

## Expect more deaths at Tin-Can Port, MWUN raises alarm over safety issues

by [Tola Adenubi](#)

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The Maritime Workers Union of Nigeria (MWUN) on Friday highlighted several safety concerns at Five Star Logistics Terminal located at Tin-Can Island Port in Lagos, attributing safety lapses to the death of a dockworker on Christmas Day.

Recall that tragedy struck on Christmas Day at the Five Star Logistics Terminal when a Liebherr Crane crushed a dockworker onboard the vessel *MSC Samu*, killing the port worker instantly.

Speaking on the incident, the President-General of the Maritime Workers Union of Nigeria (MWUN), Comrade Adewale Adeyanju, blamed the dockworker's death on negligence by the terminal operator and the stevedoring contractor.

According to Comrade Adeyanju:

“I visited the terminal to pay a condolence visit, and what I saw was disheartening. There are several death traps inside Five Star Logistics Terminal, and I wouldn’t be surprised if more workers are injured or killed while working.

“Stevedoring is not factory work; it is a global profession with standards. In other countries, workers are well cared for, but here, it’s not the same. You have a vessel that requires close to 50 to 60 men working, yet there is only one supervisor onboard overseeing them. How can the supervisor monitor activities at the front, middle, and back simultaneously? Is he a robot?

“I was furious with the management of the company because this is an anti-labor practice. I discovered many workers were wearing bathroom slippers instead of safety boots. Many were not wearing overalls or helmets. This is unacceptable.

“The terminal has two supervisors responsible for managing the Liebherr Crane, but neither was on duty. This is pure negligence.

“Most terminal operators do not prioritize workers’ welfare. Only a few understand the importance of safety. We are talking about human lives. A responsible company would have already provided a clear explanation of what transpired.”

Comrade Adeyanju further criticized the terminal’s stevedoring contractor for assigning only one supervisor onboard and onshore for a large vessel operation.

“This is terrible—pure negligence. This is not how port operations should be conducted. A vessel of this size should have at least three supervisors: two onboard and one onshore to manage operations effectively.

We will file a report against the stevedoring contractor for their negligence. How can one person manage close to 40 workers? This is unacceptable anywhere,” Adeyanju lamented.