



Editors Cabin

We are very pleased to welcome you to volume 8 of the **Ofianyi Chambers'** newsletter.

We have a lot of intriguing and exciting topics that are set to catch your attention and leave you in anticipation of more!

We will be deliberating on disparate topics for your reading pleasure.

Please sit back and enjoy the cruise!

Jimi Peter Ojo. Esq.

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OUR OCEAN, OUR FUTURE, OUR RESPONSIBILITY.

Introduction

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Introduction

On the 27th June to 1st July 2022 the UN conference was held to support the implementation of SDG 14 of the 2030 agenda with the theme *“Scaling up ocean action based on science and innovation for the implementation of Goal 14: stocktaking, partnerships and solutions”*. The heads of state and government and high level representatives in conjunction with other stakeholders came together at the meeting to reaffirm their strong commitment and resolve to conserve and promote the sustainable use of the ocean. In the light of that, they reaffirmed the declaration *“our ocean, our future: call for action”* which was held for the same cause from 5th to 9th June 2017.

Resolutions, reaffirmations and decisions made at the meeting.

- Recognition of the ocean as elemental to line in or planet and to our future.

- Reaffirmation of the ocean’s role as an important source of the planet’s biodiversity.
- Acknowledgement of the vibrant role the ocean plays in the climate system and water cycle.
- Realization of the global emergency facing the ocean which is tremendously alarming.
- Reaffirmation of the reality of climate change and how it appears to be one of the greatest challenges with inauspicious effects.
- Reiteration of the importance of implementing the Paris Agreement adopted under the UN Framework convention on climate change (UNFCCC).
- Reaffirmation of the importance of implementing the Glasgow climate pact.
- Recognition of the need for transformative change aimed at halting and reversing the decline in the health of the oceans’ ecosystem and biodiversity.



- A call for ambitious, balanced, practical, effective, robust and transformative post-2020 global biodiversity framework for adoption at the second part of the 15th conference of parties the convention on biological diversity.
- The decision by UNEA 5.2 to organize an intergovernmental negotiating committee to develop an international legally binding instrument on plastic pollution among other policies was highly welcomed.
- Recognition of the effects of COVID 19 pandemic on ocean-based economy. It caused a threat to ocean health due to improper waste management.
- The action geared toward implementing goal 14 should be in accordance with existing legal instruments, arrangements, processes. They should be reinforced and not duplicated or undermined.
- Recognition of significance of work being undertaken by the intergovernmental conference and call on participating delegations to reach an ambitious agreement without delay.
- Recognition of the importance of the United Nations' decade of ocean science for sustainable development (2021-2030) and its vision to achieve the science we need for the ocean we want.
- Science-based innovative actions and international cooperation and partnerships based in science in line with the precautionary approach and ecosystem-based approaches can contribute to the solutions necessary to overcome challenges in achieving goal 14 in the following ways;
 - I. Informing integrated ocean management.
 - II. Restoring and maintaining fish stocks.



- III. Mobilizing actions for sustainable fisheries and aquaculture.
 - IV. Preventing, reducing and controlling marine pollution of all kinds.
 - V. Effectively planning and implementing area based management tools.
 - VI. Developing and implementing measures to mitigate and adapt to climate change, and avert, minimize and address loss and damage.
- The parties that attended the meeting committed to taking science-based and innovative actions on an urgent basis' recognizing that developing countries, in particular small island states and the least developed countries, face capacity challenges that need to be addressed:
- I. Strengthen international, regional, sub-regional and national scientific and systematic observation and data collection efforts.
 - II. Recognize the important role of indigenous, tradition and local knowledge, innovation and practices held by indigenous peoples and local communities as well as the role of social science, planning decision-making and implementation.
 - III. Establishment of effective partnerships.
 - IV. Exploring, developing and promoting innovative financing solutions to drive the transformation to sustainable ocean based economies.
 - V. Empower women and girls as their participation is key to achieving goal 14 and to mainstream a gender perspective in our work to conserve and sustainably use the ocean and its resources.
 - VI. Ensure that people, especially youth and children are empowered with sufficient knowledge and skills that enable them understand the importance and need to preserve ocean health.



- VII. Strengthen the science policy interface for implementing goal 14 and its targets.
- VIII. Reduce greenhouse gas emissions from international maritime transportation.
- A commitment was made to implement their commitments made at the conference to ensure a follow up of the commitments made at the 2017 conference.
 - A strong call was made to the secretary general to continue his effort to support the implementation of goal 14 in context of the implementation of 2030 Agenda.
 - With all hands on deck, all efforts put together would help foster the implementation of goal 14 without any delay.

CONCLUSION

The importance of the ocean to mankind cannot be overemphasized. It's an avenue for wealth creation, economic growth and it produces over half the world's oxygen. It plays a big role in the carbon cycle. The ocean is a source of food, fresh water, and

aids climate regulation, endless source of renewable energy, transportation and commerce and so on.

Keeping the ocean healthy and safe is a motion that needs to be emphasized, hence the need for all hands to be on deck while we see to the proper implementation of goal 14 of the 2030 agenda.

Isabel akharele obeh.

WHEN SEA VOYAGE IS VOYAGE OF DEATH

Introduction

The plights of sea voyage

Conclusion

Introduction

Maritime piracy and seaborne kidnapping in Nigeria has gotten to a point where it calls for immediate attention. Water travel has become a voyage of death particularly in sub Saharan Africa including Nigeria.



Dating back from July 18th, a week ago, Nigeria witnessed the death of about 19 persons from boat mishaps. A boat named “R & N 2”, left the Ikpakado ferry terminal in Ikorodu at about 7:04 am on the 6th July, 2022 carrying about seventeen passengers suddenly capsized due to mechanical fault less than 200 meters from the terminal and immediately submerged.

According to the release by Lagos state water ways, immediately the incident occurred, “the water guards and the search and rescue team of the LASWA, were mobilized to the scene of the incident leading to the rescue of 15 persons alive”. The general manager said that the boat captain is currently being investigated by the relevant authorities while full investigation into the cause of the mishap is going on.

The second incident which also took the life of 17 people, all said to be from the same family happened on Friday 8th July, 2022 at Ibeshe in mile 2 area of Lagos. Unfortunately there was no survivor from this

incident, all 17 members from the same family perished.

This unfortunate incident calls for immediate attention. Water transportation is regarded as one of the earliest form of transportation. It is cheap and pleasurable as it brings passengers closer to nature with the soothing atmosphere.

The advent of technology however has further accentuated its value and usage as it’s now powered by automotive engines in populated areas like Lagos, boat travel is very rampant because of the amount of hours spent on road, water transportation becomes valuable.

According to national bureau of statistics, the number of deaths from boat incidents from 2008-2020 is 767 deaths, while the number of injuries is put at 3,193.

THE PLIGHTS OF SEA VOYAGE.

Due to frequent boat mishaps, one is forced to ponder the causes of boat mishaps. According to the US



Coast Guard USCG, here are some causes of boat accidents;

- Operator Inattention
- Collision
- Drowning
- Boats are not properly examined before takeoff
- People standing while boat is moving
- Particularly to Nigeria, she has suffered infrastructural and human capacity neglect
- Agencies that have the responsibility of managing the water ways have been underfunded and mismanaged
- Usage of obsolete equipment
- Unequipped staff
- Inefficiency in management and personnel
- Lack of involvement of professionals
- Operators find it hard to follow standard procedures

CONCLUSION

There happens to be very common causes of boat mishap, these are things that

could be properly looked into and then solutions could be deliberated on.

Agencies like **NIWA** should take full swing of their responsibilities

During an interview carried out by mms plus, the area manager **NIWA** said they have constituted a joint task force which comprises of **NIWA, BOA (BOAT OWNERS ASSOCIATION)** jetty owners and the police to ensure all illegal jetties do not operate. She went on to say that only boats that have been surveyed and certified okay for such operation are approved.

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BLUE ECONOMY; UNVEILING AND EMBRACING WOMEN IN MARITIME

Introduction (The need for a diversified economy against mono-economy)

Brief evaluation of Blue economy

Unveiling and embracing women in maritime

Conclusion; The need for all-inclusive maritime services

Introduction; (The need for a diversified economy against mono-economy)

Economic diversification over mono economic system would always thrive as it is a key element of economic development. Lack of economic diversification brings about undermined economic growth.

Wealth inflow shouldn't always be dependent on one structure as there's beauty in Diversity. Efforts should be channeled towards

variety of options in order not to limit the inflow of wealth alongside economic development.

Blue economy is another pathway to economic development, its purpose is to provide a sustainable economic development in order to provide for resources that can satisfy human needs.

Brief evaluation of Blue economy

The blue economy concept provides a more integrative view that embraces economic growth. It is basically aimed at eradication of poverty, contributing to food and nutrition security, mitigation and adaptation of climate change and generation of sustainable and inclusive livelihoods.

It ensures efficient management and sustainable exploitation of resources in oceans, seas, rivers and lakes.

Investing in blue economy is a key step to economic development. According to the UN, the ocean food sector provides up to 237 million jobs globally and provides key nutrients and protein to over 3 billion people.



Unveiling and embracing women in maritime

It is a well driven fact that women are key agents for development in every sector, not particular to that of maritime. However, woman play an integral part in the maritime sector.

The maritime industry is largely male dominated. Statistics show that there are about 1.2 million seafarers worldwide and only 2% of the population are women. The numbers surrounding women in the industry suggest room for improvement. Women are heavily neglected from the global industry for being considered as the weaker sex, yet women play major roles in sustainable development hence they should be fully incorporated in ocean based policies.

Gender equality has gone beyond equal representation, it should now be regarded as a tool to make and break policies.

Women have excellent opportunities today to pursue careers in maritime, shipping business administration, etc.

Women need to go through a process of mentorship in order to carefully the stereotype mindset that has been placed on jobs pertaining to the maritime sector. They need to keep open minds in order to delve into the word of possibility as it relates to the maritime sector.

Every woman has the ability to offer seamless solutions to evolving issues in the industry. As an organization (**WIMAFRICA**) which our primary mission is to stimulate the gender parity in the maritime industry, we ought to help raise women with very liberal mindsets, who would be able to gain balance in the maritime sector and see beyond gender disparity.

However, there is still a lot of work to do as it concerns increasing female participation in the maritime sector, women maritime training and edition should be promoted throughout regions.

The maritime sector is assumed to be one that only men are capable participating and due to that, women are dissuaded from participating in the line of work.



Social and cultural barriers impede and limit women contribution to development in the society.

AMS (Australian Maritime Safety Authority) had put several measures in place to ensure gender imbalance is reduced to its lowest or totally eradicated. They run domestic scholarship programs, they organize international initiatives to achieve sustainable gender equality in the shipping industry. Programs like this happen to take place in Africa too, we need more women to see that policies are put in place to enhance woman empowerment in this sector.

Conclusion; The need for all-inclusive maritime services

In conclusion, there is a need for all-inclusive maritime services. Improved economic growth and better commercial business performance goes hand in hand with increased gender equality.

All women have the right to choose the education career they are passionate about. Roles of women in marine and maritime industry is

clearly evolving and the potential of women's voices to contribute in these areas particularly reaching sustainable goals is rising. Consistent efforts are required to seize the moment for acknowledgment, in terms of encouragement and support for closing the gender gap.

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AfCfTA: Is Nigeria Ready?

AfCfTA, as a trading block, was established to engender economic growth and sustained development of African economies, create a single market for goods and services in Africa



and also remove barriers for effective trade facilitation.

Nigeria was the 34th nation to sign the African Continental Free Trade Agreement (AfCfTA) and by implication, the last.

Now, ten African nations including: Ghana, Egypt, Kenya, Rwanda and Cameroun, have all completed the mandatory trading requirements necessary for the intra – African trade and therefore are set for the take-off trade on the AfCfTA platform. However, Nigeria again, just like when she signed the agreement late, is missing in the conversation of African nations that are ready to commence AfCfTA project.

It is projected that by 2030, the market size across the Continent is expected to include 1.7 billion people with over \$6.7 trillion of cumulative consumer and business spending—if all African countries join the agreement.

On March 21st, 2018, some African countries signed an agreement to establish the African continental free trade Area. It is the largest

free trade area by the number of member states after the World Trade Organization. This is symbolic because it involves a market size of 1.3 billion people across the world’s second largest continent.

The agreement was initially signed by 44 member states in Kigali, Rwanda, but 10 more states were added around July 2018, when Nigeria signed the agreement.

Under the agreement members agreed to eliminate tariffs on most goods and services over a period of five years and above.

The overall aims of AfCfTA are to increase trade among African nations, reduce poverty, and make Africa more competitive in the global economy.

With Nigeria populated with about 206 million citizens, the country no doubt has all it takes to take full advantage of the agreement as far as demography and human capital are involved. Despite the untapped potential, the country may likely lose out of



these numerous benefits; no thanks to poor administration, infrastructural decay, insecurity amongst others.

Conclusion:

Looking at our population, looking at our demand for products from African countries and of course, the size of our economy we should be better beneficiary of AfCFTA. Nigeria might be having some challenges now, but that cannot mean that Nigeria is not fully ready for AfCFTA.

Nigeria may not be fully ready now, but certainly the challenges would be taken care of, in the nearest future.

Oladapo Olawoye. Esq.

BONNY DEEP SEAPORT.

The proposed multi-million-dollar Bonny deep-sea port in Rivers-State was commissioned earlier this year by President

Mohammadu Buhari, led by Rotimi Amaechi, as the Minister of Transportation, but is yet to receive approval from the Federal Executive Council (FEC).

The project is said to have suffered a temporary setback caused by changes in the original location. This poses problems for existing underground pipelines, amongst other things.

The Managing Director of Nigerian Ports Authority (NPA) Mr. Mohammed Bello-Koko verified that Promoters have prepared an Outline Business Case (OBC) and a Financial Business Case (FBC) and also that the NPA and other relevant permitting authority have confirmed that additional sites with natural drafts in excess of 17 meters draft, have been identified.

There are two deep-sea ports in the West: Lekki deep-sea port and the Badagry deep-sea port, which have been approved by the FEC, and hopefully, the Minister will soon obtain approval for the Bonny deep-sea port. This means that there will be deep sea ports in different parts of the Country.



Covering a land area of 275.22 hectares, the Bonny Deepwater Port Project will be developed through a Design, Build, Finance, Operate and Transfer (DBFOT) based direct investment by China Civil Engineering Construction Corporation, CCECC, Nigeria Limited.

The project scope includes construction of a breakwater, revetment, container berth, general goods berth, dredging of the access channel and turning basin, construction of office buildings and warehouses. The new port with a draught of 17 metres will have a terminal capacity of 500,000 TEUs per annum and 100,000 DWT general cargo berth.

The port project will be boosted by the rehabilitation of the Port Harcourt – Maiduguri rail-line with a branch at Elelenwo in Port Harcourt, heading to Dere, Bodo and terminating in Bonny.

The Bonny Deep Seaport project has been described as a “game changer” that would significantly transform the socio-economic landscape of Nigeria based on its

multiplier effect. There is hope that the Bonny deep-sea project will guarantee massive job opportunities, better welfare and improved living conditions for Nigerians.

Jimi P. Ojo. Esq.

News and Events

Navy to tackle illegal oil bunkering in Akwa Ibom



The Nigerian Navy Ship Jubilee, Ikot Abasi in Akwa Ibom State said it was committed to tackling the menace of illegal oil bunkering and



reduce it to the barest minimum along the Nigerian waterways.

It said the Operation 'Dakatar Da Barawo' has achieved tremendous success in the number of arrests and seizures of illegal smuggling across the state.

The commander NNS, Jubilee, Commodore Semiu Olubode-Fazaz, said this on Wednesday, while fielding questions from newsmen after inaugurating a water project for Essene, one of the host communities of NNS Jubilee.

He said, "As you all know, illegal oil bunkering is an old criminality and we are the one fighting it. If you observed just recently, to further our efforts in combating the menace of illegal bunkering, NN launched Operation 'Dakatar Da Barawo'. So far, without being immodest, the operation had gone a long way in curbing illegal bunkering in Akwa Ibom State.

"NN had seized quite a number of crude oil by these oil thieves and we have chased them out of their hideouts, where they vandalized

federal government property to steal our oil.

"We will not be tired. We will keep on fighting illegal bunkering. We all know how this has affected our economy and of course, the development of Nigeria. NN as a service would continue to fight this illegality in our waterways."

He lauded the community youth for cooperating with the NN to curb illegal bunkering in the state.

Meanwhile the commander described the inauguration of the project as one of the cherished tradition of giving back to the host community, adding that NN would continue to ensure that it host communities live in peace.

In his remarks, the head of the community, Eteidung Okon, lauded the NN for the inauguration of the Water project, promising to ensure that the project was protected.

(News called from MMS Plus)



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FG Suspends Chinese Construction Giant over Insecurity Claim on Eastern Rail Project



Managing Director of Nigeria Railway, Fidet Okhiria (2nd l) along with Deputy Manager Director CCECC, Jacques Liao welcome the Transportation Minister, Mu'azuJaji Sambo, (4th l) with other dignitaries to Port Harcourt Rail Station.

The Federal Government has suspended China Civil Engineering and Construction Company (CCEC) from working on Port Harcourt-Maidugiri Eastern rail line project over slow-paced delivery and lackadaisical attitude to work blamed on insecurity and vandalism not proven.

Minister of Transportation, Mu'azuJaji Sambo who disclosed this while on tour of the Eastern ports and rail projects in Port Harcourt, River State, could not conceal his disappointment at the nearly-abandoned status of the rail project.

CCEC, the Chinese contractor handling the rehabilitation and reconstruction of the project had complained of vandalization and attacks on its workers along the rail corridor but did not provide record of incidences.

Speaking during the ministerial inspection tour of the project, last week, in Port Harcourt, Sambo who was obviously very displeased by these alleged acts, condemned them, pointing out that in the history of Nigeria, no administration has invested more in rail infrastructure like the present administration of President Muhammadu Buhari.



Earlier, he had asked the Chinese authorities to provide their own share of the agreed counterpart funding of 85 percent in the loan agreement for the rail and other sundry projects in Nigeria as the Federal Government had provided its 15 percent, calling on the media and the judiciary to collaborate with the Ministry to ensure that these economic saboteurs are not only exposed but prosecuted and sentenced speedily to serve as deterrent to others.

On the issue that funds meant for the Eastern rail line is diverted to other projects, the Minister said it was fake news as the progress made so far is from the 15 per cent of the counterpart funding by Nigeria while the 85 per cent to be provided by foreign partners is still negotiated.

Another area visited was the Naval Ship Yard, Port Harcourt; where after the tour, a very impressed Sambo promised to support the Navy to build the boats needed for the maritime sector.

(News called from MMS Plus)

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NIMASA to boost Seafarers' training.

The Nigerian Maritime Administration and Safety Agency has said that the newly unveiled Maritime Labour e-Platform would provide the required data for seafarers' training, certification and placement onboard vessels.

The Director-General, NIMASA, Dr Bashir Jamoh, stated this on Tuesday in Apapa, Lagos, during the official flag-off of the Maritime



Labour E-Platform.

Jamoh, who was represented at the event by the Executive Director Maritime Labour & Cabotage Services, NIMASA, Victor Ochei,



said that the platform was in furtherance of the agency's mandate on the registration and regulation of dockworkers, seafarers, stevedoring companies, seafarer employers, jetty, terminal operators and offshore platforms or terminals.

"The agency's ongoing collaboration with various Government Agencies is aimed at creating jobs for seafarers and the E- platform would provide the required data for seafarers training, certification and placement onboard vessels," he said.

He however said that the e-platform was conceived out of the need to establish an independent, robust, integrated information, verification and communication platform that would serve as system database generation on maritime labour.

"The E-platform was conceived out of the need to establish an independent, robust, integrated information, verification and communication platform that will serve as system database

generation on maritime labour. It will also serve as a source of statistical data and analytics for national planning, policy making, training capacity-building and research."

The NIMASA boss implored stakeholders in the sector to ensure that the platform was put into good use while avoiding practices that would expose it to the manipulations of online scammers.

(News called from MMS Plus)

NIMASA launches e-registration platform for dockworkers





Executive Director, Maritime Labour and Cabotage Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Victor Ochei (middle), presenting a biometric identity card to the President General, Maritime Workers' Union (MWUN), Comrade Adewale Adeyanju (right) while the Head, Maritime Labour Services of NIMASA, Aliyu Lawan watches, during the launch of e-registration platform for dockworkers in Lagos on Thursday.

The Nigerian Maritime Administration and Safety Agency (NIMASA) on Tuesday launched the electronic registration platform for maritime labour and issuance of biometric identity cards to dockworkers.

The agency's Director General, Dr Bashir Jamoh, described the e-registration platform as a major step towards attaining full automation of all its processes adding that it was conceived out of the need to establish an independent, robust, integrated information, verification and communication platform that would serve as a system database generation on maritime labour in Nigeria.

The DG who was represented by the agency's Executive Director, Maritime Labour and Cabotage Services, Victor Ochei, stated that the development of automation processes would benefit the industry both in terms of time-saving thereby improving on service delivery, as well as building capacity of the maritime labour workforce.

"I am particularly delighted about the prospect of eliminating the time consuming process of seafarers and employers registration which is what the e-platform would provide. It is further expected that the e-platform would promote a seamless registration process that



will culminate with the issuance of biometric identity cards to seafarers and dockworkers,” he said.

Jamoh said NIMASA remained committed to building up the capacity of Nigerian seafarers and dockworkers in order to improve on the standing of the country’s maritime sector among the committee of maritime nations stating that:

“I wish to reiterate the agency’s commitment towards actualizing its mandate as provided in the enabling Act. Our resolve to make life meaningful to the entire maritime labour remains firm and we intend to achieve this through sustainable efforts in capacity building and improved welfare. The Agency is also prioritizing the training of Nigerian seafarers to meet industry needs with emphasis on specialized and advanced trainings,” he said.

The President General of the Maritime Workers Union of Nigeria (MWUN), Comrade Adewale Adeyanju, expressed his delight with the automation of maritime labour registration

processes by NIMASA, stating that the agency had proven that it was indeed committed to improving standards in the Nigerian maritime sector especially in terms of labour practices and capacity development.

*(News called from
www.shipsandports.com.ng)*

Glossary of Shipping Terms

I. ADVISORY

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

II. 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.

III. AFFREIGHTMENT

A contract in which a ship-owner or carrier agrees to carry goods by sea, or to hire out his own vessel for the



carriage of goods on payment of a mutually agreed sum, or the hiring out of a ship.

IV. BAREBOAT CHARTERER:

A contract for lease of a vessel. Under the bare boat charter, the possession and control of the vessel are in the hand of the charterer who operates the vessel as if it were his own.

V. BAREBOAT CHARTERER PARTY OR DEMISE CHARTERER PARTY:

A document containing the contract between the owner of a ship and the demise charterer, and signed by both parties in which are all the term and conditions such as the period of the charter, the rate of hire, the trading limits and all the rights and responsibilities of the two parties.

VI. 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.

VII. CARGO: Goods carried in a vessel or ship.

VIII. CARGO WORTHINESS: Fitness of a ship to carry a particular cargo.

IX. CARGO TRACKER: A process in which messages are sent by a ship's agent informing cargo owners about the position of their cargo, whether the cargo was discharged wrongly or not loaded at all, etc.

X. DEFENDANT: A person defending or denying; the accused in a criminal case.

XI. DEGROUPEMENT
The act of splitting shipments into consignments.

XII. DE-JURE
Total compliance with all the requirement of the law; or right, legitimate, lawful by right and title, as matter of right, by equity.

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

XIV. EDICT



Law made by the local government.

XV. EMBARGO

Temporal or permanent prohibition by government order.

XVI. 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.

XVII. FREIGHT

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

XVIII. FREE DISCHARGE

This signifies that the ship-owner is not responsible for the cost of discharging the goods from the ship. Such costs are paid by the cargo owners or interests, that is,

the charterer or the receiver of goods.

XIX. FREE PRATIQUE

A type of permission granted by the authorities at a port, being satisfied as to the state of health of those on board a ship on arrival, for them to make physical contact with the shore.

XX. GLOBAL TRADE

Is an international trade and world trade, which is simply the import and export of goods and services across international boundaries.

