



### EDITOR'S CABIN.

Greetings and welcome to the thirteen edition of the OFIANYI CHAMBERS NEWSLETTER. We

are glad to provide to you research analysis in this edition on topics including the importance of establishing a marine and blue economy ministry in Nigeria, coastal and marine tourism, exploring the beauty of our oceans and more

This edition is intended to be educative and interesting.

Happy reading!

Ajogu Kelechi Samuel.

Editor- in- Chief.

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### News and Events



# Glossary of Shipping Terms

## THE IMPORTANCE OF ESTABLISHING A MARINE AND BLUE ECONOMY MINISTRY IN NIGERIA

### Introduction

The Blue Economy is a new global concept aimed at the protection and the guarantee of a healthy marine ecosystem while developing the ocean economy to the sustainable use of offshore resources and the marine environment

The Blue Economy is a developing world initiative pioneered by Small Island Developing States (SIDS) but relevant to all coastal states and countries with an interest in waters beyond national jurisdiction. It conceptualizes oceans as 'development spaces' where spatial planning integrates conservation, sustainable use, oil and mineral wealth extraction.

bio-prospecting, sustainable energy production and marine transport.

The Blue Economy breaks the mold of the business-as-usual 'brown' development model where the oceans have been perceived as a means of free resource extraction and waste dumping, with costs externalized from economic calculations. It will incorporate ocean values and services into economic modeling and decision-making processes. The Blue Economy paradigm constitutes a sustainable development framework for developing countries addressing equity in access to, development of, and the sharing of benefits from marine resources.

The Blue Economy aims to improve human well-being and social equity, while significantly reducing environmental risks and ecological scarcities it endorses the principles of low carbon, resource efficiency, and social inclusion. It is grounded in a developing world context and fashioned to reflect



the circumstances and needs of countries whose future resource base is marine

Each sovereign country is responsible for its own resources and sustainable development. Therefore, the making of national policies and development of strategies to sustain its economy should not be ignored.

However, the principle of common but differentiated responsibilities still applies. There is a need for structured international cooperation in all aspects of the Blue Economy. Whether it pertains to updating and advancing governance mechanisms to ensure the sustainable development of waters beyond national jurisdiction (e.g. maritime security and mineral extraction) or assistance in enabling the effective management and utilization of national exclusive economic zones (EEZS) (e.g. technology transfer, technical assistance, marine spatial

planning), capacity building, finance to support national marine spatial planning and effective monitoring, control and surveillance.

In the context of the Blue Economy, food security is very closely related to the sustainable use of biodiversity, particularly where it pertains to the exploitation of wild fisheries. Some 1 billion people in developing countries depend on seafood as their primary source of protein. Aquaculture offers huge potential for the provision of food and livelihoods, though greater efficiencies in the provision of feed to aquaculture need to be realized including reduced fish protein and oil and increased plant protein content- if the industry is to be sustainable. Aquaculture under the Blue Economy will incorporate the value of the natural capital in its development, respecting ecological parameters throughout the cycle of production, creating sustainable, decent



employment, and offering high-value commodities for export.

Shipping and port facilities Issues and problems bring with them challenges and opportunities and the Blue Economy offers a suite of opportunities for sustainable, clean, equitable blue growth in both traditional and emerging sectors

At least 80% of global trade by volume, and over 70% by value, is carried by sea and handled by ports worldwide. For developing countries, on a national basis, these percentages are typically higher World seaborne trade grew by 4% in 2011, to 8.7 billion tonnes, despite the global economic crisis. Container traffic is projected to triple by 2030. Coastal countries and small island developing states need to position themselves in terms of facilities and capacities to cater for this growing trade and optimise their benefits The International Maritime Organization (IMO) has

brought in new industry-wide measures to increase efficiency, reduce greenhouse gas emissions and pollution. More needs to be done to address the issues of invasive alien species (IAS) from ballast water and hull fouling but. even with these challenges, maritime trade is set fair for growth and with economic benefits whilst reducing impacts and offering expanding blue employment opportunities for the foreseeable future.

The Marine and Blue Economy initiative is a welcome strategy to facilitate trade and preserve our marine life.

Nigeria, a country blessed with a coastline stretching over 850 kilometers along the Atlantic Ocean, possesses vast potential within its maritime and coastal resources. These resources, often collectively referred to as the "Blue Economy," encompass a wide array of opportunities, including fisheries, aquaculture, shipping,



tourism, and offshore oil and gas exploration. To fully harness the economic and environmental benefits of these resources, it is imperative for Nigeria to establish a dedicated Marine and Blue Economy Ministry. This article explores the significance of creating such a ministry and the potential benefits it can bring to the nation.

### **Economic Diversification**

One of the primary reasons for establishing a Marine and Blue Economy Ministry in Nigeria is to diversify the nation's economy. Over the years, Nigeria has heavily depended on oil as its main source of revenue. This overreliance has proven to be vulnerable to fluctuations in global oil prices, causing economic instability. By investing in the Blue Economy, Nigeria can reduce its dependency on oil and create a more robust and resilient economy.

### **Employment Opportunities**

The maritime and coastal sectors offer substantial employment opportunities. Establishing a dedicated ministry can help create jobs in fisheries, aquaculture, shipping, tourism, and related industries. This can contribute significantly to reducing unemployment rates, especially among coastal communities where livelihoods often depend on these activities.

### **Sustainable Resource Management**

The Blue Economy emphasizes sustainable resource management and conservation. A dedicated ministry can focus on implementing policies and regulations to protect marine ecosystems, prevent overfishing, and mitigate the environmental impact of maritime activities. Sustainable practices are crucial for the long-term viability of these resources and the health of coastal communities.



## **Investment and Infrastructure Development**

A Marine and Blue Economy Ministry can attract both domestic and foreign investment in maritime infrastructure and development projects. This includes improving port facilities, building modern fishing harbors, and enhancing transportation links along the coastline. These investments can boost trade and economic growth.

## **Food Security**

Nigeria's coastal areas are rich in seafood resources, which can play a vital role in addressing the nation's food security challenges. A dedicated ministry can work to promote and develop sustainable fisheries and aquaculture practices, ensuring a consistent and diverse source of food for the population.

## **Tourism and Leisure**

The picturesque coastlines of Nigeria have immense tourism potential. The establishment of a Marine and Blue Economy

Ministry can lead to the development of coastal tourism, including beach resorts, water sports, and marine wildlife conservation. This not only attracts tourists but also generates revenue and employment opportunities.

## **International Collaboration**

A dedicated ministry can facilitate international collaboration and partnerships in the maritime sector. Nigeria can work with other nations to strengthen maritime security, combat illegal fishing, and address issues such as piracy and pollution in its waters.

## **Conclusion**

Establishing a Marine and Blue Economy Ministry in Nigeria is a strategic move that can bring about numerous economic, environmental, and social benefits. It can diversify the economy, create jobs, ensure sustainable resource management, and enhance food security while promoting tourism and international cooperation. As





Nigeria seeks to harness the untapped potential of its coastal and maritime resources, the establishment of such a ministry is a crucial step towards a brighter and more prosperous future.

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## **COASTAL AND MARINE TOURISM: EXPLORING THE BEAUTY OF OUR OCEANS**

### **Introduction**

Coastal and marine tourism, often referred to as "ocean tourism," has emerged as a vibrant and sustainable sector within the global tourism industry. With breathtaking coastlines, crystal-clear waters, and diverse marine ecosystems, coastal regions around the world have become sought-after destinations for travelers seeking relaxation, adventure, and an immersive connection with nature. This article delves into the world of coastal and marine tourism, highlighting its significance, attractions, and the responsible practices that ensure its preservation.

### **The Significance of Coastal and Marine Tourism**

Coastal and marine tourism holds immense economic, environmental, and cultural significance for both coastal communities and the global tourism industry:



**Economic Contribution:** Coastal tourism generates substantial revenue through activities such as beach resorts, water sports, cruises, and coastal excursions. Local businesses benefit from increased tourism, leading to job creation and economic growth in these regions.

Tourism is a major global industry. In 2012, tourism supported 9% of global jobs and generated \$1.3 trillion or 6% of the world's export earnings. International tourist arrivals have risen sharply from the 25 million level in 1950 and are forecast to hit 1.8 billion by 2030. A large portion of global tourism is focused on the marine and coastal environment and it is set to rise. Trends in aging populations, rising incomes and relatively low transport costs will make coastal and ocean locations ever more attractive. Cruise tourism is the fastest growing sector in the leisure travel industry. Overall, average annual passenger growth rates are in the region of 7.5% and passenger

expenditures are estimated in the order of \$18 billion a year.

Tourism developments bring various problems. The tourist, however, is driving the transformation of the sector with a 20% annual growth rate in ecotourism; about six times the rate of growth of the overall industry. A Blue Economy approach, where ecosystem services are properly valued and incorporated into development planning, will further advance this transition, guiding tourism development and promoting lower impact activities, such as ecotourism and nature-based tourism, where the natural capital is maintained as an integral part of the process.

**Environmental Awareness:** Marine tourism provides opportunities for travelers to engage with marine life and ecosystems, fostering awareness and support for marine conservation efforts. This exposure can contribute to





responsible environmental practices and preservation.

**Cultural Exchange:** Coastal communities often have rich cultural traditions, and marine tourism enables travelers to interact with local populations, learn about their heritage, and appreciate their way of life.

### **Attractions of Coastal and Marine Tourism**

**Beach Tourism:** Pristine sandy beaches with turquoise waters are a primary attraction for many coastal tourists. Sunbathing, swimming, beachcombing, and beachfront accommodations are popular activities.

**Water Sports:** Thrill-seekers can enjoy a variety of water sports, including surfing, kiteboarding, snorkeling, scuba diving, and parasailing, offering a chance to explore the vibrant underwater world.

**Marine Wildlife Encounters:** Coastal regions often host diverse marine life. Whale watching, dolphin tours, and visits to marine

sanctuaries provide opportunities to witness these magnificent creatures in their natural habitats.

**Coastal Adventures:** Coastal destinations offer a range of adventures, such as sea kayaking, sailing, fishing, and coastal hiking, allowing visitors to explore both land and sea.

**Cultural Experiences:** Coastal communities often have unique cultures and traditions. Tourists can engage in cultural activities, visit local markets, and savor traditional cuisine.

### **Responsible Coastal and Marine Tourism Practices**

Sustainability is paramount in coastal and marine tourism to preserve these delicate environments for future generations:

**Conservation Efforts:** Supporting marine conservation initiatives and protected areas is crucial. Responsible tourism minimizes disturbances to marine life and habitats.



Waste Management: Proper waste disposal and recycling practices are essential to prevent pollution of coastal and marine environments.

Sustainable Tourism Initiatives: Many destinations have adopted eco-friendly accommodations, energy-efficient practices, and responsible wildlife viewing guidelines.

Local Engagement: Engage with local communities respectfully, respecting their traditions and practices. Supporting local businesses ensures that tourism benefits the entire community.

Education and Awareness: Tourists should be educated about the importance of marine conservation and responsible behavior, such as not disturbing marine life or collecting souvenirs like coral or shells.

## Conclusion

Coastal and marine tourism offers a unique blend of relaxation, adventure, and environmental education. It allows travelers to

connect with the beauty of our oceans while contributing to the economic development and preservation of coastal regions. As we explore these remarkable destinations, it is our collective responsibility to ensure that our interactions with coastal and marine ecosystems are sustainable, respecting the delicate balance of nature and preserving these treasures for future generations to enjoy.

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**PURSUE ACQUIRE INNOVATE**

**INTRODUCTION**



The rapidly changing world environment makes it essential for institutions to pay more attention to the management of innovation and change. There should be a strong desire within the public sector to embrace innovation. key element of being an effective and efficient public regulator in today's dynamic and ever-changing environment is to be a creative and an innovative public regulator. There is a general agreement that the public sector can function well and as a result an effective and efficient public sector is essential to a healthy and thriving society. Thus effective and efficient public regulator must be innovative. The spirit and practice of innovation is a fundamental prerequisite to improving service delivery. The role of innovation is to provide new and alternate ways of addressing common and recurrent challenges

Public sector institutions, like private sector organizations, are facing a more dynamic and more

turbulent environment. This requires individual to be innovative and to develop an innovation culture. Innovation should be an integral part of doing business in the public sector which should ultimately translate into providing services to the Customers (in house/outhouse) in a smarter way. The concept of change implies doing things differently, whether doing the same things in new ways, or doing new things. According to Wallace (in Wallace, Fertig and Schneller 2007:19) the process of changing practice therefore implies some degree of individual and collective learning for all involved.

## INNOVATION

Innovation is the cornerstone of progress in any organization, driving growth, competitiveness, and adaptability. In today's rapidly evolving business landscape, the ability to imagine, pursue, and acquire innovation has become crucial for sustained success. A workplace that fosters innovation not only stands out in



its industry but also attracts and retains top talent., we delve into the key concepts of imagining, pursuing, and acquiring innovation in a workplace, highlighting the strategies and benefits that come with embracing a culture of innovation.

### Imagining Innovation

Imagination is the seed from which innovation sprouts. Encouraging employees to dream, envision, and think beyond the ordinary can lead to groundbreaking ideas. To promote imagining innovation in the workplace, organizations can adopt the following strategies:

**Cultivate Curiosity:** Encourage employees to question the status quo and explore new possibilities. Host brainstorming sessions, workshops, and open forums to stimulate curiosity and unconventional thinking.

**Diverse Teams:** Create cross-functional teams comprising individuals from various backgrounds, disciplines, and

experiences. Diversity sparks a wider range of perspectives, fostering a fertile ground for imaginative ideas.

**Safe Environment:** Establish a safe and non-judgmental space where employees feel comfortable sharing even the most unconventional concepts. Mistakes should be viewed as opportunities for learning and improvement.

### Pursuing Innovation

Once imaginative ideas are on the table, the next step is to pursue and develop them. Pursuing innovation involves refining ideas, prototyping, testing, and ultimately transforming them into practical solutions.

## CONCEPT OF INNOVATION

Innovation in a public sector context has been defined as the 'creation and implementation of new processes, products, services and methods of delivery which result in significant improvement in the efficiency, effectiveness or quality of outcomes' (Australian



National Audit Office 2009). Minnaar and Bekker (2005:149) innovation by Webster, quoted by Hussey (2000:176) is “a better thing to do or a better way to do it that contributes to an organization’s goals. It may be a method, structure, process or product”. Innovations are planned changes designed to bring about improvement according to their instigators’ values. (Wallace in Wallace et al. 2007:19; Fox and Meyer 1995:64) (Cohen and Eimicke 2002:119). According to Sekwati (2013:3) innovation is about a complete departure from conventional, traditional ways of doing things to a platform where speed, efficiency and effectiveness are the operating words. Innovation includes initiation of new idea, acquisition of necessary knowledge and its transformation into usable hardware or procedure.

### **IMPLICATIONS OF BEST VALUE IN WORK PLACE**

In discussing innovative initiatives, the concept of best

value to improve the work flow. Best value includes new creative and innovative ways of offering service, partnerships with colleagues and stakeholders, and giving customers value for money.

### **TECHNIQUES OF MANAGEMENT INNOVATION**

This section discusses specific techniques of management innovation which are being practiced and implemented in the public sector. These include strategic Administration Public | Vol 23 No 2 June 2015 63 planning, re-engineering, Total Quality Management, benchmarking, team management, and privatization as part of implementing New Public Management. Trust can be seen as a necessary condition for innovation (Bekkers, Tummers and Voorberg 2013:12).

### **WAYS TO PROMOTE INNOVATION IN THE WORKPLACE:**

**AI INNOVATION;**



Service delivery management is the process of ensuring that the quality, efficiency, and customer satisfaction of service are met or exceeded. Artificial intelligence (AI) is the use of software or systems that can perform tasks that normally require human intelligence, such as learning, reasoning, and decision-making. AI can help in service delivery improve service delivery and customer feedback.

AI can automate and optimize many aspects of service delivery, such as scheduling, routing, dispatching, and tracking. For example, AI can analyze data from multiple sources. E.g the workload in research, planning, and budgeting can be reduced with this AI tool **SheetGod**. Using these AI tools is less expensive, time effective, and increases productivity and customer satisfaction. AI can also provide real-time updates and alerts to service delivery service providers, and customers, enhancing communication and transparency.

## **PROFESSIONAL COURSE CAN HELP INDIVIDUAL IMPROVE ON SERVICE DELIVER;**

Service operations are important, service could be delivered to customers inside an organization, such as staff in other functions, or stakeholders, professional courses help us to improve on service delivery. The strategies taught during the course can be applied to any type of service.

Professional courses can improve service delivery in the workplace by enhancing employees' skills, knowledge, and capabilities. These courses provide specialized training that can lead to several benefits:

1. \*Enhanced Expertise: \* Professional courses offer up-to-date industry insights and best practices, enabling employees to become more proficient in their roles.
2. \*Improved Efficiency: \* Learning new techniques and strategies can help employees complete tasks more efficiently,





reducing errors and increasing productivity.

3. \*Boosted Confidence: \* Acquiring new skills and knowledge through professional courses can boost employees' confidence in their abilities, leading to better interactions with customers and clients.

4. \*Adaptation to Change: \* Professional courses often address emerging trends and technologies, helping employees stay ahead in a rapidly changing business environment.

5. \*Higher Quality Service: \* With improved skills and knowledge, employees can provide higher quality service to customers, leading to increased customer satisfaction and loyalty.

6. \*Problem-Solving: \* Professional courses often include case studies and practical scenarios that help employees develop critical thinking and problem-solving skills, enabling them to handle challenging situations effectively.

7. \*Effective Communication: \* Many courses emphasize communication skills, enabling employees to better understand customer needs and provide clear and helpful responses.

8. \*Team Collaboration: \* Courses that focus on teamwork and collaboration can improve employees' ability to work together effectively, leading to a more cohesive and efficient work environment.

9. \*Career Advancement: \* Completing professional courses can lead to career advancement opportunities within the organization, as employees become more qualified for higher-level positions.

10. \*Continuous Learning Culture: \* Encouraging employees to take professional courses promotes a culture of continuous learning within the organization, fostering innovation and growth.

Overall, professional courses provide employees with the tools they need to excel in their roles,



leading to improved service delivery, increased customer satisfaction, and positive outcomes for both employees and the organization.

## **INTERPERSONAL RELATIONSHIPS PLAY A CRUCIAL ROLE IN IMPROVING SERVICE DELIVERY IN THE WORKPLACE. HERE'S HOW THEY CONTRIBUTE:**

1. **\*Customer Engagement:** \* Positive interpersonal relationship between employees and customers foster a sense of trust and rapport, leading to better customer engagement and satisfaction.
2. **\*Effective Communication:** \* Strong interpersonal skills help employees communicate clearly and empathetically with customers, leading to better understanding of their needs and expectations.
3. **\*Conflict Resolution:** \* Good relationships enable employees to

handle conflicts and customer complaints more effectively, resulting in quicker resolutions and maintaining customer satisfaction.

4. **\*Team Collaboration:** \* Positive relationships among coworkers promote teamwork and cooperation, leading to more seamless collaboration and a collective effort to enhance service quality.
5. **\*Knowledge Sharing:** \* A culture of strong relationships encourages employees to share knowledge and expertise with each other, leading to continuous learning and improvement.
6. **\*Employee Morale:** \* Positive relationships contribute to a positive work environment, boosting employee morale and motivation, which in turn leads to better customer interactions.
8. **\*Cross-Functional Support:** \* Interpersonal relationships across different departments facilitate cross-functional support, helping



employees access resources and information more efficiently.

9. \*Adaptation to Change: \* Strong relationships create a foundation of trust that helps employees navigate changes more smoothly, ensuring that service delivery remains consistent even during transitions. Fostering strong interpersonal relationships in the workplace enhances communication, collaboration, and overall morale. This ultimately leads to improved service delivery, higher customer satisfaction, and a more productive and harmonious work environment.

## CONCLUSION

In conclusion, enhancing service delivery in the workplace requires a multifaceted approach. This includes fostering a customer-centric culture, providing comprehensive training to employees, optimizing processes for efficiency, leveraging technology to streamline operations, and actively seeking

and implementing customer feedback. By consistently focusing on these aspects, organizations and individual can create a positive impact on service quality and customer satisfaction, ultimately leading to improved overall performance and success.

Innovation is the key to achieving excellence in service delivery. By adopting these innovative strategies, organizations and individual can create a culture of continuous improvement, enhance customer satisfaction, and ultimately drive business success. Remember, innovation is not a one-time effort but a journey towards creating remarkable experiences for both customers and employees.

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**NAVIGATING THE WAVES OF COLLABORATION: OCEAN POLICIES AND INSTITUTIONAL ARRANGEMENTS FOR CROSS-SECTOR COOPERATION**

**Introduction**

The world's oceans are vast, teeming with life, and essential to the well-being of our planet. They provide food, regulate the climate, support biodiversity, and offer countless opportunities for economic development and recreation. However, the oceans

face numerous challenges, from overfishing to pollution and climate change. To address these complex issues, effective ocean policies and institutional arrangements for cross-sector cooperation are vital. This article explores the importance of such policies and arrangements and their role in preserving and sustainably harnessing the treasures of our oceans.

Cross-sectoral cooperation is required to achieve the sustainable development goals. If pollution sources are to be tackled, for example, action must be taken by the sectors associated with them, such as navigation, fisheries, agriculture, and mining. Cross-sectoral approaches are now promoted at various levels: local, national, regional and global. With regard to marine ecosystems, cooperation at the regional seas level (Baltic Sea, Western Indian Ocean and Southern Ocean and so on) is vital. Recently several instances of cross-sectoral cooperation have emerged



providing different models of coordinated policy development and institutional cooperation between among regional organizations.

The objective of the United Nations Environment Programme (UN Environment) – European Commission project Integrated Management and Governance Strategies for Delivery of Ocean-related Sustainable Development Goals is to exchange practical experience and synthesize guidance on effective application of area-based management measures, and policy interactions and institutional arrangements to support the implementation of ocean-related sustainable development goals in different regional and national contexts. It includes a component for the collection and collation of information on experiences of existing cross-sectoral cooperation frameworks in order to highlight the usefulness of such regional ocean governance for achieving ocean-related objectives that may

be associated and aligned with ocean related sustainable development goals. It sets out the advantages of a regional ocean governance approach to consolidating efforts at various levels across the relevant sectors in order to achieve agreed regional and global ocean-related objectives. In order to do so, this component will produce a paper summarizing the experiences of existing cross-sectoral cooperation frameworks at the regional level, including the elements of successful cooperation, challenges faced and opportunities. The report will also include a set of recommendations for regional organizations entering into cross-sectoral dialogue for cooperation with the particular aim of harmonized and ecosystem-wide implementation of the ocean-related sustainable development goals. The report will be used as a basis for further international discussion on implementation of Strategic Development Goal 14 in



order to review the possible use of regional ocean

governance frameworks and partnerships to promote its implementation and follow-up. The case studies compiled for these purposes include the following:

Delivering the Mediterranean Strategy for Sustainable Development 2016-2025 through a highly inclusive process to transpose Agenda 2030 and its sustainable development goals at the regional level: Fostering cooperation in the Mediterranean and the Black Sea in the context of Strategic Development Goal 14: Ongoing efforts promoted by the General Fisheries Commission for the Mediterranean of the Food and Agriculture Organization of the United Nations (GFCM), HELCOM cross-sectoral cooperation and partnerships on clean and safe Baltic Sea shipping

- Regional co-operation on marine pollution preparedness and response in the Northwest Pacific Region: Cooperation in the

Danube-Black Sea Basin Example of the Commission on the Protection of the Black Sea Against Pollution (Black Sea Commission) and the International Commission for the Protection of the Danube River (ICPDR), 2050 Africa's Integrated Maritime Strategy and African Ocean Governance Strategy.

Fostering cooperation in the Mediterranean and the Black Sea in the context of Strategies Development Goal 14: Ongoing efforts promoted by the General Fisheries Commission for the Mediterranean of the Food and Agriculture Organization of the United Nations (GFCM), the General Fisheries Commission for the Mediterranean of the Food and Agriculture Organization of the United Nations (FAO) is one of the regional organizations directly involved in implementing Sustainable Development Goal.

Fishing has tremendous cultural, social, and economic importance in the Mediterranean and the Black Sea, yet, according to the





data available to the Commission, roughly 90 percent of the scientifically assessed stocks in this region are currently considered to be fished beyond safe biological limits. It was determined that cross-sectoral cooperation would be needed to achieve these objectives. Informal consultations were held with those organizations that have a memorandum of understanding (MoU) with the Commission.

Clean shipping is a prime example of an aspect of marine management calling for coordination between different national administrations, across international and regional cooperation bodies and public-private partnerships, partnerships on clean shipping are a particularly successful dimension of long-term regional cooperation.

Recent regulatory breakthroughs at the International Maritime Organization facilitated by this regional cooperation include the

2016 decisions to reduce NOx emissions and sewage discharges from ships in the Baltic Sea and ballast water-mediated introductions of invasive species globally. The IMO rules on reducing SOx emissions in the Baltic Sea, agreed in 1997, revised in 2008 and fully implemented in 2015, bringing health benefits for citizens of the region and improving the marine environment through the use of cleaner fuels, is another example of a major regulatory development prepared in HELCOM.

HELCOM (the Baltic Marine Environment Protection Commission - Helsinki Commission) is the governing body of the Convention on the Protection of the Marine Environment, known as the Helsinki Convention.

### **Understanding Cross-Sector Cooperation**

Cross-sector cooperation, in the context of ocean management, refers to collaboration between



various stakeholders, including government agencies, industry sectors, non-governmental organizations (NGOs), and research institutions. The goal is to work together to achieve sustainable ocean management, balancing economic development with environmental protection.

### **Key Aspects of Ocean Policies and Institutional Arrangements**

**Integrated Ocean Governance:** Effective ocean policies seek to integrate various sectors, such as fisheries, shipping, tourism, and conservation, into a comprehensive framework. This approach ensures that decisions in one sector consider the broader impacts on the ocean ecosystem and other industries.

**Multilateral Agreements:** International agreements and conventions, such as the United Nations Convention on the Law of the Sea (UNCLOS), provide a foundation for cooperation among nations. They establish guidelines for the use and protection of

marine resources in a way that is equitable and sustainable.

**Interagency Coordination:** Governments can establish dedicated agencies or departments responsible for ocean affairs to facilitate coordination between ministries and sectors. These agencies play a crucial role in aligning policies, regulations, and enforcement efforts.

**Stakeholder Engagement:** Inclusive governance involves engaging stakeholders, including local communities, indigenous groups, and industry representatives, in decision-making processes. Their input helps ensure that policies are practical, fair, and effective.

**Data and Research:** A robust knowledge base is essential for informed decision-making. Investments in ocean research and data collection support evidence-based policies and enable monitoring of the health and productivity of marine ecosystems.



## **Benefits of Cross-Sector Cooperation in Ocean Management**

**Sustainable Resource Use:** Cooperation among sectors helps prevent overexploitation of marine resources. By setting catch limits, protecting critical habitats, and implementing sustainable fishing practices, we can ensure the long-term viability of fisheries.

**Pollution Mitigation:** Collaboration is essential to reduce pollution from various sources, including shipping, agriculture, and industrial activities. Policies can incentivize cleaner technologies and practices.

**Climate Change Resilience:** Oceans play a crucial role in climate regulation. Cross-sector cooperation can support initiatives like marine protected areas and carbon sequestration projects, contributing to climate change mitigation and adaptation.

**Economic Prosperity:** Sustainably managed oceans can lead to economic benefits through

industries like tourism, aquaculture, and renewable energy development. Cooperation ensures that economic growth aligns with environmental sustainability.

**International Relations:** Cooperation on ocean issues fosters diplomatic relations among nations. Shared goals and commitments in ocean conservation can strengthen global collaboration on other pressing matters.

## **Conclusion**

The health and sustainability of our oceans are intrinsically linked to cross-sector cooperation, effective policies, and institutional arrangements. As we confront the challenges of overfishing, pollution, and climate change, it is clear that no single sector or nation can address these issues in isolation. By fostering collaboration, sharing knowledge, and establishing policies that prioritize long-term sustainability, we can ensure that the oceans



continue to provide for us and future generations. The waves of cooperation can lead us toward a future where the riches of the ocean are preserved and harnessed responsibly.

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## SUSTAINING AFRICA'S OCEAN WEALTH: THE PATH



# TO RESPONSIBLE OCEAN AND SEA MANAGEMENT

## Introduction

Africa is endowed with some of the world's most expansive and ecologically diverse coastlines. The continent is surrounded by the Atlantic Ocean, the Indian Ocean, and the Mediterranean Sea. These vast marine environments hold immense potential for economic development, food security, and environmental preservation. However, ensuring the sustainable use of Africa's oceans and seas is paramount. This article explores the opportunities and challenges of harnessing Africa's ocean wealth while safeguarding its fragile ecosystems.

## The Riches of Africa's Oceans and Seas

Africa's oceans and seas offer a wide range of resources and opportunities:

**Fisheries:** African waters teem with diverse marine species, making fisheries a crucial source of livelihood and nutrition for coastal communities. Sustainable fishing practices are essential to prevent overfishing and protect marine ecosystems.

**Shipping and Trade:** Africa's strategic maritime location is vital for global trade. Ports and shipping routes along its coasts facilitate international commerce, making maritime infrastructure and security crucial.

**Tourism and Recreation:** Pristine beaches, coral reefs, and marine wildlife attract tourists from around the world. Responsible tourism can provide economic benefits while preserving these natural wonders.

**Energy Resources:** Africa's offshore areas hold significant potential for oil, gas, and renewable energy sources like wind and tidal power. Sustainable energy development is essential



for both economic growth and environmental protection.

**Biodiversity Hotspots:** Marine biodiversity in Africa includes unique ecosystems like coral reefs, mangroves, and seagrass beds. Protecting these areas is essential for conserving species and maintaining ecosystem services.

### **Challenges to Sustainable Use**

**Overfishing:** Unsustainable fishing practices, including illegal, unreported, and unregulated (IUU) fishing, threaten marine resources and food security.

**Pollution:** Pollution from land-based sources, shipping, and oil spills can harm marine ecosystems and coastal communities.

**Climate Change:** Rising sea temperatures, ocean acidification, and sea-level rise pose significant threats to marine ecosystems and coastal regions.

**Inadequate Infrastructure:** Many African countries lack adequate port facilities, maritime surveillance, and enforcement

capabilities, hindering effective management of marine resources.

**Poverty and Inequality:** Coastal communities often face poverty and lack access to education and healthcare. Addressing these socio-economic challenges is integral to sustainable ocean management.

### **Strategies for Sustainable Ocean and Sea Management**

**Integrated Ocean Governance:** African nations can adopt integrated approaches to ocean governance, considering social, economic, and environmental dimensions. This includes cross-sector coordination and collaboration among governments, communities, and industries. **Marine Protected Areas (MPAs):** Establishing MPAs can safeguard critical habitats and biodiversity. These protected zones allow marine ecosystems to recover and thrive.

**Sustainable Fishing Practices:** Implementing catch limits, gear restrictions, and monitoring and





surveillance measures can combat overfishing and IUU fishing.

**Pollution Control:** Strengthening regulations, investing in waste management, and raising awareness can mitigate pollution and its impact on marine ecosystems.

**Climate Adaptation:** Developing climate resilience strategies for coastal communities and ecosystems is essential to address climate change threats.

**Education and Capacity Building:** Educating communities and fostering ocean literacy can empower individuals to engage in sustainable practices.

## **Conclusion**

Africa's oceans and seas are invaluable resources that hold the potential to drive economic growth and alleviate poverty while preserving the environment and cultural heritage of coastal communities. To harness this potential, African nations must

prioritize responsible ocean management, sustainability, and equitable access. By adopting integrated governance, protecting biodiversity, and addressing the challenges of overfishing, pollution, and climate change, Africa can unlock the sustainable benefits of its ocean wealth and ensure a brighter future for generations to come.

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.....(Jean Chiazor and Partners)



# NAVIGATING PROSPERITY: HARNESSING NIGERIA'S MARITIME ASSETS

## Introduction

Nigeria, with its extensive coastline along the Atlantic Ocean, boasts a vast maritime domain that remains largely untapped. This maritime expanse holds tremendous economic potential, offering opportunities for trade, fishing, energy production, tourism, and more. In recent years, there has been a growing recognition of the need to harness Nigeria's maritime assets to drive economic growth, diversify the economy, and create jobs. This article explores the importance of leveraging Nigeria's maritime resources and outlines key strategies to unlock their full potential.

## The Wealth of Nigeria's Maritime Assets

Nigeria's maritime assets encompass a wide range of resources and opportunities:

1. Fisheries: The country's waters are rich in diverse marine species, providing a vital source of food and income for coastal communities. Sustainable fisheries management can ensure the long-term viability of this resource.

2. Ports and Trade: Nigeria's strategic location on the Gulf of Guinea positions it as a major player in international trade. Ports like Lagos and Onne play a pivotal role in facilitating trade within the region and beyond.

3. Oil and Gas: Offshore oil and gas reserves are significant contributors to Nigeria's economy. Exploration and production in the maritime domain are essential for energy security and revenue generation.

4. Maritime Transportation: Nigeria's coastal waters support shipping and transportation activities, including cargo vessels, cruise ships, and ferries.



Enhancing maritime infrastructure can boost trade and tourism.

5. **Tourism and Recreation:** Pristine beaches, marine wildlife, and historic coastal sites offer substantial potential for tourism and recreation, attracting both domestic and international visitors.

### **Harnessing Nigeria's Maritime Assets**

1. **Infrastructure Development:** Investing in maritime infrastructure, including port facilities, shipyards, and navigational aids, is critical for efficient trade and transportation. Upgrading and expanding these assets can increase Nigeria's competitiveness on the global stage.

2. **Sustainable Fisheries:** Implementing sustainable fishing practices, enforcing regulations, and combatting illegal fishing are essential to preserve marine ecosystems and ensure a steady supply of seafood.

3. **Maritime Security:** Ensuring the safety and security of Nigeria's waters is paramount. Combating piracy, illegal bunkering, and oil theft is essential for attracting investment and promoting maritime trade.

4. **Environmental Protection:** Protecting marine environments, such as mangroves and coral reefs, is vital for biodiversity conservation and ecotourism. Efforts should focus on sustainable coastal development and pollution control.

5. **Tourism Promotion:** Marketing Nigeria's coastal attractions and cultural heritage to both domestic and international tourists can stimulate economic growth and job creation in the tourism sector.

6. **Skills Development:** Training and capacity building programs should be established to equip the workforce with the skills needed to excel in various maritime sectors, from shipping to fisheries management.



7. Regulatory Reforms: Streamlining maritime regulations, reducing bureaucracy, and promoting transparency can create a conducive environment for investment and business growth.

## Conclusion

Nigeria's maritime assets represent a valuable resource that can drive economic prosperity and improve the livelihoods of millions of people. To fully harness this potential, the government, private sector, and civil society must work together to address challenges, enact reforms, and prioritize sustainability. With the right strategies, Nigeria can navigate towards a brighter future, where its maritime assets become engines of growth and prosperity, benefiting the nation as a whole.

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## NEWS AND EVENTS

## Glossary of Shipping Terms

- I. **Addendum** – Additional terms at the end of a charter party
- II. **Always afloat (AA)** – Provision in a charter party that the vessel must remain afloat at all times within unloading. It proves the seaworthiness of the ship.
- III. **Anchor** – Device for temporarily securing a ship or floating structure to the seabed by means of a chain or cable and a weight with movable extensions (arm).



- IV. **Arbitration** - Method of settling dispute usually applied to by a charter party.
- V. **Average** – General average clause – Antwerp Rule 1979 – (1) in marine insurance: a loss or damage to or in respect of goods equipment/ship. (2) The numerical result is obtained by dividing the sum of two or more quantities by the number of quantities. It could be ascertained by the measure of central tendency means.
- VI. **Bank guarantee** – An undertaking by a bank to be answerable for payment of sum of money in the event of non-performance by the party on whose behalf the guarantee is issued. It is used in releasing cargo from a shipping company.
- VII. **Bareboat charter** – Vessel contract where charterers take overall responsibility for the operation of the vessel and expenses for a certain period of time and appoint their own Master and crew and pay all running expenses.
- VIII. **Bay** – A vertical division of a vessel from bow to stern, used to indicate a stowage place for containers.
- IX. **Bay plan** – A stowage plan which shows the locations of all containers on the vessel.
- X. **Berth** – A location in a port where a vessel can be moored often indicated by a code or name.
- XI. **Cabotage** – The carrier of goods or passengers for remuneration taken on at one point and discharged at another point within the territory of the same country.
- XII. **Carriage and insurance paid (CIP)** – containerized transport/multimodal equivalent to CIF. Seller pays for carriage and insurance to the named destination point, but risk passes when the goods are handed over to the first carrier.
- XIII. **Carriage paid to (CPT)** - General/ containerized /multimodal equivalent of



CFR. The Seller pays for carriage to the named point of destination, but risk passes the goods are handed over to the first carrier.

XIV. **Certificate of registry** - A document specifying the national registry of the ship

XV. **Charter party** - A contractual agreement between a shipowner and a cargo owner usually arranged by a broker, whereby a ship is chartered (hired) either for one voyage or for a period of time.

XVI. **Deadweight (DWT)** -A common measure of ship carrying capacity equals the of tons of cargo, stores and bunkers that the ship can transport: It is the difference between the number of tones of water a vessel displaces 'light' and the number of tones it displaces when submerged to the deep load line. A ship's cargo capacity is less than the total dead weight tonnage. The difference in weight between a vessel when it is fully

loaded and when it is empty, is measured by the water it displaces, this is the most common and useful shipping as it measures cargo capacity and is usually used when liquid and dry bulk ships.

XVII. **Deck Officer** - As distinguished from an engineer, refers to all officers the Master in navigating the vessel when at sea, and supervises the handling of cargo when in port.

XVIII. **Delivered duty paid (DDP)**- Maximum obligation for the sell all costs, charges, and official formalities up to the destination,

XIX. **Demurrage** - feels envied by the shipping company upon the not loading or unloading the vessel by a specified date agreed.

XX. **Double bottom**- General term for all water-tight spaces contained between the outside bottom plating, the tank top, and the margin plate. The double button





plating is subdivided into several separate tanks which may contain boiler feed water, drinking water, fuel oil, ballast, etc. Now becoming common on all tankers.

- XXI. **Ex works (EXW)**- The seller makes the goods available at its named premises.
- XXII. **Flags of convenience (FOC)**-The registration of ships in favorable tax structures and regulations; also the flag representing the nation; under whose jurisdiction a ship is registered. Ships are always registered under the laws of one nation but are not always required to be established in that country. FOC states often offer low rates and their requirements concerning manning or maintenance are not stringent. The terminal ways of vessels in foreign nations.
- XXIII. **Free alongside ship (FAS)** - Seller must place the goods

alongside the ship at the named port. The buyer must clear the goods for export. S transport only.

- XXIV. **Free carrier (FCA)** – Seller hands over the goods, cleared custody of the first carrier (named by the buyer) at the is suitable for all modes of transport, including carriage containerized /multimodal transport
- XXV. **Free onboard (FOB)** - Seller must load the goods onboard the ship nominated by the buyer: the cost and risk being divided at the ship's rail. The seller must the goods for export. Maritime transport only.
- XXVI. **Gangway** – A narrow portable platform used as a passage by persons entering leaving a vessel moored alongside a pier or quay.
- XXVII. **Hull** –Shell or body of a ship. Applies to the side and bottom of a ship.



XXVIII. **IMO** -International Maritime Organization. Formerly known as the Inter-Governmental Maritime Consultative Organization (IMCO), it was established in through the United Nations, to coordinate international maritime safety and related practices.

XXIX. **Incoterm**- A set of uniform rules, codifying the interpretation of trade terms, defining the rights and obligations of both buyer and seller in an international transaction (i.e. FOB, CIF, etc.).

XXX. **Inland waters** – Term referring to lakes, streams, rivers, canals, waterways, in lets. Bays and the like.

## NEWS AND EVENTS

### GOVERNMENT'S CLIP ATTENTION TO INCLUSIVITY IN THE MARINE INDUSTRY IS

## NONEXISTENT — MRS. EZEOKE

*The President, of Women's International Shipping and Trading Association (WISTA) Nigeria, Mrs. Eunice Ezeoke, in this interview with SHIPS & PORTS' Abolanle Oluwatola, speaks on the marginalization of women in the maritime industry and the way forward.*



**How has WISTA performed in promoting gender equality and empowering women in the maritime and trading industries in Nigeria?**

WISTA is about minimizing the existing gender gaps in leadership in the maritime industry, trading,



and logistics sectors. To help women in this area, WISTA builds networks, and contacts, encourages mentorship of the younger members, and sensitizes the girl child by exposing them early to the many opportunities in the sector. We achieve this through sponsorship and collaboration with corporate bodies and organizations. We assist our young seafarers and cadets with sea time training certification and job placement sometimes. During sensitization, we go to schools to educate them about the opportunities available in maritime. On job placement, we have done quite a few. Some of these seafarers need recertification from time to time. Early this year, we assisted one to go to Egypt to get her recertification. Then we also expose them to new and emerging trends in the sector by organizing frequent workshops where we interact with them. We collaborate with other associations like the Association of Lady Seafarers to organize some events. We offer scholarships to best performing female students at the Maritime Academy of Nigeria and

other institutes. We collaborate with shipping companies and the Nigerian Ports Authority to empower rural social women in the coastal states by providing shipping boats and accessories to help build their shipping business. We have done for Lagos, Anambra, Enugu, Bayelsa and we are planning another one for Adamawa and Ondo women. We also organize annual business luncheon where industry bigwigs are invited to educate on topical issue about the industry. We also promote visibility for women in the maritime industry.

### **What is the impact of gender-based discrimination on women seafarers in the country?**

The impact has been felt for some time. However, attention has been drawn to it in Nigeria and internationally. That is why the International Maritime Organization (IMO) dedicated a day to celebrate women in the industry including the seafarers Maritime Women's Day usually celebrated on the 18th of May every year to educate women about gender sensitivity and what



seafarers go through at sea. It was created by Kitack Lim. This year, WISTA visited seafarers at the Maritime Academy of Nigeria, Oron and they were encouraged to speak out when they feel marginalized or abused in any way. When they speak out based on the empowerment from International Maritime Organization, we take it seriously. Furthermore, modern shipbuilding has added more facilities in the vessels to cater for the special needs of women aboard ships. I am not saying the act has been totally eradicated because there are still reports here and there but the frequency of the report and occurrence has reduced. Now, women are also getting very resilient in terms of proving their competence on the job and instead of being reduced to tears, they fight back in terms of working under pressure for long hours in order to resist thoughts that would have made them to crumble. These are the areas that they have weathered the storms on gender discrimination.

### **What challenges have you noticed that women in maritime still face in their careers, besides gender discrimination?**

Women face under-representation in leadership roles, gender biases, limited networking opportunities, social and cultural barriers. Many women also lack awareness about major shipping issues because of few female mentors. Women also face problems associated with social norms practices and acceptability, cultural and religious setbacks. Socially, most of the women occupying positions of authority and power are portrayed as not being good mothers at home. Some men have said that women are not up to standard in terms of ability, capacity and they have used these as an excuse to exclude them in some important decision-making in the sector. I also discovered that our government has been paying lip service to women inclusivity in positions of authority and decision-making. A board of ten members will be created for an agency or corporate body and you have only one woman. Even the 35



% affirmative is becoming ineffective. Why will one woman be used to garnish a committee made up of twelve men? Secondly, government finds it difficult to appoint women in some positions. Some federal government agencies in Nigeria have never been headed by a woman. For instance, NPA, NIMASA has had only one woman as the head. The Customs service, Military, Air force, Navy, NRC has not had a woman as their head before, yet they tell us that women compose over 80% of the population. How then is it that only 20% of the population is occupying the major and significant offices to the detriment of the 80%. In ministerial positions, women are made junior ministers but when it comes to Minister of Women Affairs, they will pick a woman. For me, that is gender mainstreaming. Furthermore, in political parties, you will have party chairman as a man and woman leader. As far as I am concerned, it is nonsense. Is the party chairman leading only the men while the woman leader leading the women? These are

psychological nomenclatures that they use to control and put down women. When it comes to the political terrain, the women and the youth are the most marginalized. Sometimes, women also pull each other down and the men use this against them. In my opinion, they should abolish the post of the woman leader and allow everyone to vie for the available positions.

**Being a former Port Manager at Lagos Port Complex, what improvement can you say have occurred in port operations?**

One of the major milestones on port operations is the port concessioning. Port concessioning occurred and corporate bodies were allowed to take over while government remains regulator of the port industry. Throughput has improved, ease of doing business improved but there are still some challenges. Take for instance, the age of the port infrastructures. Every port has a lifespan and once this approaches, changes need to be made to further the life and activity of the port. Lagos Port Complex is almost a hundred and





twenty years old. It is old but there are no changes made to it in terms of infrastructures. Maybe there is no room for extension and expansion anymore but that is why other ports need to come on board. The old ports should be dedicated for specialized duties while other ports come up. The new ports do not necessarily have to be big. It could be a two-berth or three-berth port. This will decongest the old and existing ports. If you build small ports of two to three berths, even if you do not call them ports, they can be called jetties so that they can be receiving vessels especially ocean-going vessels. This will decongest the former ports. The container terminal in Antwerp has five ports dedicated to crude oil refining. They bring in and refine. That is what we need in Nigeria today. You cannot have a port today and say it is multipurpose receiving dry bulk, liquid bulk, containers, general cargo and vehicles. There will be confusion. We have gotten to the level in Nigeria where we should be having dedicated and specialized ports. When we have that, it will reduce the stress on

the existing port and the stress on the roads leading to the ports.

**How have you been able to handle work and family together in this line of profession?**

I must say that it has not been easy but it is possible. The home-office work balance must be adopted by women in that women must plan their day, work and home so that they fit in. An understanding partner also helps. I was doing this work and also doing school runs. When it is time, I take my children to school and come to work. When they close, I go pick them, drop them and come back to the office. I did all of these. Women are natural multitasking beings. They manage the home front, the husbands, children and careers. In addition to this, there are cultural and social expectations and demands on them which can be burdensome on them. Nevertheless, this gives them the ability to excel in corporate management. However, to promote the advancement of women in maritime, government needs to create some flexibility for female employees by introducing





remote working schemes especially for young mothers. This will help in their career development and advancement. You discover that when some women get married on the job and start having children, they resign. It terminates their career and talent, which they would have used to contribute to society. I know some seafarers that when they had children, they resigned but when their children grew up a bit, they came back so, these are the areas the government can help. Some private corporate bodies are already doing that. However, government have not adopted this.

### **What is your advice to upcoming women in the shipping sector?**

My advice to them is to be resolute, persevere, focused, work hard, and determine to succeed against all odds. They must have decision-making abilities and practical application of knowledge. Furthermore, they must be independent minded and engage in self-improvement while keeping abreast of the changing trends in the sector.

*(News called from Ships and Ports)*

## **THE WORKING CONDITION OF CUSTOMS OFFICERS DO NOT ENCOURAGE HEALTH – ADENIYI**



The Acting Comptroller-General of the Nigeria Customs Service (NCS), Bashir Adewale Adeniyi, weekend decried the working of customs officers in the country.

“Our operatives work under conditions that do not promote health,” Adeniyi said weekend when he led officers and men of the service and representatives of military and paramilitary organizations on a brisk walk as



part of an effort to keep his men in a state of sound physical and mental fitness.

Tagged “Work-Life Balance: Balancing for a Better Tomorrow”, the walk commenced in the early hours of Saturday from the Customs headquarters in Wuse Zone and terminated at the newly built Customs House in Maitama Area, Abuja.

Adeniyi said the brisk walk is a strategic approach to enhance the agility of the officers and men of the Nigeria Customs Service (NCS).

“Those working in big cities are forced to acquire life where their commitment is overwhelmingly skewed in favour of work at the expense of their well-being. The implication of this preponderance is shown in the many reported medical conditions among our workforce. We are witnessing an increase in the reported cases of avoidable disease like low blood sugar, high blood sugar, blood pressure, weight control and obesity,” Adeniyi said.

Apart from brisk walk, he also encouraged officers to engage in other forms of exercise like sports, mountain climbing, dancing and all other recreational activities.

“The benefits are profound. It promotes physical and mental wellbeing and ensuring that we live healthy and resilient in the face of life challenges. Balancing work and life helps to reduce stress level, allowing us to approach our task with a clearer mind and greater focus. It helps to enhance our productivity at work, enabling us to accomplish more. It also strengthens our relationship with family and friends. Work-life balance provides the opportunity for personal growth, enabling us to pursue all these interests and education,” the Customs boss said.

He also disclosed that over the last 16 years, the service has established 32 clinics and medical centres all over the country to take care of the officers and men of the service.

*(News called from Ships and Ports)*



## WHY FG SUSPENDS SINGLE WINDOW FOREX POLICY AND RETURNS TO SUBSIDY



The surprising and sudden reversal of the twin flagship policies of President Bola Tinubu's administration has continued to elicit divergent reactions from economists and financial analysts many of whom had lauded the policies but stated that they were not sustainable because some fundamentals were not established.

In his inauguration speech on May 29, 2023, Tinubu announced the removal of subsidy on fuel pump prices and put in place harmonized foreign exchange

windows, which allow the naira to trade freely against the dollar prompting the currency value to plummet by 40 percent, a development that brought about drastic changes and increase prices of goods and services with the consequent inflationary trend.

**MMS Plus** reports that the naira hit a new record low on the parallel market last week owing to the dwindling supply of dollars by the Central Bank of Nigeria (CBN), forcing buyers to turn to the street for the greenback. The naira exchanged for between N970 and N1000 and N903 at the start of the month of September, according to forex dealers in Lagos.

Consequently, to keep the pump price of fuel at N620 per liter, the Federal Government surreptitiously resumed subsidy payment with N169.4 billion paid in August.

Without any official pronouncement from the Federal Government, there have been several reports suggesting that the current stability in the price of fuel in spite of the worsening exchange



rate and international crude price exceeding \$95 per barrel is an indication of subsidy return.

It has been reported that a document by the Federal Account Allocation Committee (FAAC) showed that in August 2023, the Nigerian Liquefied Natural Gas (NLNG) paid \$275 million as a dividend to Nigeria through the Nigerian National Petroleum Company Limited (NNPC) Limited which used \$220 million (N169.4 billion) out of the \$275 million to pay for Premium Motor Spirit (PMS) subsidy.

Reacting to the return of subsidy by Federal Government, the Director and Chief Executive Officer of Centre for the Promotion of Private Enterprise (CPPE), Dr. Muda Yusuf said it was expected because there could be an intervening political side of economic management.

According to him, "There's also the political side of economic management, if the government was to leave the fuel price purely to market forces, or to the dictates

of global oil price, by now petrol price would have climbed to over 800 naira per liter. So, the government has to make a choice – do you want the citizens to be paying 800 plus per liter or do you want to absorb some of these costs in order to protect the citizens from further agony?

"It's a political decision and I think that there is always a point you get to as a political leader that you have to take some political decisions. It is not everything that should be pure economics. You can see the pains and agony of the citizens on the street, so I think that's what the government has done and I agree with that position. The government is already making savings so far, the savings they would have made annually, if we annualize it, cannot be less than 10 trillion naira that is savings from both the foreign exchange convergence and fuel subsidy removal. So, if you're making that kind of thing, why will you not give part of it to your citizens? So, I think it's perfectly in order."





Dr. Yusuf also confirmed that the Federal Government has equally suspended or jettisoned the harmonized foreign exchange windows.

His words: “They’ve tried it, it keeps coming. Although they have applied some break on that. or didn’t you notice it? They have applied some breaks. I mean, you cannot just leave the market to determine things completely, no. You have to look at what works. You have to face reality, you have to be pragmatic, it’s not everything that is pure economics, certainly not.

“We have to go back to the drawing board and see what model we can adopt and what factors are guiding this exchange rates reform because the outcome of the reform is far short of the expectation of some of us who were actually clamoring for convergence and all of that. The outcomes are completely at variance with what we expected, so, I think we have to go back to the drawing board and look at what is happening, “he declared.

That also leaves a lot of people with some concerns because we expected that, if you recall Buhari and Emefiele in 2016, a similar thing would happen and they had to go back, so we expected the incoming president to take a look from history to say look, this is what is expected, but as it is now, things have gone so bad that we can’t even get back to where they were.

Asked why Tinubu’s government could not learn from the mistakes of his predecessor, Muhammadu Buhari, who in 2016 took a retreat from the convergence of exchange rate windows earlier introduced following the depreciation of naira value, the former Director General, Lagos Chambers of Commerce and Industry(LCCI) said, “At that time in 2016, there was this decision, that was when they introduced the I and E windows, I remember at that time Buhari was very reluctant to pay, but, when Buhari traveled out, and Osinbajo was in charge when he introduced the I and E window.



“And for quite a while, it worked very well. So much so that at some point, even the exchange rate at the I and E window was higher than the rate in the parallel market, until such a time when the thing now began to diverge again. So, it worked that time and it wasn’t as if it was completely abandoned but when things started to diverge, Emezie refused to tamper with the official rate, although, he adjusted a little, he refused to tamper with it. But, somehow, he was able to find some dollars to regularly intervene in the official window, so that did not allow the situation to deteriorate too much. Even though the margin was there, things were a bit manageable.

“But, the difference between then and now is that I’m not sure the current government of the current CBN has been able to intervene. I’m not sure they have the dollar. If you look at data in 2022, total intervention from CBN was about 21bn US dollars, if you break it down to average in a month, it’s about 1.5bn dollars, but if you look at these people, I’m not sure

they are able to put even 5million dollars in the market every month.

“So, there’s a serious issue with supply. So, if you have that kind of issue with supply, it has a way of fueling speculation then coupled with the release of CBN account and people saw how bad things were. That’s another additional speculation. So, you have something like a run, a run on the bank, a run on the currency. So, this is what has brought us to where we are now. There is almost a complete collapse of confidence. So, I don’t know what we are going to do, maybe we will go to the IMF. I don’t know how much we can get from the IMF to bail us out of this.

Recall that the Chief Executive Officer(CEO) of Cowry Assets Management Limited, Chief Johnson Chukwu, and a handful of financial and economic analysts had lauded the single window exchange rate policy but doubted the capacity of the nation’s apex bank to sustain consistent market intervention with dollars to validate the policy and so warned





against the sudden retreat and its impact on the economy.

The Minister of Finance and Coordinating Economy, Mr. Wale Edun speaking with the media in New York at the just concluded United Nations General Assembly(UNGA) said CBN had no dollars to intervene in the foreign exchange market especially clearing the backlog of demands.

*(News called from MMS Plus)*

## **DELTA PORT VULNERABLE TO CRIME**



**WARRIOR PORT**

The city of Delta, British Columbia has released a new report on deep-seated security problems at Delta port Roberts Bank Terminal, the largest container facility in Canada.

The terminal at Roberts Bank handles three million containers per year, and it is about to expand with the construction of Roberts Bank Terminal 2. However, leaders in the nearby city of Delta are concerned that the security issues at the existing port will grow in parallel with its footprint. Delta Mayor George Harvie has been advocating for more funding to improve security at the port, and his office has commissioned an independent report to identify gaps.

Canada used to have a dedicated port law enforcement agency, the Ports Canada Police. The bureau was disbanded in a restructuring in 1997, and over the decades since, a patchwork of federal, provincial and municipal authorities has tried to fill the gap. While Canada's customs service as a presence in the ports, it is focused on inspections. 14 different police agencies –



municipal, RCMP and rail police – have some degree of overlapping jurisdiction, but do not conduct dedicated patrols. (By comparison, neighboring Port of Seattle has a force of more than 100 uniformed officers assigned to the seaport and airport.)

According to the City of Delta’s report, authored by Peter Gorman & Associates, organized crime has taken advantage of relatively unfocused port policing to establish a presence in Delta port.

“According to police intelligence, transnational organized crime groups are active within our ports. They use ports to export illicit commodities and take advantage of the low level of scrutiny of outgoing containers, which is even less than the scrutiny of incoming containers,” the authors wrote. “[Vancouver] is open to transnational organized crime, having provided a staging point for Asian, South American, Mexican, and home-grown syndicates and cartels. The absence of effective investigative processes; cumbersome, lengthy, and failed criminal prosecutions; and a compassionate sentencing

regime, mean that there is literally no downside for persons who engage in organized criminality.”

The report cited the recent seizure of US\$1.1 billion worth of methamphetamine, which was outbound from Vancouver and intended for consumers in Australia. It was the Canadian Border Services Agency’s largest methamphetamine seizure on record. With the establishment of the Mexico-to-Vancouver CPKC railroad link, the city has become a stopover point for shipments of Mexican meth to the lucrative Australian market, according to the report.

“We know there is a level of corruption. And the sophistication of the large criminal groups is high. They will open a legit company, run products through the port legally for several years, then transition to illegal import when they are off the radar,” one senior officer with the RCMP’s Federal and Serious Organized Crime division told the investigators.

The report calls for “dedicated police resources” to fight crime at Delta port and other Canadian



terminals, including both frontline law enforcement and investigative teams. It also calls for strengthening the security screening procedure for longshoremen and other port employees. When compared to the United States – where the post-9/11 background check process is extensive – Canada has a less strict screening process, and a criminal record is not necessarily an impediment for hiring.

“Without adequate funding for policing and security at our ports, criminal activity has run rampant with increases in the trafficking of drugs like fentanyl. It is imperative that we take concerted and strategic action to fortify our ports, protect our communities, and preserve our nation’s security,” said Harvie in a statement.

*(News called from MMS Plus)*

