



FINAL COMMUNIQUE

THE NIGERIAN MARITIME EXPO (NIMAREX 2014)

RECORD OF PROCEEDINGS OF THE NIGERIAN MARITIME EXPO (NIMAREX 2014); MARCH 10-12, 2014, LAGOS, NIGERIA. THEME: "100 YEARS OF MARITIME DEVELOPMENT IN NIGERIA".

The 4th edition of the Nigeria Maritime Expo (NIMAREX 2014) was held from 10th to 12th March, 2014 at the New Expo Centre, Eko Hotel and Suites, Victoria Island, Lagos with the theme: "100 Years Of Maritime Development In Nigeria". Seven conference papers, two discussion/position papers and several verbal presentations/contributions were made covering all the focus areas set out by the organizers.

In patriotic sync with the national centenary celebration of the Nigerian nation-state, 100 years after the Lugardian Amalgamation of the hitherto Northern and Southern Protectorates, and in deep recognition of the need to trace the historical development of the Nigerian Maritime with a view to chronicling and milestone key growth factors that are germane to the effective repositioning of this major economic sector, the 4th edition of the Nigeria Maritime Expo (NIMAREX 2014) was successfully convened to also align with the quest to showcase the inherent and great potentials of the Nigerian Maritime Industry as have been beamed by previous NIMAREX Expos.

The presentations, deliberations and debates during the very interactive sessions held in the course of the very well-attended 3-(three-) day conference served to extend the frontiers of promise, opportunities and prosperity that Nigeria's Maritime Industry



portends and exudes.

After the robust proceedings at the Conference, the following resolutions were therefore proposed;

1. That Nigeria as a maritime nation with abundant natural and human resources should harness her maritime potentials by improving indigenous participation in shipping, engender competitiveness, earn foreign exchange, create employment and accelerate development of her national defense and security system.
2. That Nigeria should develop a novel policy or plan to guide her maritime practice. However, Shipping Policies and developmental initiatives should be strengthened by encouraging critical Legislative actions (including favourable legislation that is protective of indigenous operators/operators) and periodic reviews (for the National Shipping Policy, the Cabotage Act, the Local Content Act, the Petroleum Industry Bill, Harbour Bill, etc. The Ministry of Transport should have accessible documentations and information data bank on all policy decisions and legislations.
3. That the Government should demonstrate the political will to develop the shipping industry starting with the full implementation of the recommendations of the Presidential Committee on the Review of the Outcome of the Maritime Sector Retreat as an imperative measure to develop its shipping sector. Additionally, to fast-track the development of the Maritime/Shipping sector it should begin to enjoy subsidy and duty exemptions like applies to the Aviation sector.
4. That the existing Ports (especially in Sapele,

Burutu, Warri) should be revamped and made to work efficiently even as new Ports are being planned. Ports logistics infrastructure like rail lines should be put in place as existed during the colonial era.

5. That the Cabotage Vessels Financing Fund (CVFF) and other funding support mechanisms and channels should be implemented to hasten equipment/tonnage development within the indigenous maritime/shipping industry. Also, expertise and capacity enhancement through a supported local content initiative through Contracts and Awards should be considered to hasten development of the sector.
6. That there can be no maritime development without adequate security on the waters, therefore Nigeria must tackle the underlying factors that give rise to piracy and criminality at sea, such as poverty, unemployment, illiteracy, environmental issues etc.
7. That the key to maritime security was surveillance and response for which NIMASA and NAVY were acknowledged to be performing well. Enforcement will need to be strengthened by a purposeful synergy between the relevant security agencies that must work together and share information for the common goal of ensuring security in Nigeria's maritime environment. This synergy should be structured to ensure that security agencies work as a team rather than merely assisting one another through MOUs.
8. That some of the identified reasons for insecurity within our maritime domain were: Lack of equipment and technology required to address the situation; Lack of political will to tackle the problem head-on; Arrested criminals are not properly prosecuted but in

most cases released to continue with their criminal activities; Insurance companies and the KNR factor whereby insurance companies are now making money from kidnapping incidents. Others include gangster activities and the Private Security organizations that threaten ship captains to make use of their services. The banks that receive ransoms on behalf of kidnappers should be identified and duly sanctioned while Nigeria should embrace stricter deterrent measures against piracy like Cameroun.

9. That there should be positive incentives to engage women in the industry. Female cadets should be given equal opportunities for sea-time training.
10. That there is urgent need to close the manpower gap created by the demise of the Nigerian National Shipping Line (NNSL). The NIMASA's NSDP should be structured to emphasise sea-time training which has been a challenge for Nigerian Cadets. Indeed training of seafarers should go hand in hand with building shipping capacity to avoid training potential pirates. To achieve this, Nigerian shipping operators should be encouraged and assisted to acquire ships in order to offer the cadets training berths while the use of legislation to force the ships working in the oil and gas industry to take Nigerian cadets on board their ships for mandatory sea experience should be mandatory.
11. That in the line with the above, NIMASA should collaborate closely with MAN, Oron and the Institute of Oceanography and Marine Research Lagos to build capacity by sponsoring cadets in these institutions to foreign training.
12. That in consideration of the proliferation of fake Seafarers' Certificates in Nigeria and its attendant

implications, NIMASA should live up to its mandate of regulating and standardizing Seafarers' Certificates.

13. That Nigeria should adopt protectionist policies for indigenous ship owners as there is no nation in the world that has developed its maritime industry without protectionist policies. As the primary role of any maritime administration is to develop local shipping capacity, NIMASA therefore, should work to grow indigenous tonnage while government through the relevant agencies should secure fiscal incentives for ship owners to acquire ships.
14. That more shipping companies should be accorded national carrier status and be encouraged to meet the expectations of the status rather than playing politics with it.
15. That as a deliberate effort to grow the industry, greater attention must be given to ship building and repairs.
16. That further the delay in the disbursement of the CVFF should be stopped as participants called on all those concerned -NIMASA, banks and the Federal Ministry of Transport to ensure the money is disbursed to their owners without further delay. Expressed also was the urgent and immediate need for government to establish strategic bailout fund for the maritime transport sector.
17. That NIMASA as the maritime apex regulatory agency should strive to reduce inter-agency squabbles and ensure synergy in the implementation of maritime policies.
18. That government officials and policy makers

should strive to be active participants at events like NIMAREX so that they can avail themselves of salient issues that are usually thrown up that affect the development of the maritime sector and indeed the nation at large.

19. That Inland water transportation should be given adequate attention considering the vital role it plays in the economic development of remote areas and the welfare of their inhabitants.

20. That there is a need to develop all the components of transportation as shipping cannot be developed in isolation. The development of intermodal transportation in the country was therefore canvassed.

21. That government should allow a time frame for reforms to mature before making changes in the reform process to avoid truncating the aims and objectives of such reforms.

22. That a broad-based Committee should be constituted to follow up issues and resolutions made at every NIMAREX event. There must be tireless and continual stakeholders' discussion and engagement.

