indigenous



communities attach to their lands, and grants indigenous people the right to own natural resources in their lands, not to be removed from their lands without free, prior, and informed consent, including participating in decisions that affects them.

This can only be achieved where the Laws governing these rights are well implemented to the best interest of the communities as the indigenous owners of the said lands.

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Oluwakemi

Awoniyi.....(Associate, Jean Chiazor & Partners.)

THE DEEP BLUE PROJECT- ADDRESSING ROOT CAUSES OF PIRACY IS VITAL

Introduction

Root Cause of Piracy

Deep Blue Sea

Conclusion

Introduction

Piracy in Nigerian waters affects a number of Countries in West Africa as well as the wider international community. In 2011, it became a global issue and concern.

Pirates in the Gulf of Guinea involves heavily armed individuals or group of people, who use violent methods to steal oil cargo. In 2012, the International Maritime Bureau, Oceans beyond Piracy and the Maritime Piracy Humanitarian Response Program, reported that the number of vessel attacks by West African pirates had reached a world high, with 966 seafarers



attacked during the year. According to the Control Risks Group, pirate attacks in the Gulf of Guinea, had by Mid-November 2013, maintained a steady level of around 100 attempted hijackings in the year. Piracy in the Gulf of Guinea continues to be a concern to the Government and the Shipping Industry, which is affected significantly. Piracy is widely used by journalist (media) to refer to maritime crime in the region, but this is formally incorrect, as the United Nations Convention on the Law of the Sea defines piracy **as an act conducted on the high seas i.e. beyond territorial waters**. Similar criminal activities that take place within territorial waters are not defined as acts of piracy following this definition in International Law.

Root Cause of Piracy

Root cause of piracy is vital, if we're going to arrest people that are sea pirates and robbers. Do we have a solid instrument and procedure to prosecute them and liquidate their spoils and

discourage them from doing it again? What is the root cause of these individuals going into sea piracy and robbery? Who are the people that are responsible for these acts? Where do they come from? Where do they take their spoils? When they finish their illicit businesses on sea they come back to shore, how do we handle this? Is the institutional instrument reliable to handle the matter? Root causes of piracy in the Gulf of Guinea is the combination of various factors, it will be better not to focus on one single solution, and instead approach the ordeal from a multi-layered perspective, solving multiple issues with a combination of national, regional, and international efforts. These are some of the identified root causes of piracy in the Nigerian water.

1. Corruption

Research have shown that corruption in Nigeria have contributed majorly in piracy, typically attributed to the weak legal and jurisdictional systems, law enforcement and the security apparatus of the nation. This lack of development is



attributed to and identified in many states of the Gulf of Guinea.

Corruption represents a threat to democracy when powerful individuals or organizations, particularly those linked to the military and security sectors, utilize their positions to serve their own interests at the expense of the integrity of other persons, authorities, and institutions in charge of protecting the properties and assets within the nation.

2. Electoral Uncertainty and Political Violence

The very institution of elections have been related to an increase in political violence as government officials worry about keeping their power, and the fragile political structures may fail to protect their interests.

3. Youth Unemployment

Youth unemployment is an identified root cause of piracy in the Gulf of Guinea, the level of unemployment in Nigeria for example, is very high and as prime victims of unemployment and marginalization, this subsector of society is made more likely to resort to criminality, such

as piracy and oil theft, in order to make a living. The Nigerian state particularly, offers the perfect conditions for young Nigerians to feel aggrieved. Seeing their government receive monies from the proceeds of the sale of oil, while most people are excluded from participating in this sector, creates the perfect storm for conflicts and hostile behavior, and ultimately leads these youths to become militants and engage in piracy.

4. Governmental Structuring

The structural characteristics of governmental institutions also have a significant impact on the prevalence of piratical activity in Nigeria. Pirates see the Government at the centre taking all of the revenue that is generated from their indigenous land leaving this region with little or nothing.

5. Sea Blindness

Sea blindness as a concept is inherent to the novelty that is the study of Maritime security and refers to a generalized 'neglect' of the importance of the sea, which also extends to the political and scholarly class. Sea blindness



manifests in a multitude of ways, Nigeria has not been able to modernize their navy, being largely ignorant as to their regional dependence on the sea.

This phenomenon, while not a direct cause for the rise of piracy, indicates a much broader overlook of the importance of sea matters at a global scale, from academics to policymaking, which in turn allows piracy and other maritime crimes.

The Deep Blue Sea

The Deep blue sea project, which was initiated by the **Federal Ministry of Transportation and Federal Ministry of Defence**, is being implemented by NIMASA. The main objective of the Deep Blue Project is to secure Nigerian waters up to the Gulf of Guinea. The Project will tackle maritime security on land, sea, and air. Land assets include the Command, Control, Communication, Computer, and Intelligence Centre (C4i) for intelligence gathering and data collection; 16 armored vehicles for coastal patrol; and 600 specially

trained troops for interdiction, known as Maritime Security Unit. The sea assets include two Special Mission Vessels and 17 Fast Interceptor Boats. The air assets comprise two Special Mission Aircraft for surveillance of the country's Exclusive Economic Zone (EEZ); three Special Mission Helicopters for search and rescue operations; and four Unmanned Aerial Vehicles. **President Muhammadu Buhari**, launched the Integrated National Security and Waterways Protection Infrastructure, also known as the Deep Blue Project in Lagos on Thursday, June 10, 2021.

Conclusion

The Deep Blue Project is the first integrated maritime security strategy in West and Central Africa with the aim of tackling the incidences of piracy, sea robbery, and other crimes at sea. Government needs to work with shareholder in the maritime industries to tackle piracy beyond acquiring military armored, the state of economic in Nigeria is very bad and Government need to provide basic need of her citizen



like good water, housing, good road, affordable education, quality health care etc. This will reduce the rate of piracy. If we spend money on all these equipment such as the Deep Blue assets, we'll still rely and come back to the fundamental issues like the fact that people need to be self aware, to be knowledgeable, to be responsible and law abiding citizens etc. These are Nigerians that are connected and related to the coastal areas, if we're not able to carry them along and make them understand the benefits or consequences of the Deep Blue project, then what we're doing is a waste. If they're trained to be a coast guard they'll not be involved in sea piracy to destroy what they're supposed to guide.

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- Money Management Series Plus Vol.11 No. 25 Monday June 28

Ajogu

Kelechi.....(Jean Chiazor & Partners.)

EASE OF DOING BUSINESS (EODB) IN THE MARITIME SECTOR

INTRODUCTION

THE PORT SERVICE SUPPORT PORTAL (PSSP)

Introduction

Nigeria's Ports have been challenging to shippers' with its time consuming nature and duplication of functions. The President of Nigeria, President Muhammadu Buhari mandated his Vice, Professor Yemi Osinbajo, to



champion the modality for the ease of doing business in Nigeria's ports, by providing a single window for port services and also follow the world's trend in Maritime Sector, hence, the launch of **Ease of Doing Business (EODB) Initiative in June, 2016.**

The EODB procedures, policies and automated service portal were to enhance Port Administration, which will bring greater investment into Nigeria. The portal was also expected to enhance trade and increase business opportunities for small and medium enterprises.

In line with the current economy diversification plans of the country, it was the expectation of the Vice President that an attractive business environment, starting with the ports, would encourage the importation of

the components for domestic production and check unwanted imports. He believed that with a better-regulated administration, the ports will play vital roles in the diversification of the economy.

It is noteworthy that EODB initiative covers 11 areas of business regulation and environment of the 190 countries, which are measured, based on time and cost of procedural requirements for import, export and the shipment of goods.

Time and cost are closely linked with 3 sets of factors which are: **documentary compliance, border compliance, and domestic transport** which allows for comparability across all 190 Countries.



Nigeria's import-export, regulatory and transit procedures are yoked by lengthy and cumbersome procedures with red tape which leads to unnecessary delays, high transaction cost and increase of cargo dwell time. Thus, Nigeria's seaports have been recorded as the most expensive in the world.

This situation has been compounded by the horrible state of the transit system in and out of the ports, already recorded as the worst in the world. This highly regrettable situation has now been further worsened by the crude stop-and-search method of cargo inspection which the Nigerian Customs Service (NCS) adopted. The already stressed roads in and around Apapa have been transformed into a theatre of nightmares as container-laden trucks under search by men of NCS litter everywhere.

The need to reform our import-export regulatory and transit procedures can no longer be ignored. We must clear the clutter in Apapa and speed up processes and procedures to facilitate trade. We must also upgrade other ports around the country and end our Apapa ports dependency.

The Federal and Lagos State governments must join hands to remove all obstacles from the roads and bridges of Apapa and environs to promote free flow of international trade.

The Port Service Support Portal (PSSP)

The PSSP is a single place to find official information regarding Nigerian Port rules, regulations, and processes. The PSSP is a central information portal to access port-related information, a



place to file complaints, and resolve disputes in a real-time manner.

The PSSP includes a corruption complaints management and port service support solution. It allows you to submit and track the status of complaints, and provides companies, masters, and vessels with support from MACN’s local partners and the Nigerian Shippers Council.

Conclusion

The launch of PSSP and SOP, have been a great step for ease of doing business in the maritime sector. Shippers’ do not need to have physical contact with the ports as all the services of the Nigerian Ports are now provided in a single window.

Reference:

1. Money Management Series Plus Vol.11 No. 25 Monday June 28

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News and Events

Apapa Customs collects N86billion

Commend Stakeholders High Compliance.

The Apapa area command of the Nigerian Customs Service (NCS) had just been given a total of N86, 022,748,549.77 as revenue for the month of October 2021.

The command’s spokesman, Mr. Abubakar Usman in a press statement, revealed this, and noted that the tempo of increase in revenue collection



is being sustained through volume of track and strategies emplaced by the Customs Area controller, controller Malanta Yusuf by increasing the compliance level of stakeholders, and also inter agency collaborations beyond Apapa Customs Command and other government agencies.

Compt. Yusuf Malanta, while commending most part users and stakeholders for their increasing level of compliance, he urged such as concealments with intent to smuggle false declaration and under valuation to evade accurate duty payments.

Executive Secretary/ CEO Nigerian Shippers' Council (NSC), courtesy visited to MSC in Lagos.



R-L: Executive Secretary/ CEO Nigerian Shippers' Council (NSC), Hon. Emmanuel Jime and the Managing Director, Mediterranean Shipping Company Nigeria Ltd, Mr. Andrew Lynch, ES/ CEO (NSC), Hon. Emmanuel Jime has admonished shipping companies to ensure that their fees are tied to services rendered at the ports. Efficiency, transparency in the nation's port processes
The NSC boss made this call during a courtesy visit to some shipping companies in Lagos yesterday; even as he stressed that service reflectivity would stem exploitative tendencies and arbitrariness in the sector.





The Director General of NIMASA Dr Bashir Jamoh, receives the prestigious ZIK Award.

The DG of NIMASA, on the 7th day of November 2021, received the **Zik Leadership Price in Public Policy 2020** prestigious award, which is an affirmation of his sterling contributions to the Maritime Industry especially his efforts in repositioning the Agency. The awards was organised by Public Policy Research and Analysis Centre (PPRAC) and was held in Eko hotel, Lagos.



Maritime Workers Union, Demand Release of 17 Members in NDLEA Custody.

Following the recent press release by the President General of the 13 dock workers were arrested on 13 October by the NDLEA while on duty aboard a vessel (MV Cha Yaree Naree). Also the union claimed that on 7 November, same NDLEA operatives arrested another 4 dockworkers who were on duty aboard **MV Karteria**, for a bag said to have been found on the vessel.

The said workers have remained in detention without being charged to Court and as such, the union has called for an urgent release of its members.

Although conversely, Mr. Femi Babafemi, The Spokesperson for



the NDLEA, debunked this news and said that the workers were being detained according to an order of Court for an investigation of 32.9kg of cocaine smuggled into the Country from Apapa port. He also revealed further that no worker was arrested on November 7, and that they were simply invited for an interview in relation to the seizure at the port without being detained.



Learned Silk Jean Chiazor Anishere SAN. Completed Tenure as WIMAfrica's President.

Mrs. Yvonne Adalente Lawson of WIMA-Togo has just recently been elected as the Continental

President of Africa Women in Maritime (WIMAfrica) succeeding our Learned Silk Jean Chiazor Anishere who served meritoriously from 2018 to November 2021.



Jean Chiazor & Co. (Ofianyi Chambers) is now Jean Chiazor & Partners!

In a bid to capture the significant changes at Jean Chiazor & Co. (Ofianyi Chambers), the organization has changed its name to Jean Chiazor & Partners. As part of the efforts to deepen research work and literary documents on maritime law, Jean Chiazor & Co has struck a partnership with the Great Olisa Agbakoba Legal (OAL), a renowned Law Firm in Nigeria,



with a special focus on Maritime Law.

Also, following the sterling performances at the legal firm, two new partners have emerged. They are; Mr. Amaechi C. Okwuosa and Ruth O. Idowu (Mrs).

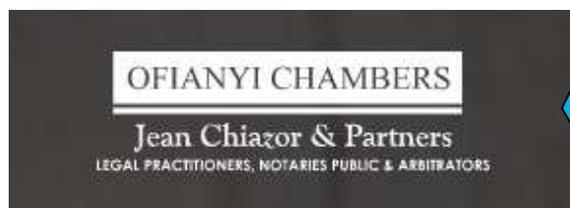


Amaechi C. Okwuosa joined the Firm as a Senior Associate in year 2000 and was sworn as a Notary Public in 2004.



Ruth O. Idowu (Mrs.) joined the Firm as a Senior Associate in year 2009. She was sworn Notary Public in 2018.

Their emergence as partners is an acknowledgement of their significant contributions to the firm even as more excellent contributions are expected from them in their new position



Glossary of Shipping Terms

i. LOADED LEG

This indicates the voyage during which the ship is carrying cargo or is loaded.



ii. WHARF

A structure built alongside coastal water and used to berth a ship for loading or discharging goods.

iii. LINER IN, FREE COURT

This term denotes that the freight rate is inclusive of the sea carriage and cost of lading, but excludes the cost of discharging, which is to be paid by the shipper or receiver of the cargo.

iv. HOUSE -TO -HOUSE

This indicates goods which are loaded into a shipping container at the shipper's premises and not unloaded until they arrive at the consignee's premises.

v. HOUSE FLAG

A flag that bear the emblem of the shipowner or shipping lines. Some time charter parties allow the charterer to fly his house flag during the period of charter.

vi. DEMISE CHARTER

An agreement whereby the charterer of a ship takes over the control and responsibilities of the vessel for an agreed period. The document contains all terms and conditions such as period of charter, the rate of hire, the trading limits of the ship and all rights and responsibilities of the two parties concerned.

vii. ARRIVAL PILOT STATION

A point used as the place of delivery of a ship by the shipowners to the charterer at the commencement of a time charter.

viii. BENCH

A seat of judgment, or number of judges composing a court or body of judges.

ix. BENEFICIAL OWNERSHIP

National ownership of ships registered under flags for convenience. The world's main beneficial owners are the



United States, Greece, Hong Kong and West European Countries.

x. CHAMBER OF SHIPPING

An organization which represents the interests of shipowners in all manner of shipping subjects.

FIVE (5) QUALITIES ALL SUCCESSFUL ENTREPRENEURS POSSESS

Listening Skills



Understanding People



Positive Self -Talk



Self- Awareness



Self- Honesty

