



EDITOR'S CABIN.

Dear Readers,

Welcome to Volume 7 of the
Ofianyi Chambers'
Newsletter.

This edition is packed with creative articles covering current Global issues and diverse issues in the maritime industry.

As usual, this newsletter is a 'COMBO' of exciting and informative topics.

So, settle down to a cup of coffee and enjoy this publication, as it promises to be worth your while.

Goodness Ononogbu

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GLOSSARY OF SHIPPING TERMS

NIMASA QUESTS IN MARITIME REVOLUTION: A WELCOME DEVELOPMENT

It has been proved by modern development economists and oceanographers that the Blue Economy, or simply the maritime industry, holds the key to the dream of diversifying the economies of nations and unleashing unprecedented fortunes long denied man by his sole reliance in land-based commerce. But if humanity is to fully benefit from this anticipated marine revolution, there must be adequate security intervention to protect not only the human constituents of the project, but also the inanimate assets deployment.

To this extent, the Nigerian Maritime Administration and Safety Agency (NIMASA), being aware of these security dynamics in relation to triggering the Blue Economy and leading it to a pint of 2

no return, have leaving no stone unturned towards achieving this great goal of securing our waterways and those engaged in the business therein.

It is on record that since February 2021, the Nigerian Maritime Administration and Safety Agency (NIMASA) in its intervening efforts, have been deploying the Deep Blue Project technology, consisting of sophisticated naval, aerial, and land arsenal manned by highly motivated professionals, along the Gulf of Guinea and on the high seas to tame piracy and secure human lives. NIMASA has also leaned heavily on the limitless resources of Information Technology to integrate our security operations to provide stability to a singular non-oil sector that sustains itself. If fully developed, the shipping business is capable of generating N7 trillion annually and 40 million jobs.

It is gladdening to note that these interventions by NIMASA have yielded fruits to the extent that the respected International Maritime



Bureau (IMB) has acknowledged its efforts and commended Nigeria's progress in her quest for security in the Gulf of Guinea. In its recent report, IMB observed that there had been a decrease in maritime breaches logged in its second quarter assessment. It represents a positive feedback on NIMASA's bold campaign for Nigeria to be delisted from countries under the war risk insurance burden.

No doubt, this effort has signalled a new level in its effort to move the maritime sector to a higher pedestal from where Nigeria can take sure steps into the future. The security profile we are putting and a basic for safety to attract international investment and trust.

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Benson Ogbe Adujo.....(Associate, Jean Chiazor & Partners.)

ERADICATION OF CORRUPTION IN THE MARITIME INDUSTRY

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INTRODUCTION

Around 90% of world trade is carried out by the shipping industry today. The world fleet of over 50,000 merchant ships is registered in over 150 nations and manned by over a million seafarers of virtually every nationality. Yet, while seaborne trade continues to expand, and the shipping industry is considered a highly efficient mode of transport, corruption has become one of the industry's biggest challenges. Social extortion by officials, even of small amounts, is powerful because small delays have very high costs. In shipping, the most well-known anti-



corruption initiative is an industry-led one: The Maritime Anti-Corruption Network (MACN). While in the past paying bribes to clear customs and port authorities was seen as relatively normal, stronger national anti-corruption legislation and the rise in operational costs due to corruption has triggered this collective response by the shipping industry.

Eradicating corruption in the maritime industry requires reforms of different levels (Government and Private) player should be ready to eradicate corruption as the saying goes **don't give Bribe and don't take bribe.**

The need to strengthen private sector anti-corruption management practices and policies. The fight for eradication of corruption in the industry can only be achieve if the private sector have a strong anti-corruption practice and policies implementation (TRACE). At ⁴

this level the staffs of those companies understand what it means to give bribe or take bribe and also the impact in our national economy. Improving the operation specifically NPA and Customs. This requires multi-stakeholder collaboration

ANTI-CORRUPTION POLICIES

TRACE is an anti-corruption compliance organisation who has established a Shipping and Maritime Initiative with vessel owners, shipping agents and freight forwarders.

According to Lysova (2016) from TRACE 'the most powerful tool in companies' possession against bribe demands is their genuine commitment to clean and transparent business practices, effectively broadcast to port and customs government officials, competitors, customers and other



players in the industry'. Such anti-corruption/bribery programmes include:

- Risk Assessment & Due Diligence on third party (pre-engagement screening); Monitoring and Internal Controls;
- Continuous training programme and anti-bribery toolkit for front-line staff such as captains (example: training and standard operating procedures on how to say no to corrupt demands);
- Establishment of an anonymous and independent reporting mechanism to the company's management and leading industry players such as MACN, BIMCO, Intercargo, Intertanko, relevant P&I Clubs and ship-owners' associations.
- For companies operating in heavy-lift and project cargo sectors: pro- 5

actively undergo a comprehensive due diligence review demonstrating their commitment to transparency and anti-bribery compliance to everyone in the industry, including government officials.

Nigeria Government have established different anti-corruption agencies, due to this topic I will like to limit it to Independent Corrupt Practices and Other Related Offences Commission (ICPC) and Economic and Financial Crimes Commission (EFCC), the big question is are these Agencies really doing their Job? Nigeria has made significant progress in curbing corruption, however, stakeholders are still expecting more from the various Agencies with the legal right to fight corruption, because if



the agencies fight corruption to its optimal level it will have impact in our nation at large.

Say no to impurity

Propel enforcement of sanction to the corrupt people or agencies will break the cycle of impurity, or immunity to sanction, the legal framework,

REFERENCE:

➤ <https://curbingcorruption.com/sector/shipping/>

Ajogu Kelechi S. (Jean Chiazor & Partners)

**GENDER EQUALITY
TODAY FOR
SUSTAINABLE
TOMORROW**

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INTRODUCTION

Gender equality is a right. Fulfilling this right is the best chance we have in meeting some of the most pressing challenges of our time—from economic crisis and lack of health care, to climate change, violence against women and escalating conflicts.

Women are not only more affected by these problems, but also possess ideas and leadership to solve them. The gender discrimination still holding too many women back, holds our world back too.

Sustainable Development Goal 10 (Goal 10 or SDG 10) is about reduced inequality and is one of the 17 Sustainable



Development Goals established by the United Nations in 2015. The full title is: "Reduce inequality within and among countries".

The 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs) adopted by world leaders in 2015, embody a roadmap for progress that is sustainable and leaves no one behind.

Achieving gender equality and women's empowerment is integral to each of the 17 goals. Only by ensuring the rights of women and girls across all the goals will we get to justice and inclusion, economies that work for all, and sustaining our shared environment now and for future generations.

Gender equality and environmental goals are mutually reinforcing

Meeting the Sustainable Development Goals (SDGs) requires urgent, targeted action. Addressing multiple objectives in the context of the gender-environment nexus is therefore key in advancing towards a fairer and

more sustainable form of development. Environmental factors have gender-differentiated effects, due to men's and women's different roles and behaviours in various societies, as well as their different physiological characteristics. Whether one looks at energy, water, transport, urban design, agriculture, or consumption patterns, a gendered lens is key to understanding differences in environmental impacts.

Gender inequalities have increased as the COVID-19 pandemic has continued to deteriorate economies and populations' overall well-being. The recovery process is a crucial and timely opportunity for countries to embark on a more sustainable and gender-equal development path (OECD, 2019[1]).

Gender equality and women's empowerment are central to development, environmental sustainability and achievement of the SDGs. Globally, women play a central role in community support,



resilience building and conservation efforts, thereby ensuring the well-being of current and future generations.

WHAT IS BIAS

Bias is an inclination or prejudice for or against one person or group, especially in a way considered to be unfair.

The Great Resignation

According to the U.S. Bureau of Labor Statistics, a record 4.5 million people quit their jobs in November 2021. The year prior, in 2020, McKinsey & Company found that one in four women were considering leaving the workforce or downshifting their careers versus one in five men. So why are women leading the Great Resignation? It's not necessarily our choice.

A pole via LinkedIn group asked "As a woman in the workplace, what is the No. 1 way Covid-19 impacted your career? Childcare limitations and mental health were the two biggest winners—or rather losers. How did women get here? 8

Women are still the default caregiver. Even in the house where the husband owns 50% of the household responsibilities, society still looks to the woman for communication (calls from the nursery school) and general planning (playdates) for their kids.

While main child care duties stereotypically fall on women, the pandemic exposed just how much time women spend each day on it compared to their male counterparts. In fact, in 2020, women took on 173 additional hours of unpaid child care, compared to 59 additional hours for men. Shockingly, or not, a Catalyst survey revealed 41% of working mothers felt they had to hide their caregiving struggles from their employer for fear of being penalized or fired.

So, what happens when you mix a global pandemic, a full workload, child care and household responsibilities? Burnout.

Women did not plan to parent during a global pandemic. When women started working 60-



hour in weeks, they knew what they were getting into. Most Women whacked through fields of mansplaining, they timed pregnancy with career opportunities, calculating how much time off would be enough for their children and not too much for their employer. However, couldn't account for the road map of how to exist as a working mother to completely derail. These women are tired. It's no wonder some women have had to quit.

Navigating Male-Centric Leadership

We all have unconscious biases. That's why diversity is critical for all businesses, especially at the board level. But, among the largest publicly traded companies in the U.S. and other companies in the world, only about one in five board members are women and nearly one in 10 boards have no women.

A lack of female representation in leadership can mean culture, direction and policies ignore the issues women are facing and can prevent women from even getting 9

to board level in the first place. There's a name for this problem and it's called "*the broken rung.*" The only way to fix it is for businesses to treat diversity and inclusion as a top priority.

Research shows that recruiting and advancing women is not just the right thing to do, but is actually better for business. Companies that have more women in leadership roles are 25% more likely to financially outperform their competitors.

THE CONSTITUTION NIGERIAN WOMEN WANT

As part of bias and Gender Inequality, on the 1st day of International Women's Month, Nigeria's 9th National Assembly of 95.0% men voted to against the following constitutional amendments:

- The right for a Nigerian Woman to grant her foreign-born husband Nigerian citizenship. Yet, a Nigerian man's foreign born wife gets automatic citizenship



- The right for Nigerians in the diaspora to vote during national elections, in spite of their much favored remitted \$9.6BN (2021)
- The right for a woman to take indigene ship of her husband's State after 5 years of marriage
- 35% affirmative action for women in party administration and Leadership.
- Specific seats to be allocated for women in the National Assembly.

From the above the only word that is coined out of the vote is **GENDER DISCRIMINATION and Bias.**

BREAKING THE BIAS

In business, profit talks. While the statistics, anecdotes and quite frankly, common-sense points to diversity and inclusion increasing profits. More than a century ago, women were given the right to vote in the U.S. Fast forward to 2022, and it could take another 100 years to reach gender parity in the workplace.

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In order to break all these bias, it is important that gender discrimination and gender inequality are tackled in all sphere by the male counterpart as well. Giving the woman a voice to freely, express herself politically and economically.

This year's International Women's Day, women should break the bias and fight for more diverse, inclusive and fair working environments. Ensure that organization is reporting on its gender pay gap and demand policies to overcome it. Campaign for better maternity policies and inclusion training. Every company that changes sets the standard for others to follow. We all have a voice and now is the time to use it.

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Oluwakemi Awoniyi. (Associate, Jean Chiazor & Partners)

WHY RUSSIA DREADS UKRAINE’S AFFINITY WITH NATO, U.S.

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Introduction

It is no news that the Russian Federation and Ukraine have been involved in a sibling rivalry for the past 3 months. So many reports have been published in a bid to clear the air regarding the root cause of this war.

This article aims to bring to light many untold stories about the war between Ukraine and the Russian Federation. This paper contains excerpts from an exclusive interview granted by Engr. Roland Ajiboye, a former President of Nigerian Students in Ukraine to Money Management Series Influential Newspaper.

Factors leading to the war

It is no news that the Russian Federation was once identified as the Soviet Union, a title which was and is still being



guarded with so much pride & jealousy, to the extent of wanting the same identity for Ukraine.

In the words of Engr. Roland Ajiboye, "... although Ukraine is a sovereign state, it has always been a part of Russia because like Ondo State and Ekiti State, they are only separated by geographical area and are interwoven..."

Ukrainians on the other hand are concerned about the resultant effect of being regarded as part of the Soviet Union due to the perception of Russia as a hostile nation and do not wish to be associated with such. This is also coupled with the belief that countries that are part of the European Union and other Continental agreements, stand to gain a lot compared to being associated with the Soviet Union.

Russia's grievance with Ukraine regarding their decision to join NATO is founded upon the similarity of Ukraine's security details and strategies with theirs; thus exposing said strategies to NATO and its allies, if Ukraine becomes a member which would inadvertently be detrimental to the security of the Russian Federation. This grievance is also founded on the longstanding relationship between both countries, thus making Ukraine a bolster for Russia; a discovery which I believe is surprising to you as well.

A look at their geographical locations would also reveal that Ukraine and Russia are significantly close to each other and share similarities in terms of landmass, language, and way of life to the extent that some inhabitants of



Ukraine share the belief that the Russian language is generally more spoken than the Ukrainian language.

Another important asset to the Russian Federation is the Black Sea. This large body of water borders in Ukraine, makes it open to invasion from Europe's major powers. Russia's protection of the Black Sea is built on a long history of confrontation with Europe's major powers. Its aims include warding off any attack from NATO on Crimea, where the Black Sea is located.

Russia's demand to end the war

As earlier mentioned, the Black Sea is a form of protection for Russia from NATO's invasion. It also serves to secure Russia's gateway to major markets in southern Europe. Complete

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domination of the Black Sea and the Sea of Azov is a key part of Russia's campaign as it would give Russia a major boost in the Crimea-Odessa-Mariupol Region, given that Sevastopol is already under its command. This is also followed by the possibility of Russia demanding to have its security personnel stationed around the Black Sea to prevent its territory from invasion.

Russia has also demanded for over 100 warheads belonging to it and buried in several parts of Ukraine during the time of the Soviet Union. Ukraine however still has the opportunity of owning some of the warheads if they decide to remain an active member of the Soviet Union.

Despite the off-chance of Russia ceasing fire in the ongoing war, there remains



the possibility of the war coming to an end through proper negotiation and this can only be achieved if Ukraine meets the above demands.

Conclusion

It is deducible from the above, that the ongoing war between the Russian Federation and Ukraine is one founded upon an in-depth fear of invasion nursed by the Russian Federation which is due to Ukraine's decision to no longer be associated with the Soviet Union and inadvertently the Russian Federation; thus preferring to become a member of NATO and associating with European countries.

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Goodness Ononogbu.....
(Legal Intern, Jean-Chiazor & Partners).

WHY SEAFARERS DREAD PENSION SCHEMES IN NIGERIA

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Introduction

Pension schemes are arrangements made by employers to pay money to their employees after retirement. This plan is achieved by the regular contribution of a particular amount of money into a fund by both the employer and employee, during the duration of employment. It is a type of long-term savings plan. The **Pension Act** signed on 1 July 2014 provides that, employers with at least 15 employees are required to participate in a contributory pension scheme for their employees. The minimum contribution under the Act is 18% of monthly emolument (with a minimum contribution of 10% by the employer and 8% by the employee). The employer or a

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pension plan administrator invests and manages the fund.

Seafarers also participate in pension schemes in Nigeria by paying pension. This occurs by their employers, shipping companies, deducting the pensions and paying it into the Nigeria Social Insurance Trust Fund (NSITF) on behalf of the seafarers. The companies also engage in group life insurance for the seafarers and they also have Protection and Indemnity (P&I) insurance which covers the vessel and crew members.

The Cause and Effect on the Maritime Industry

Pension schemes in Nigeria are dreadful to seafarers due to not only the presence of pension schemes for seafarers in Nigeria but also the state of its administration of the funds after retirement. Pension



schemes for seafarers should be more fit than what is obtainable today, because seafaring is a specialized occupation where people spend months on the sea without their families and retire after 10-15 years to get flimsy stories from insurance companies. An employee could have over N10 million as pension and the insurance company would only pay out 25 percent of the pension money (N2 million) and continue paying the remaining amount in bits, until when the individual reaches 50 years.

Mrs. Rollens Macfoy, the President of WIMA -Nigeria stated in an exclusive interview with **MMS Plus Newspaper** that “When I left paid employment, I had over N5million in my pension and after all my fights, I got about N400,000. I was told that the ¹⁶

other payment would be spread across 25 years. I had two Pensions because I worked for two different companies. While IBTC pays me N11,000 monthly, Premium pays me N6,000; but for someone who resigned and had over N5million, it isn't fair to receive less than N400,000. What would one do with N400,000 in the current state of Nigeria's economy? Paying me N1million would still not have been fair. This is money I worked for and I should be able to invest it in whatever I choose to do now.”

Most of the seafarers are never aware of these conditions in the pension agreement until they apply for their monies. Nigerians don't also read documents but they can't really be blamed on this issue as it is a deliberate ploy by the Insurance companies. Thus,



seafarers opt-out of Nigeria because they shouldn't be subjected to such treatment after several years on the seas.

Conclusion

The whole act of pension in Nigeria doesn't achieve its main purpose of serving as a retirement plan and a source of relief to employees after retirement. Therefore, it should be reformed as it seems to have done more harm than good in this country.

It is suggested that there should be a specialized pension scheme for seafarers because it is a special occupation and the payment should be factored differently and paid more attention to. In India, seafarers will spend over seven months on sea and taxes will be waived but Nigerian seafarers spend the whole year and still pay taxes¹⁷

and pension. We can draw ideas from advanced countries whose pension schemes are favourable to their seafarers.

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Titilayo Adegboye.....
(Legal Intern, Jean Chiazor & Partners)

NEWS and EVENTS

Government is not serious about developing maritime sector – Agbakoba.





Foremost maritime lawyer and former President of the Nigerian Bar Association (NBA), Dr Olisa Agbakoba, speaks with *SHIPS & PORTS* Tosin Aribisala on sundry issues concerning the maritime industry.

Excerpts:

How would you assess the development of the Nigerian maritime industry especially with regards to indigenous shipping?

It is very poor obviously. The participation of the indigenous actors in the maritime industry is very minimal and I think the key reason is the lack of regulatory encouragement and sometimes, probably it is also as a result of a lack of awareness by the government as to what this industry could provide in term of Gross Domestic Product (GDP). This is because we are faced with

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the difficult challenges of resources and revenue. Suppose the government would focus on those areas where it can maximise revenue, our ports would have been modernised. And the maritime industry is one of the critical sectors where the government can maximise revenue but it is not looking at those areas. In both the National Development Plan that just expired and the new one, which spans from 2021 to 2025, there is not a place where the maritime sector is mentioned. The maritime sector can generate seven trillion naira a year, which is what I believe, but the government is not concerned about that. Many international agencies particularly Dinama in the Netherlands estimates that the potential revenue that can be generated in Apapa port, if it is efficient, is N20 billion a day but looking at it, no one is ready to come to Apapa port. This is because Apapa port is technically dead. So you have traffic diversion to Ghana. The cost of use of this port is way too high. The infrastructure is decayed and the cost of doing business is just too high. These have made Nigeria an unfriendly nation in terms of maritime activities. And that is



what I thought the government should have used policies, regulations, laws to correct but it is not happening. Therefore, the big challenge government is facing in terms of revenue and jobs are losing the potentials that the maritime industry can bring.

The issue of Cabotage compliance is a little aspect of a broad range. I can give you two. In the chain, crude oil is just one of the 34 different entities in the chain. The government does not even realize that there are other value chains. If you bring crude, which the government has given to Shell, but the government has no interest in other aspects like shipping, banking and insurance. We have about a thousand oil rigs in Nigerian waters upstream but they are not paying taxes. NIMASA has tried. What they did was to run to court to block that revenue source. So, you ask, why is the government not assertive about this maritime industry? Look at the maritime zones act, we have up to 200 nautical miles but by United Nations convention, looking at one of the clauses, Nigeria is one of the eight nations that is authorized to extend its maritime waters 150

miles further in from the 200 nautical miles limit.

It is unfortunate that in my 40 years of interaction with the government and its agencies, there is no corresponding interest in understanding that the maritime industry is huge, especially now that oil and gas are moving away from the center stage. The state of Apapa shows you the level at which the government is interested. If the government is interested, they can transform Apapa in a matter of six months, putting in all the rails, all the roads so that movement of cargoes becomes easy. They would have invited the private sector. Nothing says that the government must be in charge of the ports.

You were part of the making of the Cabotage regime in Nigeria. How would you assess the implementation of Cabotage law 18 years after?

It is not working. When we started Cabotage in 2004. There were probably about 5,000 vessels that are foreign but now, there are about 25,000. So, it is not working and what that means is that it is discouraging indigenous operators from entering into the business.



The reason why I love Donald Trump and now Joe Biden is that they take immediate steps to deal with problems. So, when Trump and now Biden saw that there was a challenge, they immediately responded by legislation. Here, we don't have that executive pro-activeness to say let us deal with this issue now. So I'll propose to my colleagues that it is something we need to call the attention of the President to, by preparing an executive order and requesting him to implement Cabotage and directing all the relevant agencies to absolutely implement it. What does that mean? It simply means any vessel that does not comply and it's not carrying a waiver exception cannot come here. If you get to the United Kingdom without a visa, you can't get in. So, the Cabotage is equivalent to a marine visa. If you don't have a marine visa, you can't get in. Why is it that the government is not saying to those who don't have the relevant permit or visa that they can't come here? And I'm tired of hearing this issue of capacity. Capacity means that we Nigerians can do it. We took cognizance of the Cabotage act and we said, yes, there might be some things we cannot do. So in those instances, we can give 20

waivers but not for a supply vessel that is carrying Heineken and chips to Chevron installations which they have been giving out to foreigners. When you say Cabotage implementation, it is not rocket science. We are not talking about big, big things. We are talking about small little things. Who is supplying water to a vessel in the mainstream? Who is doing the ship chandelling work? They are all foreigners. That's the problem. Let us just even leave the issue of big vessels. We are talking about little content that we can carry. The chandelling business is a very lucrative one. Twenty five thousand vessels; they take on water, take on bunkers; they take on food and medication. But who is supplying it? It is foreign people. That is the problem. And then we say that we have a high unemployment rate. If we have high unemployment, clearly, implementing Cabotage cannot remove that entirely but it can help.

So many Nigerian shipping companies have closed shops despite the Cabotage law. Why do you think this is so? And how can this trend be reversed?



This is because there are no works. If there are jobs to handle but contracted to the foreigners, the indigenous people won't work. When I came here 40 years ago, it was even better. But right now, the Cabotage act has simply not worked. The state of things is so bad that the only way is what I have suggested to the ship owners to take action. This is because if they sit down and moan, and the government has not done anything, then the only thing they can do is to shout. This would include taking a drastic move towards driving away foreign vessels that are coming here by getting court orders.

The disbursement of the Cabotage Vessel Financing Fund (CVFF) has become a controversial issue 18 years after and the government has not deemed it fit to disburse the fund to Nigerian Shipowners. What's your take on this?

I don't know what to say. To be honest with you, I have no idea. From the early one that was there, the Ship Acquisition and Building Fund to this current CVFF, I don't know. I can't answer, to be honest with you. I have no idea why the funds are not being disbursed.²¹

Jean Chiazor & Partners, 5th Floor, Nigerian Shippers' Council Towers, 4, Park Lane, Apapa, Lagos

Probably the DG NIMASA or Minister of Transportation can be asked, but I have no idea. This is because the money is there and when it is supposed to be disbursed, it wasn't disbursed.

Nigeria lost its bid for election into the International Maritime Organization (IMO) Council for the fifth consecutive time. Many observers and analysts believe that chasing the IMO election is a misplaced priority. The argument is that NIMASA should concentrate on developing indigenous shipping. As one of the leaders of the Nigerian maritime industry, where do you stand on this?

I agree entirely with you. It would be good to be in the International Maritime Organization (IMO) Council but if you want to be there, you have to work hard. The last time we were on it, I and along with other people worked on it until we got in. But it takes a lot of hard work. What we did then was that we understood what we should do. There was a lot of compliance. You don't just say I want to be in category C. It is called the white list. You've got to have the compliance laws. Our laws are archaic. The basic Nigerian law



is outdated. So, when the assessors are looking at Nigeria's application, they are looking at the content of their application. They know that we are not really ready for this. Whether it has become political or not, I don't know. But I'll say that just as you've rightly pointed out, if you ask me between being on the list and building up Nigerian maritime capacity, I'll rather build up Nigerian maritime capacity. I'll see that as a luxury. Let us build the capacity. I used to say to a lot of the DGs of NIMASA that what you need to do is to help build the maritime infrastructure – both the hardware and the software. That was why the DG of then NMA in 1989 or so supported my law firm to establish the Institute of Maritime Studies at the Lagos State University (LASU). On the hardware part, it is the duty of government and the maritime agencies to assist Nigerians to upgrade their capacity so that they can own vessels. That is not taking place now and that is why we find the continuous talk of no capacity.

source:

www.shipsandports.com.ng

Three injured in MSC containership engine room explosion



Three crew members sustained injuries from an explosion in the engine room of an MSC containership in the western Mediterranean Sea off the coast of France on Tuesday. Two of the injuries are serious.

The incident was reported at around 9 a.m. on board the MSC Rachele, sailing from Napoli, Italy to the Port of Fos-sur-mer in France.

The ship was located approximately 20 nautical miles south of Cape Cépet at the time of the incident.

AIS ship tracking data from MarineTraffic.com shows MSC Rachele as being 'Not Under



Command” as of 1:30 p.m. eastern (17:30 UTC).

The three victims were medevaced by a French Navy helicopter for medical treatment.

source:

www.shipsandports.com.ng

TinCan port reflects decades of neglect – FG



The Minister of State for Transportation, Gbemisola Saraki, has said that the state of TinCan Island seaport has shown decades of neglect.

Saraki who said this during a ministerial tour of the Lagos ports on Monday; also called on the need for a total reconstruction of

the quay walls of the TinCan Island Port complex which she said has become weak due to age.

She also restates that it is important to modernize the ports and get it ready for bigger vessels.

“We cannot build on a weak foundation, it is vital that we get these two very important ports modernized and ready to berth modern vessels. The state of the Ports shows decades of neglect but it’s better late than never”

It will be recalled that the Managing Director of the Nigerian Ports Authority, Mohammed Bello-Koko had on several interactions with the media drawn attention to the fact that the quay walls of TinCan Island port is collapsing. Bello-Koko had also said that although the NPA had over the years been undertaking remedial works on the quays, the time has come for a holistic reconstruction and the Authority is working with the Federal Ministry of Transportation on the most prudent funding option.



Reacting to this, Bello-Koko who was represented by the Executive Director Marine & Operation of the NPA Hon. Onari Brown said “the Authority is aware of the need to urgently reconstruct the port, and is working with the Federal Ministry of Transportation on the best funding option to adopt”.

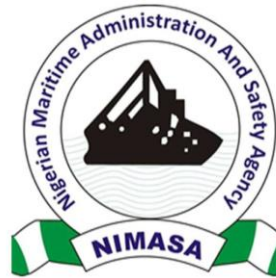
Bello Koko said “We are on the verge of concluding discussions with multilateral funding agencies to fund the reconstruction. The other option is to go to the government to request that the NPA be allowed to use a certain percentage of its revenue which is transferred to the Consolidated Revenue Fund on yearly basis to fund the reconstruction” he said.

Source: [mms plus](#) June 21, 2022.

NIMASA partners Navy on wreck removal

The Nigerian Maritime Administration and Safety ²⁴

Agency said it worked with the Hydrography Department of the Nigerian Navy to identify wrecks on the waterways.



It said has commenced preparatory works to deploy a high-resolution magnetometer to validate the ongoing wreck removal exercise of all identified wrecks listed for removal along the Badagry Creek in Lagos.

A statement on Sunday from the Assistant Director, Public Relations, NIMASA, Osagie Edward, said part of the wrecks included a completely submerged barge which was lying over 10 meters deep along the Badagry channel on coordinates 711006.1 Easting and 535294.9 Northing.

The agency said it also successfully removed two other completely submerged barges



beneath the water at 530924.9
Northing and 710608.3 Easting

Source: MMS June 20, 2022.

Nigeria International Maritime Summit ("NIMS")



The Nigeria International Maritime Summit ("NIMS") is the pre-eminent event for business, operations and policy in the Nigerian maritime industry. Promoted by cross-sectoral interests in the Nigerian Maritime Cluster, it highlights the most important issues affecting maritime investment and operations in Nigeria. NIMS promotes both Nigerian and international maritime businesses to targeted industry buyers.

GLOSSARY OF SHIPPING TERMS

ADVICE NOTE

A note sent by a supplier of goods to, for example, a ship port agent, giving a description of the goods, the date on which they are due to arrive, and the method of dispatch.

ADVISORY

Counseling, suggesting, or advising but not imperative or conclusive.

AFFIDAVIT

A written or printed declaration or statement of facts made voluntarily and confirmed by Oath or affirmation of the party making it, taken before a person having authority to administer such Oath or affirmation.

BAREBOAT CHARTERER: A person or company that charters a ship for a period of time, provides the crew, bunkers and stores, and pays all operating costs.



BEARER (OF A BILL OF LADING)

Person who tenders the bill of lading to the ship at the place of discharge in exchange for the goods. Bills of lading are often made out to the bearer.

BENCH

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

CARRIER

Vessel, person or party who enters into a contract of carriage is normally the shipowner or charterer of a ship, a company that owns the means of transport in which the goods are to be transported, such as vehicle, rail, e.t.c

CARRIER'S DUTY

Involves seaworthiness of a vessel, duty of care of goods or cargo on board the vessel and safe delivery of the cargo to the destination.

CARRIER'S LIEN

The right to retain possession of goods being carried or under one's care, pending the payment of the freight charged.

DEGROUPEMENT

The act of splitting shipments into consignments.

DE-JURE

Total compliance with all the requirements of the law; or right, legitimate, lawful by right and title, as matter of right, by equity.

DELEGATE

The transfer of authority by one to another.

EARN FREIGHT

Money paid by a shipper to a carrier, in fulfillment of the contract of carriage entered into.

EDICT

Law made by the local government.

EMBARGO

Temporal or permanent prohibition by government order.



FREE ALONGSIDE SHIP

This indicates that the quoted price for the goods which include all costs up to delivering them alongside a vessel at the loading berth is to be borne by the seller or export of the goods.

FREE DELIVERED

Here, the seller is responsible for arranging and paying for the carriage of the goods to the place agreed in the contract. He bears all the costs and risks of the loss or damage to the goods until the goods are delivered to the buyer's premises as stipulated in the contract of carriage.

FREIGHT

refer to cargo that is carried by a carrier (ship, road, rail, air) in exchange for commercial gain.

GROUPAGE CENTRE

Freight station or location where groupage activities take place.

GUARANTEE PERIOD

Period of time allowed to test the durability of a newly built ship, starting from the day of delivery of

the newly built ship to the shipowner, and usually lasts for a period of 12 months.

