



Nigerian Institute  
of International Affairs



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# MARITIME SECURITY MANAGEMENT COURSE II

**THEME:**

## MARITIME SECURITY & TRANSBOUNDARY MANAGEMENT



# REPORT

**DATE:**

**15-18**  
November, 2021

**VENUE:**

Nigerian Institute of International Affairs & Nigerian  
Naval Dockyard, Victoria Island, Lagos, Nigeria

**TIME:**

**9:00am**

# REPORT OF THE MARITIME SECURITY MANAGEMENT COURSE (MSMC 1)



The program started at about 9:45am. The Director General of the Nigerian Institute of International Affairs who doubled as the host of the programme welcomed everyone including the representative of the Permanent Secretary Ministry of Defence, Resource Persons and all participants for finding an opportunity to be a part of the Maritime Security Management Course.

He took the participants through an exploration of the maritime domain bordering on trade, economy, security, diplomacy, food, etc. He maintained that the importance of the maritime domain cannot be over emphasized as about 90 percent of economic activities and trade occur on the high seas. The maritime domain, he furthered is deeply important if states must maintain mutual collaboration and economic cooperation with each other. But to foster trade, there is the need for security of the oceans. This is preponderant on the fact that for economies to be sustained, there is the need for security.

In all of this, the security agencies according to the DG NIIA are doing their best and committing efforts to ensure the safety of our waters. The first responsibility of protecting the country, from external threats from the sea goes to the Nigerian Navy (NN) and it has through the years improved its efforts through the use of technology and sophisticated equipment such as the FALCON EYE. However, more can be done to ensure a better security of Nigeria's territorial waters.

A lot of it will rely on the collaborative efforts from security agencies and other maritime stakeholders. A lot will also depend on fostering Maritime Domain Awareness (MDA) among agencies and the community people along the coastal states.

The DG NIIA once again thanked the course participant and the agencies represented and cut across from all sectors of government. He submitted to them that the NIIA wishes them a rewarding period of deliberation as issues raised in the course of the course will contribute to/help policy makers in policy formulation. He once again tendered his heartfelt appreciation and looked forward to hosting them again in the future.

The DG's speech was followed by the opening remarks of the Permanent Secretary, Ministry of Defence, who made remarks concerning the maritime environment and how the Ministry of Defence has critically analyzed issues evolving the maritime security domain, Blue Economy, Recapitalization of the Nigerian Navy, the G7++ Friends of the Gulf of the Gulf of Guinea (G7++ FOGG), Gulf of Guinea in organized seminars and meetings for the implementation of Africa Integrated Maritime Strategy (AIMS)2050. He applauded the Navy for their efforts in dealing with issues in the maritime space, giving them the status of being number one in managing maritime threats in the Gulf of Guinea. In concluding his remark, the Permanent Secretary thanked the DG NIIA for the efforts in putting the course together and also saluted the participants for their kind attention.





# Vice Admiral AZ Gambo

Chief of Naval Staff

**Represented by** Rear Admiral BJ Gbassa,  
Flag Officer Commanding Western Naval Command

## Nigerian Maritime Security Governance; Challenges and Opportunities.

Exploring the Relationship between  
Nigeria-Chad, Nigeria-Cameroon,  
Nigeria-Benin

# LECTURE 1

The lecture began by stating that for Nigeria to maintain an effective productive relationship in the maritime sector, there is the need for cooperation and collaboration between the neighbouring countries. Mention was made that the maritime domain extends to cover a large ocean spread. It moves from Cape Verde and goes down to the South Eastern Part of Cameroon. To ensure this relationship, Nigeria and her regional maritime neighbours have engaged in a couple of cooperation to ensure a relevant regional stability in the region. Such threats include but not limited to piracy, militancy, illegal oil bunkering, terrorism, etc. Some of the regional agreements include Yaounde Code of Conduct (Ycoc), Recap Information Sharing Centre, etc.

However, there are a myriad of issues that come with such partnership and engagement. Some of which were detailed to include the following;

1. **Technology Deficit:** There appears to be a disparity and technology gap between the countries in the regional naval partnership. Put differently, some countries have attained a far reaching level of technology leaving others to engage in a 'catch up game'. It should be noted that technology is one area through which maritime security can be maintained in the region. Nigeria happens to lead in this regard given her acquisition and use of the Falcon Eye, a technology that has gone the long haul in covering an extensive area in the ocean, thus helping to curtail incidence of piracy and sea robbery in the region.
2. **Financial Commitments:** Some countries in the partnership efforts seem to be more financially stable than the others. This, is not to excuse the sheer lack of commitments and will on the part of partners who perhaps do not feel or experience the level of threats posed to other countries in region. This lack of commitment either stalls set out goals or out rightly leaves them unattended to.

The resource person concluded the lecture by once again highlighting the efforts at regional maritime cooperation between Nigeria, Cameroon, Benin, Niger and Chad. He unearthed some of the benefits of such cooperation and also indicated the need to surmount the existing challenges if the cooperation between Nigeria and her neighbours is to produce a robust maritime security architecture in the respective region.

### Questions

1. Is it just information sharing or there are multinational operations in zone A?
2. The operations on the sea are on the increase what is the Maritime sector doing about that?
3. How far has the Maritime Security (Falcon Eye) dealt with security challenges on the Sea? What's their limit?



# LECTURE 1



## ENHANCING NIGERIA'S MARITIME INDUSTRY FOR IMPROVED NATIONAL PROSPERITY

**Prof Ken Ife, London Enterprise Ambassador and Chief Economic Strategist in ECOWAS Commission**

The Professor demonstrated the need to enhance Nigeria's industry for improved national prosperity. The objectives of the lecture included the following;

1. The Macro economy outlook and Socio-economic performance
2. The global maritime perspectives and outlook
3. The maritime trade in Africa, AFCFTA and the regions
4. The West Africa maritime industry and improving economic performance
5. The Nigeria maritime industry: characteristics, challenges and opportunities
6. The Nigeria Blue economy and the Littoral States
7. The Ocean Tourism and Recreation
8. The Waste Management
9. Consideration of strategic options to maximize the contributions of the maritime sector to the economy
10. The Blue Growth Strategy

Employing the use of adequate statistics, the resource person gave an incisive take on the growing trend of maritime trade and the need for Nigeria to tap into the growing economy in the maritime domain for an improved economy for the country. This can be conducted through attention to areas such as;

- Maritime Security
- Marine Agriculture
- Marine Insurance
- Marine Tourism
- Waste Management

He concluded that the place of the maritime domain cannot be overemphasized as it is highly critical in the making of the desired Nigeria.

### QUESTIONS

1. What is the CBN's plan in the regeneration of the lake Chad?
2. Is there any way you can meet the authorities in Customs to implement some policies?



## DAY 2 LECTURE 3

### Intelligence Support to Law Enforcement Agencies in Combating Illegal Oil Bunkering, Militancy and Arms Trafficking in Littoral State and the Maritime Domain

**Dr Godwin Bassey**  
Assistant Director General DSS (Rtd)



The resource person began his lecture by asking pertinent questions such as;

1. Who defines the threat(s)?
2. Should we be concerned with security in the Nigerian Maritime environment and Gulf of Guinea?
3. Should intelligence support be restricted to only immediate security challenges?
4. Are Nigerian Navy and other operational agencies sufficiently empowered and prepared to face current and anticipated security challenges in the Nigerian Maritime domain and the Gulf of Guinea?
5. Is it really a problem of intelligence, capacity or attitude?

He continued by stating that in contemporary times, Nigerian maritime domain has become even most significant, because the area which covers most of the Southern coastal cities has port infrastructures and serve as economic life wire of the Country such as Lagos, Port Harcourt, Calabar, Warri. The area is also blessed with a concentration of mineral deposits of oil and gas that since the 1970's became the mainstay of the nation's economy. The oil and gas pipelines and refinery infrastructure, multi-national investments, and a huge population of over two hundred million people would mean that a lot is at stake. He mentioned intelligence support (human Intelligence, technology support, early warning support, capacity building support, data base, intelligence projections, etc.) as being very critical in the fight against criminality in the maritime domain. Given that intelligence support is needed at the strategic level to aid security operatives in the anti-criminality efforts, the value of it cannot be overemphasized. The role of NIMASA and the Navy in the area of Deep Sea Project and Falcon Eye is highly intrinsic given the stake they hold in the maritime domain. Given their efforts already on ground, the lecture suggested avenue for the improvement of well-trained security and reaction force to aid in maritime security. He made a case that the institutional framework needs to be revisited for a more robust security architecture and issues like training, technology, collaborative efforts should be improved among agencies for better operational results.

The lecture concluded that for Nigeria to harness and maximize the socio-economic potentials of her maritime domain and Gulf of Guinea, a secured environment must be ensured and the ills of oil theft, kidnapping and vandalism of oil infrastructures must be largely checked. Again, it was communicated that intelligence must be pro-active and must enhance the confidence, combat readiness of security forces to respond to emergencies/crisis situations. The strategic picture indicates that intelligence support would only be effective if Nigeria is able to modernize her intelligence posture through adoption of enhanced technology, use of modern gadgets and also its human assets in communities of the coastal states, and Gulf of Guinea. This modernization should be national, professional and forward looking, and devoid of primordial sentiments, knowing that Nigeria is the largest country in the Gulf of Guinea, with in fact more stakes when the chips are down.

#### Questions

1. What can we do to have sufficient budgets to support our security agencies?
2. Are there any recommendations for a proper data sharing among agencies?
3. How best can we protect our assets and agents who provide intelligence to security agencies?
4. Is there an agency responsible for security mapping?
5. What is the office of the NSA doing about vetting of individuals intending to join security agencies?





## LECTURE 4

### CLIMATE CHANGE, ENVIRONMENTAL CONFLICT AND TRANSBOUNDARY MANAGEMENT

**DR. CHINANSA AGATHA UGWUANYI PHD, NIGERIAN INSTITUTE OF INTERNATIONAL AFFAIRS**

The changing nature of climate in the world today cannot be excused or dismissed as an insignificant variable. Clearly, the world is going through diverse changes owing to the changing nature of climate which has often been defined as the changing atmospheric condition of a place over a long period of time. Most of these changes have been clearly caused by the activities of man while some seem to be natural occurrences. Man-made causes include but are not limited to bush burning, poor waste disposal, depletion of the ozone layer by nonrenewable substances, deforestation (which has led to extensive desertification), rising sea levels owing to thermal expansion caused by heat. Also included are the effects of climate change on the aquatic environment, leading to drop in the availability of food for aquatic animals.

Perhaps, more important is the fact that climate change drives economic migration. The reason is simple and it is hinged on the fact that the first need of man is survival just as Maslow indicated in his hierarchy of needs. Thus, when there is unavailability of food or scarce resources to go round, people are bound to move to a more favorable geography to fend for themselves. Interestingly, some of these people especially the pastoralists have to migrate along with their animals as that represents their source of livelihood. Such movements sometimes involve across the borders into another country especially when there are weak and porous borders that are not effectively manned by security forces. On crossing into another country, there is then the contestation for natural resources both for survival and in the case of herders, their herds. In the case of Nigeria, this has often led to incessant farmer herder conflict and contestation over farmlands and territories.

Moving forward, it behooves on the government of Nigeria and other African countries to set up stronger regulations at the border region to better manage the movement of people across the borders. In light of the growing spate of climate change and the resultant environmental conflicts, national governments in Africa should engage in environmental saving measures like afforestation, controlled grazing, proper waste management, effective border control, peace building projects to settle conflicts touching on ancestral ownership of landed property, etc.

#### Questions

1. What are the effective measures set up by the government of Nigeria to deal with open grazing and the resultant farmer-herder crises?
2. What measures is the Nigerian government taking to address the shrinking of the Lake Chad given that millions of people survive on it for food and other activities?



# LECTURE 5



## INSTITUTIONAL COOPERATION IN THE GULF OF GUINEA AND THE CHALLENGES OF MARITIME SECURITY

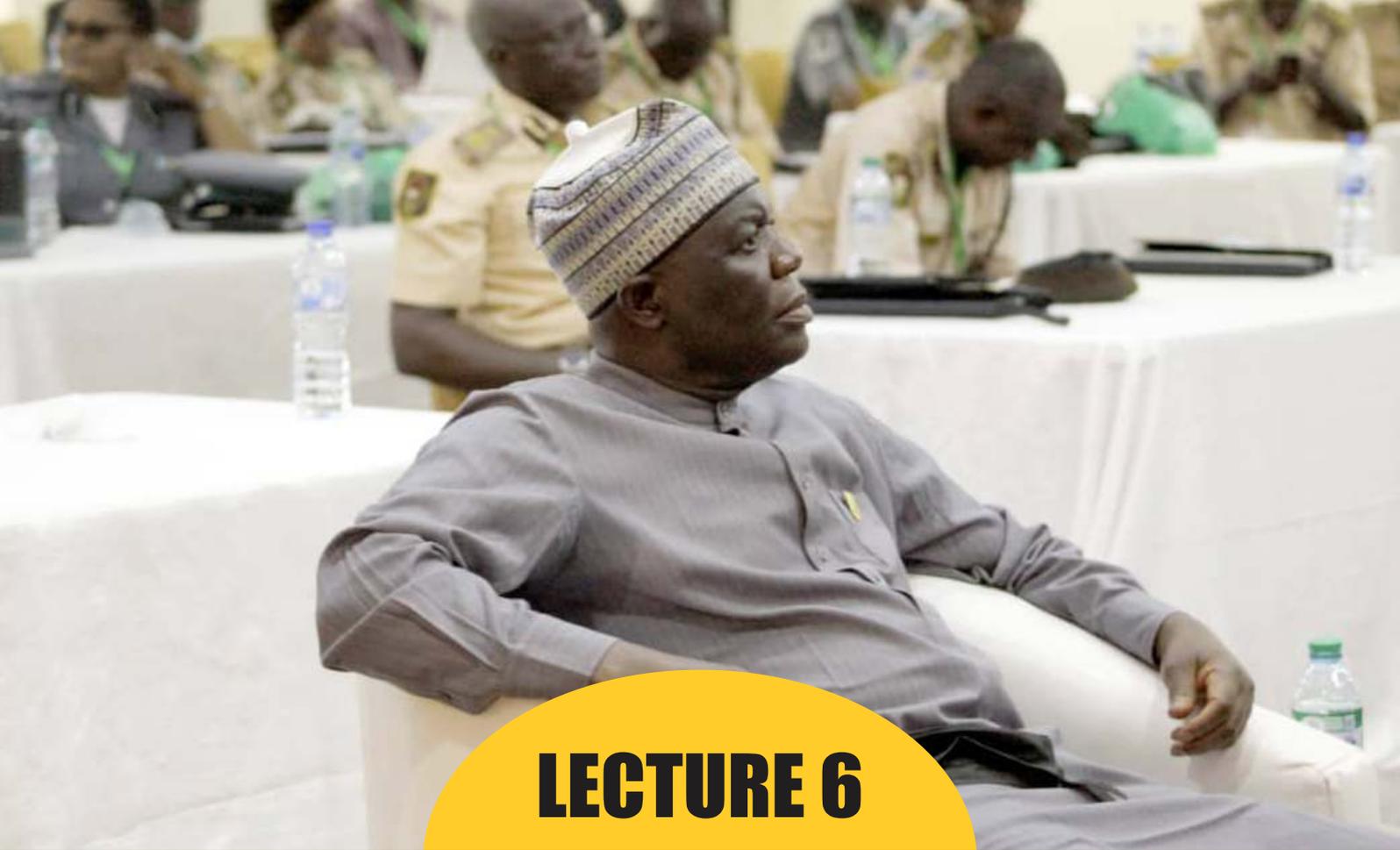
**Rear Admiral Abraham Adaji, Chief of Training and Operations, Nigerian Navy**

The lecture impressed on the minds of participants that the GoG is quite a strategic location with implications for the Nigerian security system. Given the large volumes of trade that goes on in this domain, it is not uncommon for criminal activities to occur in this terrain. Thus, the maritime domain witnesses illegal activities like piracy, sea robbery, gun running, illegal oil bunkering, militancy, insurgency, etc. These activities constitute a threat to the security stakeholders in the domain. This creates the need for a robust and well-structured institutional cooperation to contain the threats. The cooperation becomes even more important when one considers the massive nature of the oceans which gives criminals greater advantage to operate. Moving further, the resource person made efforts to describe what constitutes piracy in the maritime domain. He mentioned that for a crime to be considered as piracy, it has to meet the United Nations Convention on Laws of the Sea (UNCLOS) which entails that the crime has to be committed at 200 nautical miles from the base line of a coastal state. Given the complexity involved with this law, it was noticed that most of the pirates exploited the available legal and jurisdictional opportunities to commit crime in the region. The lecture furthered that such issues were only addressed in 2019 after the passing of the SPOMO Act (Suppression of Piracy and Other Maritime Offences Act) in 2019. The legal documents provide clearer jurisdiction and punishment for individuals caught in the act of piracy and other offences in the maritime domain. The resource person in summarizing the lecture reemphasized the need for institutional cooperation if the threats in the maritime domain of the country must be contained.

### Questions/Comments

1. Is there anything the Navy is doing to harmonize one (1) usable data from the different agencies?
2. Isn't there an issue of compromise when the naval vessels owned by the NN cannot stay on the sea beyond two days?
3. Are there no safety concerns for the NN officers due to poor equipment?
4. What are the differences between piracy and sea robbery?





## LECTURE 6

### **TRAFFICKING IN PERSONS AND SMUGGLING OF MIGRANTS: THE CHALLENGES OF IRREGULAR MIGRATION AT THE NIGERIAN SEAPORTS**

**DCG Muhammad Aminu Muhammad, mni**

The resource person began his lecture by helping participants identify the problem of smuggling and the various challenges involved with irregular migration at the Nigerian seaports. He continued his lecture by stating that the problem of smuggling and irregular migration can be traceable to variables such as;

1. Nigeria's economy
2. Nigeria's standing at the global/International stage
3. Poor citizenry experience
4. Public outcry

#### **Trafficking in persons**

When trafficking in person is mentioned, the following is usually to be watched out for;

1. Recruitment, transportation, transfer, harboring or receipt of persons.
2. Use of threat
3. Force/coercion
4. Fraud/deception
5. Abuse of power or, of a position of
6. Advantage of victims' vulnerability
7. Exploitation: prostitution, sexual exploitation, forced labor or services, slavery, servitude or the removal of organs.
8. Consent/No consent of a victim

## Smuggling of Migrants

This refers to the procurement to obtain financial for illegal entry of a person to a country where he is not a national or permanent resident or to facilitate the illegal stay of such a person in a country as provided in the Immigration Act 2015 sec 116.

## Regular Migration

This refers to authorized migration through recognized/approved procedures

## Irregular Migration

Irregular migration refers to the following;

1. Unauthorized movement of persons regarding the entry into or out of a state.
2. Breach of a condition of entry, or the expiry of his or her visa
3. Lack of legal status in a transit or host country

## Challenges

1. Challenge for implementation of EES: Large cruise ships/ferries/vessels/cargo ships
2. Identifying tailor made solution/ requirements
3. Identification of constraints
4. Selecting/Adopting different configuration of border materials for each point
5. Poor remuneration
6. Corruption
7. Lack of adequate training

## Questions

1. The effects of our porous borders are too much and most of the crimes committed are from people outside Nigeria. Why is the situation so and why has the immigration been unable to protect our borders?
2. How can the issues of ungoverned spaces be addressed? What is the immigration services doing to address these issues?
3. Why do we have rampant cases of passports being abandoned by Nigerians if they are arrested overseas?
4. What are the penalties for the people involved in smuggling in persons and trafficking?





## LECTURE 7

# INTERPOL AND MULTI AGENCY APPROACH IN STRENGTHENING BORDER CONTROLS AND PORT SECURITY IN NIGERIA

**AIG GB UMAR,**  
Assistant Inspector General of Police  
in Charge of INTERPOL

The lecture started with the introduction of the course participants to what INTERPOL is. As provided by the resource person, the word 'INTERPOL' is a contraction of “International Police” and was chosen in 1946 as the telegraphic address. The official abbreviation “ICPO” stands for “International Criminal Police Organization.” In French this is “OIPC” which stands for “Organization Internationale de Police Criminelle”. It was created in 1923 and it is the world's largest international police organization, with 194 member countries. The four official languages: Arabic

English

French

Spanish

### **Areas of Collaboration**

#### **Joint Operation**

The Bureau in collaboration with some Directorates of the IPSG, Nigerian Navy and other sister agencies have succeeded in conducting the following operations:

1. Operation 30 days at the Sea in 2019, 2020 and 2021.
2. Obangame Express on Maritime Crimes in 2019, 2020 and 2021.
3. Operation Opson on Illicit Foods and Beverages in 2019 and 2020.
4. Operation ADWENPA on Specialized Border Security Management in 2019 and 2020.
5. Operation Falcon I and II in 2020.
6. Operation Delilah and Operation Waterfall in 2021.

## **Joint Training**

The West Africa Police Information System (WAPIS) Nigeria is among the countries that are on the second phase of the WAPIS programme. The MOU was signed on 16<sup>th</sup> April, 2019 between the Federal Government of Nigeria and INTERPOL General Secretariat. NCB Abuja has trained Law Enforcement Agencies from NPF, NCS, NIS, Nigeria Navy, NDLEA, NAPTIP. The second phase of the training will cover the EFCC, ICPC, CCB, NCS, etc.

## **Joint Investigation**

On the 18<sup>th</sup> April, 2019, the Nigeria Navy handed over an arrested Vessel MV. SEA ANGELS 3 with five (5) suspects and seven (7) boxes containing arms, ammunitions and other associated accessories to Inspector General of Police through INTERPOL for discreet investigation and possible prosecution based on cooperation. In October, 2021 based on intel from INTERPOL (IPSG), a vessel MV CHANAYEE NAREE from Brazil with Twenty-Two (22) crew members on board were arrested by the officers of the Nigeria Navy in collaboration with NCB ABUJA, Nigeria Customs Service and Nigeria Drug Law Enforcement Agency and discovered a large quantity of illicit drugs on board.

## **Intelligence Sharing**

The extension and connection of i-24/7 to three major Law enforcement agencies in Nigeria, namely:

Economic and Financial Crimes Commissioner (EFCC).

Nigeria Immigration Service (NIS) and Nigerian Navy

Furthermore, engagement with stakeholders from other Law Enforcement Agencies to connect them with i-24/7 communication network is in progress.

## **Recommendations**

1. Extension of i-24/7 to International Airports and Land Borders.
2. Upload of data records from relevant security agencies on the INTERPOL databases.
3. Active use of INTERPOL system.
4. Bring INTERPOL tools and service to the front line.
5. Train frontline officers
6. Deepening of synergy/collaboration among agencies.

## **Questions**

1. How can agencies be connected to i24/7
2. What happens to wanted persons from Nigeria who have been refused repatriation from their host countries?
3. Can the IG override the decisions of the INTERPOL?
4. In what way is the INTERPOL helping in the fight against terrorism?

# LECTURE 8



## REFORMING THE NIGERIAN PORT AUTHORITY FOR IMPROVEMENT IN THE EASE OF DOING BUSINESS AND NATIONAL PROSPERITY

**Albert Oyenka Fsi , Director of Port Security, Nigeria Ports Authority**

The resource person indicated that the Nigerian Ports Authority (NPA) as the technical regulator of the Port industry in Nigeria has undergone a number of reforms in a bid to position the organization for optimal performance of its functions.

### **Statutory Functions and Duties of NPA**

1. Develop, own and operate ports and harbours
2. Provide safe and navigable channels
3. To offer cargo handling and storage services
4. Maintain port facilities and equipment
5. Ensure safety and security
6. Develop and own property

### **What is Port Reforms?**

The term refers to the changing institutional structure of the port business and the involvement of the private sector in the exploitation and financing of port facilities, terminals, and services. The objectives of reforms in the Nigerian Ports should reflect the following global best practice; competitive, efficient, safe and secure.

### **Efforts by NPA Management to Ensure the Success of Port Reforms**

1. Redesigning of the organizational structure to allow it to run in the most cost-effective manner.
2. Introduction of new management system to improve employee relations and increase productivity.
3. Implementation of ISO 45001 for the Harbours department of the Authority.

The resource person furthered that there are challenges to port reforms some of which include port processes that are mostly associated with unofficial levies, multiplicity of security agencies at the ports, multiplicity of security agencies at the ports, capacity challenges with the Nigerian Custom Service operations and in their procedure and arrangements, issues with the terminal operators and shipping companies such as incessant server breakdowns that lead to delay in operations. He rounded up his lecture by suggesting solutions to the challenges facing port reforms.

Some of such challenges were enumerated as followed;

1. Elimination of human interface through the deployment of technology.
2. Enhancing information exchange through single window platform.
3. Streamlining of the number of security agencies in the port which create double handling leading to delays and high cost of doing business in the port.
4. Terminal operators and shipping companies should replace obsolete servers with modern ones to avoid the delays caused by incessant server breakdowns.
5. The construction of more empty container bays to prevent the congestion on the access roads and approaches to the ports.
6. The poor state of the roads to the ports should be addressed.
7. Private investors should be involved in the acquisition of truck terminal to reduce congestion on the roads.
8. The truck call-up system already in place should be allowed to work by avoiding interference from the powers that be.

The lecture concluded that though, there has been an improvement in ranking of Nigeria in the World Bank's ease of doing business report, more effort need to be put towards the reformation agenda of the government, to achieve the objectives of

1. Improving the overall efficiency of the port operations.
2. Reduce the cost of doing business at the ports for users and operators.
3. Decrease government expenditure and boost its revenue.
4. Boost economic activities by encouraging more private sector participation in port operations.

# DAY 4

## VENUE: NAVAL DOCKYARD, VICTORIA ISLAND, LAGOS

The participants on the 4<sup>th</sup> day were welcomed by the Admiral Superintendent, Rear Admiral Kohath Levi at the Naval Dockyard. He narrated how significant a course such as Maritime Security is given the widespread insecurity issues in the maritime domain. He expressed hope in the fact that participants must have gathered sufficient knowledge in the past three days around issues of maritime security. On the unique occasion, he communicated to participants to anticipate a tour of the Naval Vessel in a bid to acquaint them with some of the practical aspects of what they have received in the course of the course.

### LECTURE 9



### THE ROLE OF THE NIGERIAN MILITARY IN INCLUSIVE BLUE ECONOMY

**The Chief of Defence Staff represented by Rear Admiral Okon Eyo** began by impressing on the mind of the participants the role that the Nigerian Navy plays and can play in an inclusive blue economy. For a better understanding, the lecture deconstructed the idea behind blue economy. This basically means the practice of using environmental friendly measures like low carbon emission vessels in conducting the various operations in the ocean. It has become common knowledge that human activities in the oceans has created untold damage to the aquatic environment leading to a disruption of the ecosystem.

It should be understood that the oceans play host to hydrocarbons, mineral deposits, coral reefs, sea weeds and other marine plants which do not only provide food for the marine animals present in the oceans but serve as a source of oxygen just like the Amazon forest. From the foregoing, it goes without telling that there is a high level of dependency by the growing Nigerian populace on the flora and fauna from the wide ocean spread. Even more disturbing is the fact that the source of livelihood (which is mainly from the ocean) from the people living in the coastal areas gets threatened, given the massive death to marine animals, sometimes from oil spillage.

The role of the Nigerian Navy in inclusive blue economy cannot be overemphasized given that one of her responsibilities is policing the oceans. Under such responsibility, the Nigerian Navy can perform extensive roles especially in the Gulf of Guinea to protect the Ocean's resources from pillage by non-environmental friendly activities. The Nigerian Navy can further promote its role in the inclusive blue economy through 'the blue economy securitization.' The lecture concluded that the Nigerian Navy can adequately map out its responsibility by being the guard of the Nigerian maritime domain and effectively enforcing policies that abrogated for the safety of the oceans through an inclusive blue economy.

#### Questions

1. What's the difference between the blue and green economy?
2. What are we doing about illegal and unreported fishing?
3. How is possible for the blue economy to thrive in the case of the security challenges bedeviling the Gulf of Guinea?

# TOUR OF THE NAVAL VESSEL, NNS CENTENARY



After the first lecture, the participants were conducted on a tour of the Nigerian Navy Ship Centenary (NNS Centenary). A welcome address was given aboard the ship and then a historical overview, military capability and other features of the vessel was delivered to the participants. After the brief lecture, participants were divided into groups with each group being led by a naval officer. The participants were given the opportunity to ask questions and engage the officers.

The exercise provided a unique practical experience with participants having an onsite and tangible aspect of the course. After the tour of the vessel, the participants reconvened and the Course Director, Kayode Bolaji who coordinated the participants gave a vote of thanks. He appreciated the naval officers on duty and promised that the participants shall be ambassadors of the Nigerian Navy and shall communicate the efforts and commitments they are putting into ensuring the security of the Nigerian waters.

## SYNDICATE PRESENTATIONS



After the tour of the Naval Vessel, the participants proceeded to the Nigerian Navy Conference Hall where the syndicates gave their presentations. As part of the Maritime Security and Transboundary Management Course, participants were divided into 6 groups where they were expected to demonstrate academic, practical and intellectual rigour in demonstration of the understanding they have gotten from the course.

The syndicate topics included;

1. Criminality in the Maritime Domain and its Wider Impact on Trade
2. Technology and the Nigerian Navy in Counter Piracy Operations
3. Water Diplomacy and Transboundary Water Resources in the Lake Chad Basin; Implications for the Lake Chad Basin Commission (LCBC)
4. Proliferation of Illicit Small Arms and Light Weapons (SALW) in the Gulf of Guinea
5. ECOWAS Protocol on the Movement of Goods and Persons
6. Foreign Vessels, Illegal Fishing and the Economic Implications on the Gulf of Guinea Countries

Each syndicate group was given 10 minutes to effectively articulate the subject area of their paper with adequate recommendations. In the end, the assessment was given by the panel.





### **Graduation/Conclusion**

The graduation ceremony followed immediately on the heels of the syndicate presentation. Participants were awarded completion certificates on Maritime Security Management and Membership Plaques of the course. The session was moderated by the Course Director. With this, the International Security Management Course with the theme Maritime Security and Transboundary Management tailored to responding to the existing and emerging issues in the maritime domain and boundaries came to a close at 1600HRS.

### **RECOMMENDATIONS**

1. Customs should do more in the area of facilitating trade and not just restrict its responsibility to tracking the movement of goods.
2. Budgets should be made to reflect the threat realities and mobility of criminality faced by security agencies.
3. Institutional think tanks should be incorporated into the strategic and policy making levels of government.
4. Government Agencies at the Sea Port should leverage technology to combat security challenges.
5. Streamlining of the number of security agencies in the port which create double handling leading to delays and high cost of doing business in the port.



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