

transport infrastructure is unhealthy for the development of general cargo transport in the country.

- Government therefore has a primary role in ensuring an enabling environment for shipping activities to thrive
- Concerted efforts should be made to develop the areas already discussed.
- These include:
 - a. ensuring safety on our water ways and at our ports, ensuring that appropriate legal frameworks are put together to ensure fair trade practices.
 - b. in order to achieve high transport connectivity, it is important to be able to count on modern port services and infrastructure,
 - c. Electronic filing and processing of shipping documents is the global standard. This has even progressed to the level of filing entries through the mobile phone.
 - d. Good hinterland connections also help to attract and improve shipping services, as do intra- and inter-port competition.

According to Captain Alistair Macnab of U.S who retired after 50 years experience in the maritime industry, "It's the shipper, "Without cargo, a ship is just an expensive piece of rusting steel and a seaport is just a stretch of "grayfield" waterfront property. It's the movement of cargo that drives ocean transportation, not the prospect of a 14,000 TEU container ship or a seaport thousands of miles from production and consumption centers that rely on rail and truck for a major part of the haul"

THANK YOU FOR LISTENING





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FINAL COMMUNIQUE

NIGERIA MARITIME EXPO 13 – 15 MARCH 2012, LAGOS, NIGERIA

Desirous of attracting partners and investors from all over the world to collaborate with Nigerian Ship Owners and players in the Maritime Sector to ensure rapid growth, development and positive change, the 2nd Nigerian Maritime Expo (NIMAREX) 2012 was convened. The Conference created a forum for positive engagement of Nigerian Maritime stakeholders.

At the end of the three-day interactive session, participants agreed to draft a letter to the Honourable Minister of Transport communicating resolutions arrived at the expo, with a view to ensuring proper implementation. The resolutions were as follows:

1. That the legal frameworks establishing the maritime Agencies should be reviewed to eliminate duplication of functions

2. That the possibility of including the Chief Executive Officers (CEOs) of sister parastatals in the board of every maritime parastatal to enrich decision making should be explored.
3. That Job security of the Executive Management of maritime parastatals should be guaranteed to facilitate continuity and development of lasting institutional structures;
4. That all maritime agencies should imbibe the culture of consultation with public and private sector stakeholders before taking critical decisions affecting the industry.
5. That stakeholders should as a matter of urgency identify a maritime niche around which Nigeria's maritime development structures will henceforth be built.
6. That the Federal Government should, as a deliberate policy, develop a data base of Nigerian graduates of the IMO specialized training institutions (WMU & IMLI) and other recognized institutions to ensure ease of access to specialized human resource when required;
7. That the Federal Government should adequately fund and equip the Navy, NIMASA and other Agencies

concerned with maritime security to arrest the rising wave of piracy and other maritime offences in Nigeria.

8. That Government should adopt a regional approach to the fight against piracy by positively engaging our neighboring countries with a view to establish a regional anti-piracy patrol team.

9. That the Federal Government should, as a matter of urgency, come up with appropriate legal framework to make all imports into Nigeria to be on FOB terms and all exports on CIF terms and generally ensure fair trade practices in the maritime industry;

10. The Federal Government should, as a matter of urgency, address the lingering problem of port access congestion and infrastructural decay by adopting a multi-modal approach to cargo evacuation;

11. That the Federal Government should ensure that the Cabotage Law is effectively and holistically implemented through the disbursement of the Cabotage Vessel Financing Fund (CVFF) and exploring other available windows of funding such as the Maritime Bank.

12. That the Federal Government should implement the original master plan for the development of ports and



control the expansion of residential areas towards ports facilities;

13. That the Federal Government should urgently consider relocating tank farms currently sited within the immediate perimeter of sea ports;

14. That ISAN should ensure that all resolutions reached at NIMAREX 2012 are implemented.

ANNEX 1

**LIST OF NIMAREX EXHIBITORS FOR 2012**

- 1 Cares Nigeria Ltd
- 2 Genesis Worldwide Shipping
- 3 Intels Nigeria Limited
- 4 Eterna Oil
- 5 Marine and Land Logistics Limited
- 6 Sterling Bank Plc
- 7 Liebherr-WerkNenzing GmbH
- 8 International Register of Shipping/ISB
- 9 S.B. Resources
- 10 PiriouIngenierie
- 11 ENL Consortium
- 12 Lagos Channel Management
- 13 Indigenous Ship Owners of Nigeria (ISAN)
- 14 Nigerian Port Authority (NPA)
- 15 National Inland Waterways Authority (NIWA)
- 16 Jevkon Oil and Gas Ltd
- 17 Sovereign Trust Insurance Plc
- 18 Skye Bank Plc
- 19 Lagos Deep Offshore Logistics (LADOL)
- 20 Association of Nigerian Licensed Customs Agents (ANLCA)
- 21 International Naval Surveys Bureau (INSB)

- 22 Nigerian Maritime Administration and Safety Agency (NIMASA)
- 23 OP Maritime
- 24 Radial Circle
- 25 Bonny Channel Company
- 26 Nigeria Internet Registration Association (NIRA)
- 27 Nigeria Stock Exchange
- 28 Sifax Group
- 29 President Paints Nigeria
- 30 Manloc
- 31 Capital Oil and Gas
- 32 Admiralty Resources
- 33 Nigeria Maritime Law Association
- 34 Maritime Arbitrators Association of Nigeria
- 35 Dnv Nig. Ltd
- 36 Tophier Marine
- 37 Transocean (Singapore) Pte Ltd
- 38 Wista Nigeria
- 39 Marine Equipment Owners & Leasing Association (MEOLAN)
- 40 Ecobank
- 41 Safety Consultants
- 42 Fountain springs
- 43 Nigerian Chamber of shipping
- 44 Maritime Transactions Limited
- 45 Industrial & General Insurance (IGI)
- 46 Nigerian Shippers' Council (NSC)