



he Nigerian Maritime Administration and Safety Agency (NIMASA) is the apex regulatory and promotional maritime agency established by the Nigerian Maritime Administration and Safety Agency Act, 2007 sequel to the merger of the defunct National Maritime Authority (NMA) and Joint Maritime Labour Industrial Council (JOMALIC) and the abolition of the office of the Government Inspector of Shipping (GIS) created under the Merchant Shipping Notice that transferred the functions and powers in that Notice to NIMASA.

The obligation of regulating the maritime industry in Nigeria rests on the Agency through the following enabling Acts:

- NIMASA Act, 2007;
- Merchant Shipping Act, 2007 as amended and the Regulations made pursuant thereto;
- The Coastal and Inland Shipping (Cabotage) Act, 2003; and
- The Suppression of Piracy and other Maritime Offences Act 2019.

The Agency is primarily responsible for the administration of Maritime Safety, Seafarers Standards and Security, Maritime Labour, Shipping Regulation, Promotion of Commercial Shipping and Cabotage activities, Pollution Prevention and Control in the Marine Environment. The Agency also implements domesticated International Maritime Organization (IMO) and International Labour Organization (ILO) Conventions, Resolutions, Protocols and Codes arising therefrom.

NIMASA, in addition, implements bilateral and multilateral regional Agreements and Protocols on Maritime Security and Safety issues to which Nigeria is a State party.

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Core Mandate & Functions

Core Mandate

NIMASA pursues two broad national policy objectives in the maritime sector, namely:

- Promotion of the development of indigenous commercial shipping capacity in international and coastal shipping trade; and
- Regulation and promotion of maritime safety, security, marine pollution and maritime labour.

Core Functions

Amongst others, the mandate of the Agency covers the following functions:

- i. Pursues the development of shipping and regulatory matters relating to merchant shipping and seafarers;
- ii. Administration and regulation of shipping licenses;
- iii. Administration, Regulation and Certification of Seafarers;
- iv. Establishment of Maritime Training and Safety Standards;
- v. Regulation of safety of shipping as regards the construction of ships and navigation;
- vi. Provision of Maritime Search and Rescue Services;
- vii. Provides direction and ensure compliance with vessels security measures;
- viii. Carries out Air and Coastal Surveillance;
- ix. Control and Prevent Maritime Pollution;
- x. Develops and implements policies and programmes, which will facilitate the growth of local capacity in ownership, manning and construction of ships and other maritime infrastructure;
- xi. Enhance and administer the provision of Cabotage Act 2003;
- xii. Performs Port and Flag State duties;
- xiii. Provision of Maritime Security; and
- xiv. Establishment of the procedure for the implementation of conventions of the International Maritime Organization (IMO) and the International Labour Organization (ILO), and other international conventions to which the Federal Republic of Nigeria is a party on Maritime Safety and Security, Maritime Labour, Commercial Shipping, and for the implementation of Codes, Resolutions and Circulars arising therefrom.

For effective discharge of its mandates NIMASA has the following Directorates, Departments and Autonomous Units:





Directorates

- Finance and Administration;
- Maritime Labour and Cabotage Services; and
- · Operations.

Departments

- Maritime Safety and Seafarers Standards;
- Marine Environment Management;
- Shipping Development;
- Maritime Labour Services;
- Cabotage Services;
- Administration and Human Resources;
- Planning Research & Data Management Services;
- Financial Services; and
- Procurement.

Autonomous Units

- Nigerian Ship Registration Office;
- Legal Services and Board Secretariat;
- Maritime Guard Command;
- Internal Audit;
- London Office;
- Protocol;
- Special Duties (External Relations & Technical Cooperation);
- SERVICOM;
- Public Private Partnership;
- Public Relations;
- Reform Coordination & Strategic Management;
- Marine Accident Investigation; and
- Health, Safety and Environment.

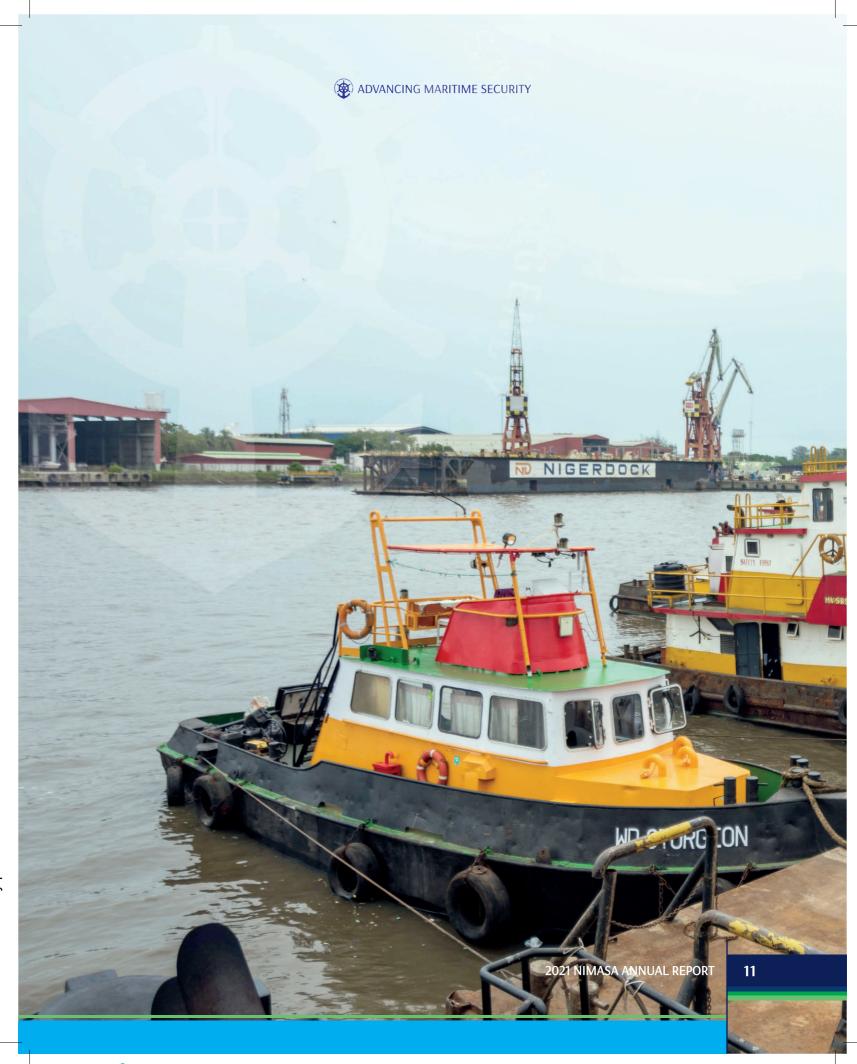
Zones

• Abuja • Western Zone • Central Zone • Eastern Zone

NIMASA has its head office in Lagos, and principal operations in Apapa (Lagos); Warri; Sapele; Port Harcourt; Onne; Bonny; Yenagoa; Eket; Calabar; Abuja; and Lokoja.

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Vision

To be the leading maritime Administration in Africa, advancing Nigeria's global maritime goals.

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Mission

To achieve and sustain safe, secure shipping, cleaner oceans and enhanced maritime capacity in line with the best global practices towards Nigeria's economic development.



Commitment



Accountability



Professionalism



Integrity



Teamwork



Excellence



Leadership



Discipline

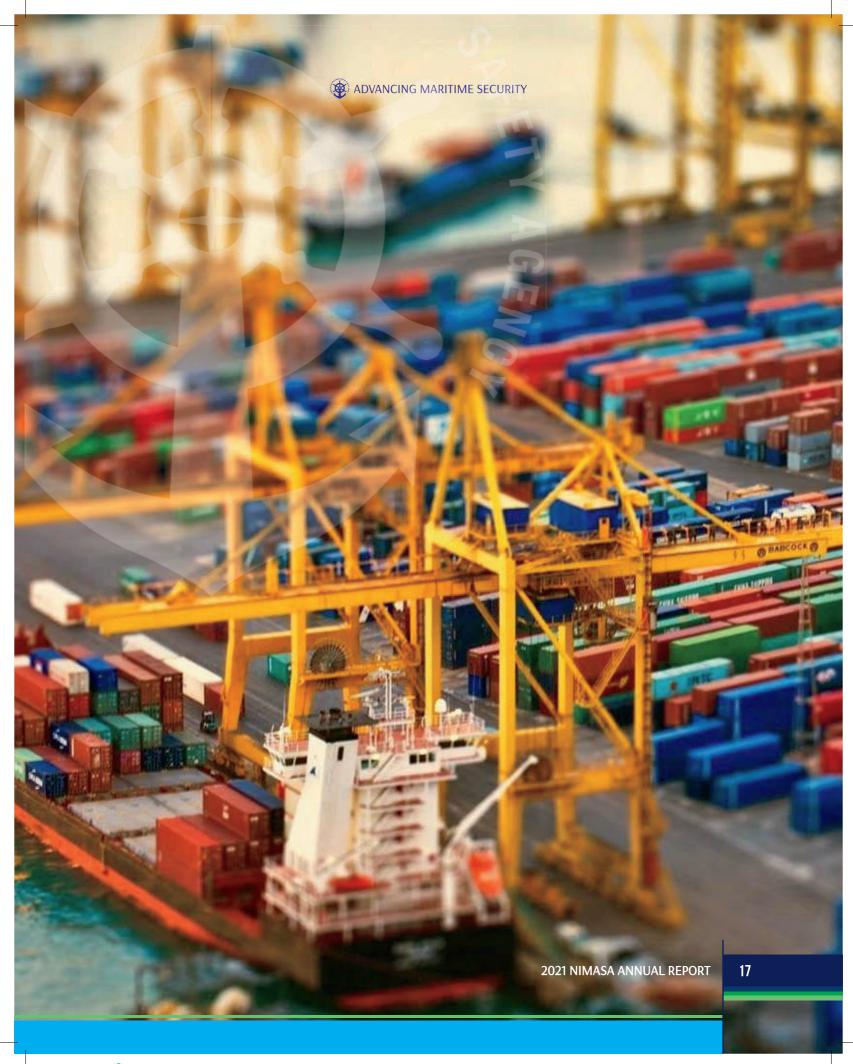


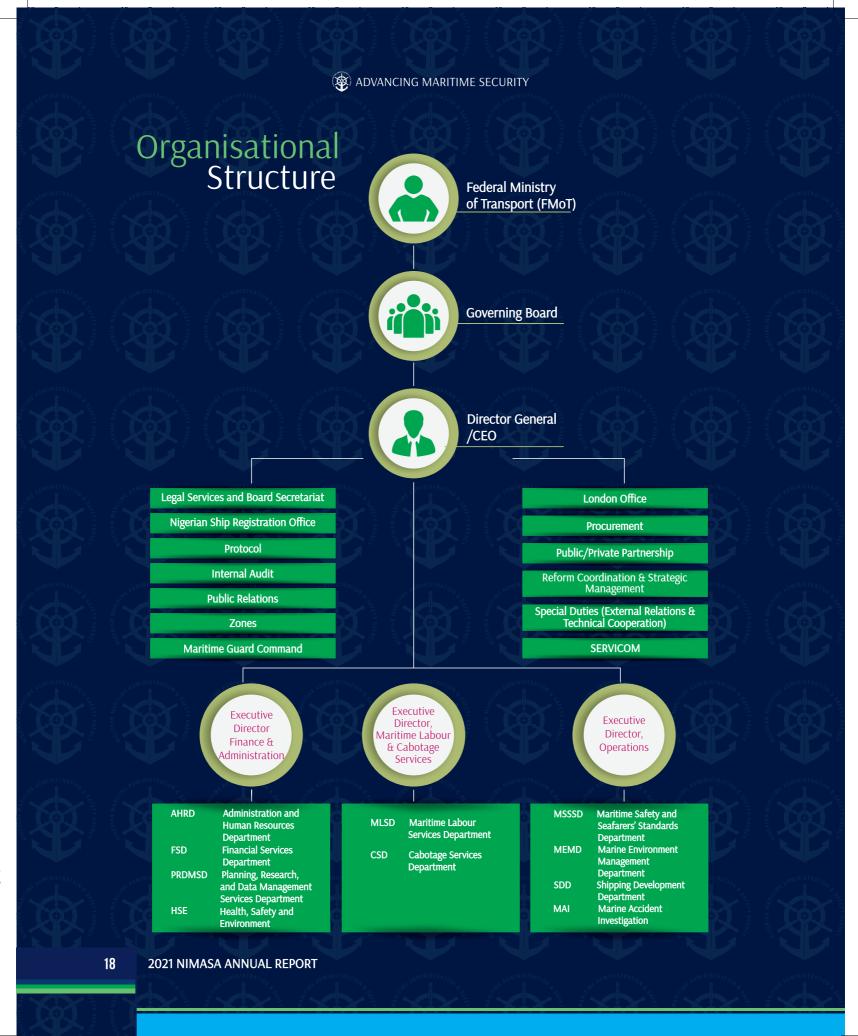
values

CAPITEL - I

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GOVERNING BOARD



Honourable Asita Honourable,



Rt. Hon. Kola Adefemi



Muhammad D. Abubakar



Hassan Rasaq Mahmud Member



Dr. Paul Adalikwu



Rear Admiral I. T. Olaiya



Mrs Juliana Anti Adebambo Representative of Fed. Min. of Labour & Employment



Dr. Bashir Yusuf Jamoh Director General/CEO, NIMASA



Mr. Chudi Offodile Executive Director, F&A NIMASA



Engr. Victor Onyekachi Ochei (Esq) Executive Director, ML&CS, NIMASA



Shehu Ahmed Executive Director, Operations

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EXECUTIVE MANAGEMENT TEAM



Dr. Bashir Yusuf Jamoh Director General/CEO, NIMASA



Chudi Offodile, Executive Director, Finance & Administration



Engr. Victor Onyekachi Ochei (Esq) Executive Director, Maritime Labour & Cabotage Services



Shehu Ahmed Executive Director, Operations

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Chairman's Foreword

Honourable Asita Honourable

am pleased to present the 2021 NIMASA Annual Report. We have had challenging times due to the outbreak of the Covid-19 virus and its variants, but we remained focused and committed to advancing Nigeria's maritime sector toward the enhancement of economic growth.

As we make great strides at easing the impact of Covid-19 pandemic on the Nigerian maritime economy, the Agency, through its various corporate social responsibility initiatives, provided special interventions and other community development programmes across the 36 states of Nigeria, including the Federal Capital Territory in the area of humanitarian services to safeguard human health and lives.

In response to the effects of Covid-19 on shipping, the Agency facilitated international trade through effective collaboration with the Nigeria Centre for Disease Control (NCDC) and other relevant agencies to ensure the maritime sector was not affected, particularly through the designation of seafarers as essential workers, considering their importance to international trade, movement of goods, and humanitarian aid.

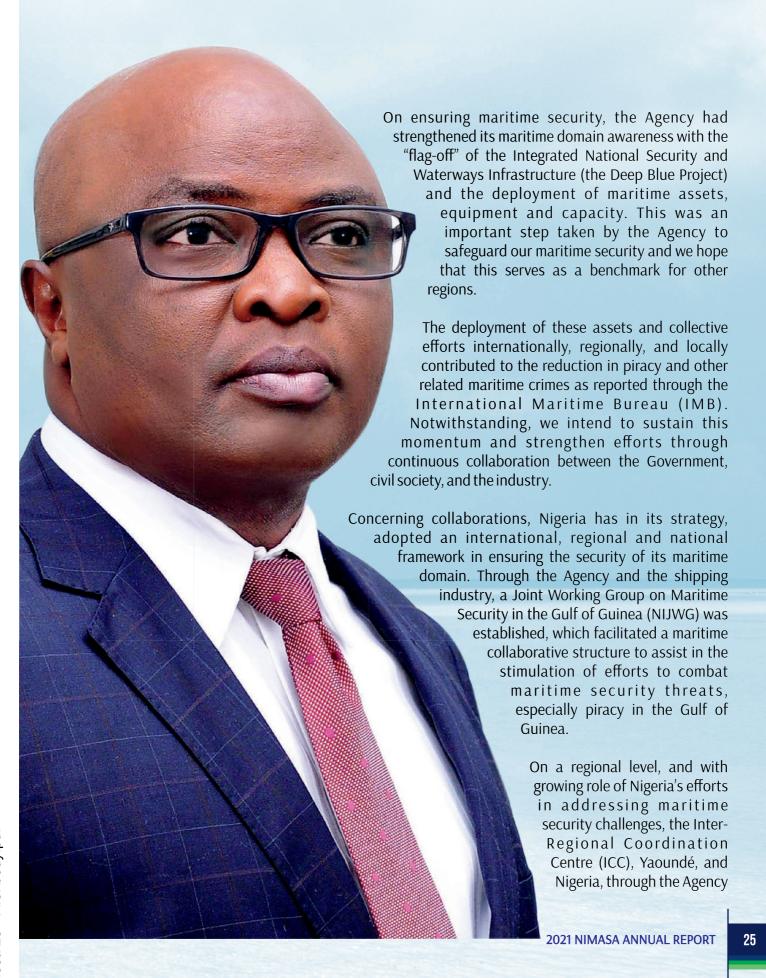
Throughout the year, the Agency was able to develop and consolidate its Smart strategy anchored on the Agency's triple 'S' pillar of Security, Safety, and Shipping Development through several initiatives implemented with effective collaborations, stakeholder engagements, and cooperation.

Notably, one crucial step which we considered paramount and a driving force for any action was the amendment and re-enactment of Nigeria's maritime legal and regulatory frameworks. It is noteworthy that an extensive review and engagement with stakeholders in this on-going process would ensure the progressive development of our maritime sector.

To further attest to the effect of the strategic steps in addressing maritime insecurity challenges, the coming into force of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act 2019, was one major step that resulted in the conviction of 10 pirates by the Federal High Court, for hijacking a Chinese Fishing Vessel – MV Hailufung in May 2021.



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and the Nigerian Navy, formed the Gulf of Guinea Maritime Collaboration Forum (GOG-MCF/SHADE) to provide shared awareness and deconfliction, focusing on counter-piracy and armed robbery at sea.

To further attest to the effect of the strategic steps in addressing maritime insecurity challenges, the coming-into-force of the Suppression of Piracy and Other Maritime Offences (SPOMO) Act of 2019, was one major step that resulted in the conviction of 10 pirates by the Federal High Court, for hijacking a Chinese Fishing Vessel, MV Hailufung, in May 2021.

Furthermore, the cooperation between the government and civil society in ensuring maritime security cannot be overemphasized, as NIMASA continued to maintain a healthy working relationship with law enforcement agencies responsible for securing Nigeria's maritime domain and the Government of the Littoral States.

No doubt, there is much work to be done, but I am confident that with the security architecture and existing national, regional, and international collaborations, our waterways and the Gulf of Guinea region will attain and remain a safe and secured shipping network.

As to the safety of our waters, the Agency emphasized the role of Seafarers as essential workers vital to ensuring the safe navigation of vessels and the protection of our marine environment. Furthermore, the recognition of the Agency's revised marine litter action plan by the International Maritime Organization (IMO), engagements with classification societies, boosting our response to marine accidents and removal of wrecks in our waterways, are also geared toward ensuring the safety of navigation.

Adding to the Agency's role in shipping development, the Nigerian Seafarers Development Programme (NSDP) serves as an investment in the training and certification of Seafarers to boost Nigeria's maritime labour market.

Also, we note the importance of harnessing Nigeria's maritime resources through the Blue Economy and in this regard, the Agency had engaged the littoral states under its Littoral States Flagship Programmes (LISCON) and would continue to seek incentives for ship owners to promote indigenous participation in international and coastal commercial shipping.

On behalf of the Governing Board, we congratulate the 299 promoted staff and three new directors and request that they rededicate themselves and remain committed as they are vital to the Agency's responsibilities as a Maritime Administration.

We have grown in 2021 and will continue to sail through!











Our strategic impact on maritime security is yielding good results, as can be seen in the piracy / kidnapping and other maritime criminality statistics. The Agency's efforts received a legacy boost on June 10, with the presidential launching of the 'Deep Blue' – (the integrated national surveillance and waterways protection solution project) by Mr. President - His Excellency, Muhammadu Buhari, GCFR. We are pleased that the project has the potential to influence regional motivation and be the benchmark for member states in the Gulf of Guinea and other relevant stakeholders to further develop innovative strategies and align efforts to improve maritime security in the region.

We are confident that within the next few years, piracy and other maritime crimes in the region, will be history, if this effort by Nigeria is replicated and sustained across the member states of the region. We have, however, started the campaign in this regard across the region, to elicit committed collaboration.

The Agency is not relenting on other innovations to boost our capacity to respond to other needs of the industry. We are integrating technology in our regulatory role by deploying an electronic vessel inspection report database for Nigeria. This effort is aimed at raising our inspection transparency and integrity bar to prove the reliability of our inspectors before the global community, enhance access to inspection reports by Nigeria, and improve vessels safety and commercial shipping in Nigeria. We are completing the modalities for deploying this unique infrastructure with a comprehensive consultancy report expected in early 2022.

We can boldly state that 2021 was a year of consolidation. We were assertive on all fronts of our responsibility to the industry to bring about steady growth and development of the Nigerian economy through contributions from the maritime sector.

Government has also approved a zero-import duty for the acquisition of vessels by Nigerian ship owners. This is part of the tax incentive measures for the maritime sector to boost investment and stimulate investors' confidence in the industry to attract more investments to develop the industry sustainably; and bring about diversification in Nigeria's blue economy. It is, hence, strategic for us to project the concept of maritime security and collaboration amongst the states in the region, to contain maritime crimes, as it is the surest and quickest path to achieving the growth and development goals set for the maritime industry.

Consequently, the general outlook for us, recognising the role of the human element in all our plan, is to continue to up-skill our peoples' capacity to sustain the vision for leadership in maritime administration within the continent. It is therefore, our expectation that the efforts we have made in capacity building for the workforce and the industry, and the overall exposure open to our people, will drive this vision as we look to a new year full of hope.

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Our Performance at a glance

Number of International Vessel Calls

4,640

Cargo throughput (mt) 183,036,488.46mt Cargo throughput (TEU)

723,580 containers

Cargo throughput (Vehicles) 324,516



Port State Inspection

676

Flag State Renewal Inspection

2,348

Flag State Condition Survey

489

Random Flag State Survey

192

Certificate of Competency Issued

1,727



Certificate of Competency Verified

2,153

Certificate of Competency Revalidated

246

No of Piracy/Kidnap Incidents

6

Emergency Incidences

265

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he year 2021 was remarkable for the Agency, considering the strides taken and the achievements recorded in the fight against maritime crime. In a bid to achieve maritime security in Nigerian waters and the Gulf of Guinea (GOG), President Muhammadu Buhari (GCFR) officially launched the Deep Blue Project in Lagos on 10th June 2021. This initiative, together with the enforcement of the Suppression of Piracy and other Maritime Offences (SPOMO) Act, signed into law in 2019, marked a steady and significant decline in piracy, armed robbery at sea and other maritime crimes in the Nigerian Exclusive Economic Zone (EEZ) and the GOG. The theme of this Report - "Advancing Maritime Security" was carefully chosen in recognition of the critical importance of the role of maritime security in advancing Nigeria's global trade and national economic growth and development in the maritime sector.

This year's 'Special Report' feature is focused on "Wreck Removal and Recycling for Economic Benefit," to drive the importance of safe navigation and educate the public on critical aspects of the task, to keep our waterways clean for a sustainable marine environment.

The Agency recorded huge success in maritime safety following the approval granted by the Federal Executive Council (FEC), in September 2021, for the removal of wrecks along the Nigerian Coastline.

We examined the achievements of the Agency in this Annual Report from the perspective of the three strategic agendas of the current Management, referred to as "Triple S" –

Maritime Security, Maritime Safety and Shipping Development. These are catalysts for change and drivers of the Agency's performance in the medium term.

The Report, which chronicles the performance of the Agency within the year, is structured into five chapters. The first three chapters provide details of the activities of the Agency under the respective strategic pillars of the Tripod "S" Agenda of the Agency – Security, Safety and Shipping Development and Capacity Building initiatives, respectively. Chapter Four highlights the efforts of support Departments and Units of the Agency, which help to stimulate the success of our operations.

The Financial Statement and Accounts of the Agency for the year are provided in Chapter Five as an unaudited report. This is a guide to the income and expenditure profile of the Agency for the year, as well as statutory remittances.

Other significant achievements of the Agency have been detailed under their respective chapters, including employee promotions, as part of our reward framework under the Performance Management System. The Agency equally invested in capacity development to boost industry ability in response to the dynamics of its business environment.

The Appendix section features our 2021 Gallery of Key Events and Maritime related definitions and abbreviations.

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SPECIAL REPORT

Wreck Removal and Recycling for Economic Benefit

ne of the challenges facing the world maritime industry is the issue of wrecks and derelicts in waterways (creeks, tributaries, rivers, canals, the high seas, or any route) through which vessels of any size must pass to carry out day-to-day seaborne trade.

Some of the maritime accidents in different parts of the world are traceable to wrecks that litter the waters. Such accidents involve human casualties or huge costs to businesses, or both.

There are basically three major consequences of wrecks on maritime transportation:

- * Damage and degradation from oil leakage
- * Pollution from chemicals and hazardous materials on-board wreckage
- Danger to navigation of transport vessels along channel

The adverse effects of wrecks on navigation are enormous, as evidenced in the 400-meter Evergreen container ship that blocked the Suez Canal for almost one week in late March, causing traffic build-up on both sides that forced re-routing of ships, with an economic loss in billions of dollars.

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To address the issue of maritime wrecks, the International Maritime Organization (IMO) adopted the Nairobi International Convention on the Removal of Wrecks, 2007, which states, inter alia, "Pursuant to the draft convention, the coastal states will have the power to order the removal of wrecks outside their territorial waters." What this means is that each country has the power, as well as the responsibility, to remove wrecks from its waterways.

In Nigeria, various efforts to remove wrecks from our waters have not been successful over the years because the challenge has never been addressed holistically. The reason is that three different agencies – The Nigerian Maritime Administration and Safety Agency (NIMASA), Nigerian Ports Authority (NPA), and the Nigerian Inland Waterways Authority (NIWA) – are mandated statutorily to carry out this responsibility within their areas of jurisdiction.

During the meetings of chief executive officers of relevant agencies under the Federal Ministry of Transportation, an agreement was reached to give NIMASA the responsibility and authority to remove wrecks from the country's waterways. This is in recognition of the fact that it is the only agency with the responsibility to receive wrecks as vested on it by the provisions of Sections 360 – 385 of the Merchant Shipping Act (MSA).

On the recycling of wrecks, the Agency is working on a tripartite execution model involving the Nigerian Railway Corporation (NRC), the Bayelsa State Government and the Agency while a South African company is to serve as technical partner for the purpose of upgrading the NRC foundry.

This model will ensure that the recovered wrecks are not dumped indiscriminately, in line with the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships, 2009. Besides, global best practices and technologies now make it possible for common waste – industrial and domestic – to be turned into wealth.

The benefits that will accrue to Nigeria from wreck removal and recycling are huge. It will improve safety along the country's navigational corridors within the internal waterways and territorial waters outside its shores. This would positively impact on other businesses that are carried out daily in the marine environment, like fishing and passenger transportation. It will also lead to a drastic reduction, if not total elimination, of marine accidents linked to wrecks.

The wreck removal and recycling initiative would create an entirely new industry that generates employment for our teeming youth, especially in the area of skilled labour, and increase the level of Nigeria's technical knowhow in the industry, resulting in added value through revenue generation to the government. In addition, the gains to be derived from this model will guarantee environmental sustainability for the continual development of maritime businesses.

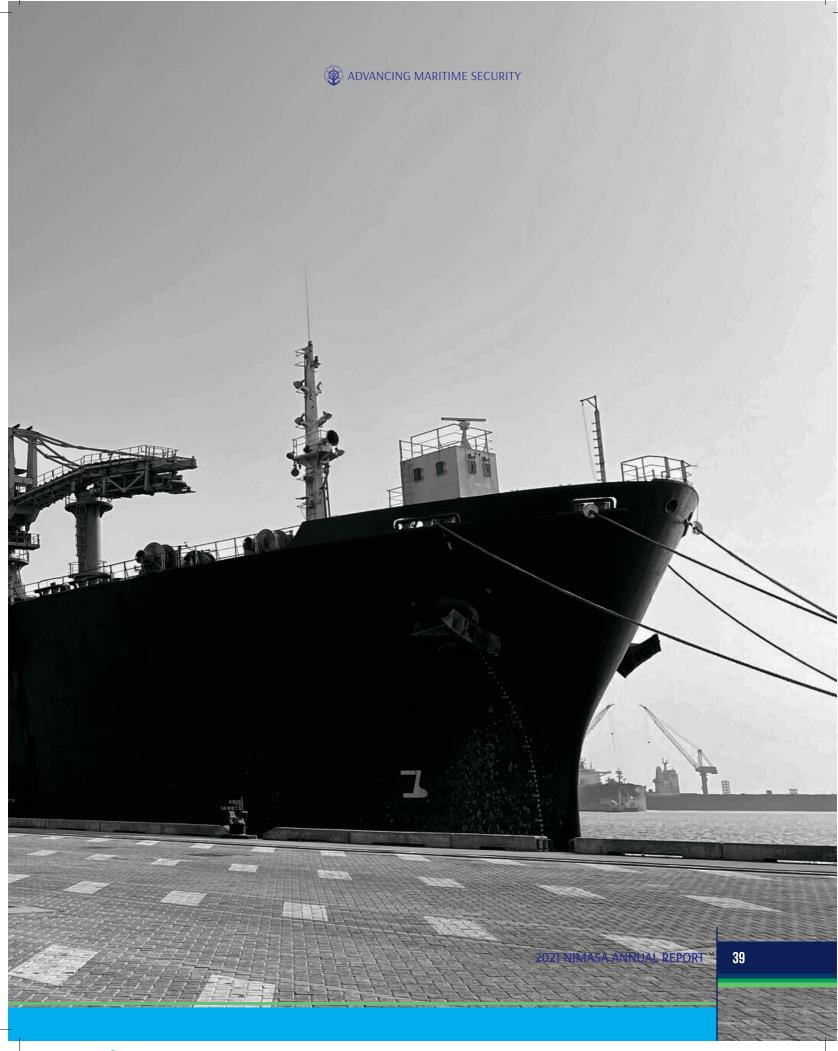
As the responsible authority for wreck removal in Nigeria, the Agency in 2021 took bold steps in removing wrecks on Nigerian waterways, details of which are provided in Chapter Two of this report.

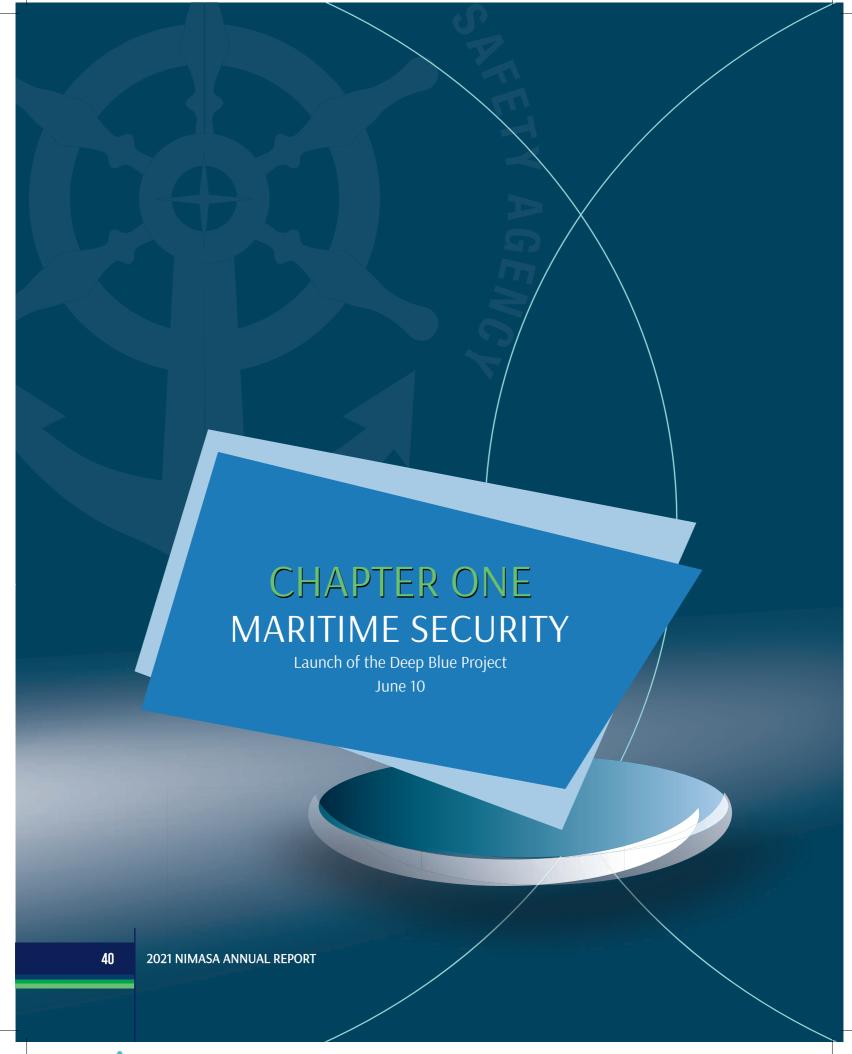
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The Deep Blue Project

The Gulf of Guinea, which stretches from Senegal to Angola, covering over 6,000 kilometres of coastline, and comprising over 20 countries in West and Central Africa, is one of the world's richest regions in terms of unexploited natural resources. The sea basin is of geo-political and geoeconomic importance for the transportation of goods to and from West, Central, and Southern Africa. The Gulf of Guinea is a strategic route for African energy trade, particularly with the intensive oil production in the Niger Delta. Nevertheless, the Gulf of Guinea is also widely regarded as the most dangerous sea in terms of piracy. The area has experienced an unprecedented rise in attacks on ships since the last decade, accounting for about 95 per cent of crew members kidnapped from their vessels. The increase in piracy in the Gulf of Guinea has gone hand-in-hand with upsurge in armed robbery in Nigerian waters. The attacks have led to an increase in the cost of shipping, with high war risk insurance premiums paid by ship owners.

However, the idea for a specialized security structure to effectively police the country's maritime domain has been on for the last few decades. But in 2017, the Minister of Transportation, Rt. Hon. Chibuike Amaechi moved to achieve the vision for a comprehensive scheme that guarantees maritime security from land,

sea, and air by developing an integrated concept for National Security and Waterways Protection Infrastructure, otherwise called the Deep Blue Project.

Before now, successive governments had introduced several intervention measures to tackle the challenge of insecurity in our waters. In 2003, the Federal Government set up the Presidential Implementation Committee on Maritime Safety and Security (PICOMMS) to make up for the depletion of maritime security platforms following Nigeria's involvement in efforts to end the Liberian civil war. PICOMMS was also to help in the implementation of the International Ship and Port Facility Security Code (ISPS Code) in the wake of the 11th September 2001terrorist attack in the United States.

In 2011, the Federal Government commissioned Global West Vessel Specialist Limited to take over the functions of PICOMMS. The maritime security company provided the fleet to police Nigerian waters. That arrangement subsisted till 2015 when the President Muhammadu Buhari administration was inaugurated. The government, desirous of a comprehensive maritime security approach, adopted the concept of the Deep Blue Project initiative of the Hon. Minister of Transportation.

The Deep Blue Project was initiated following a contract signed in July 2017, between the Federal Ministry of

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Transportation and HLSI Security Systems and Technologies, with the Nigerian Maritime Administration and Safety Agency as the operating Agency. The actual implementation of the Project began in 2018, but the comprehensive plan for maritime security was in embryo until May this year, when the acquisition and installation stages of the Deep Blue Project were completed. Then on 10th June, President Buhari launched the Deep Blue Project. Friends of Nigeria from Africa and beyond were also present to witness the making of history, a feat intended to reset future maritime security narratives about Nigeria and the Gulf of Guinea. Nigeria made a rousing statement that it was able and ready to lead efforts to address the menace of insecurity in the maritime region.

This Project underscores Nigeria's ability to secure its future by exercising sovereignty over its territorial waters, protect maritime trade-in the Gulf of Guinea and position the country for the post-oil economy. The Project Management Team is working out a structure for the maintenance and sustainability of the Project. The maritime security infrastructure is domiciled in NIMASA, while the Maritime Security Unit (MSU), comprising personnel who are drawn from the Nigerian Armed Forces, Nigeria Police, Department of State Services, and NIMASA are responsible for its operational deployment.

The Project aims to prevent illegal activities in Nigeria's Exclusive Economic Zone (EEZ), enforce maritime regulations, enhance the safety of lives at sea and prevent illegal activities in the inland waterways. The Deep Blue Project comprises land, sea, and air assets meant to comprehensively tackle maritime security issues in Nigerian waters up to the The Gulf of Guinea. The land assets include the Command, Control, Computer, Communication, and Intelligence (C4i) Centre, 16 Armoured vehicles for coastal patrol, and a 600strong Maritime Security Unit specially trained for intervention.

The air assets include two Special Mission Aircraft for surveillance of the EEZ, three Special Mission Helicopters for search and rescue, and four Unmanned Aerial Vehicles. The sea assets comprise two Special Mission Vessels and 17 Fast Interceptor Boats. The Deep Blue Project has the following facilities:

component of the Deep Blue Project with the primary aim of providing maritime domain awareness intelligence for informed enforcement operations and maritime safety and security interventions. The C4i Centre provides coastal radar up to 300 nautical miles and external system integration with the Nigerian Navy's Falcon Eye and the Lloyd's List Intelligence. It was commissioned in

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August 2019, and COVER has been operating since then.

- ii. Training classrooms at the Nigerian Maritime Resource Development Centre, Lagos.
- iii. Training facilities at the Nigerian Navy Basic Training School, Onne, and shooting range at the Nigerian Army Base, Elele, both in Rivers State, for the training of Maritime Security Unit personnel.
- iv. Operational Bases across the coastal states for timely intervention and deployment of assets.

As the nation's effort to secure its maritime domain is beginning to bear fruit, Statistics from IMB show a remarkable reduction in attacks in Nigerian waters in the first quarter of the year, with the deployment of the Deep Blue Project assets. The government is optimistic that the success story in its waters would be gradually and systematically extended to the wider Gulf of Guinea maritime area.

IMO, Secretary-General Kitack Lim said in his goodwill message during the launch of the Deep Blue Project that he was encouraged to envisage the promise of inter-regional cooperation on so many levels, and that the Project reflected Nigeria's commitment to lead the fight against piracy, not in Nigeria's national waters but the Gulf of Guinea. He noted that Nigeria had several bilateral agreements with her neighbours to

strengthen the country's maritime borders and promote regional security and safety.

Notable among the pacts is: the agreement signed in 2012 with the Republic of Benin, tagged, "Operation Prosperity", to provide a joint maritime patrol between the waters of both countries; and the 2016 agreement signed with Equatorial Guinea for the establishment of a combined maritime policing and security patrol committee. There are similar agreements with Ghana, The Gambia, Sierra Leone, and Sao Tome and Principe.

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Mr President's speech at the launch of Deep Blue:

"We've Set Standard for Africa" Thursday, June 10, 2021

I am delighted and pleased to be here for this official flag-off ceremony of the Integrated National Security and Waterways Protection Infrastructure project in Nigeria (the Deep Blue Project).

This Project has been initiated to bolster the maritime security architecture and ensure greater enforcement action within Nigerian waters and beyond. This assemblage of new maritime security assets is coming at a critical time when global discussions are centred on piracy activities and the new dimension it has taken in the Gulf of Guinea region. With the world's waters accounting for over 80% of transportation requirements of the global economy, concerted efforts and innovative actions are required to address attendant security challenges.

Therefore, the flag-off of the Deep Blue Project marks an important milestone in this regard and in our collective effort to tackle security challenges in the form of piracy and other maritime crimes in Nigeria and the Gulf of Guinea. It also demonstrates the government's strong commitment to ensuring security.

This intervention, no doubt will facilitate a conducive environment for the maritime sector to thrive and contribute to the diversification of the Nigerian economy. The Deep Blue project is a critical step towards the realization of maritime security in the region, which underscores Nigeria's commitment in providing the necessary framework and resources in cooperation with other nations and maritime users. This is evident in the recently established Gulf of Guinea Maritime Collaboration Framework by Nigeria and the Inter-regional Coordination Centre Yaoundé, through the facilitation of NIMASA/Industry Joint Working Group to tackle maritime security in the region.

This forum is to help galvanize regional and international efforts to ensure security in the Gulf of Guinea. Its main focus is counter piracy and armed robbery prevention by bringing together regional, international, industry and NGO partners to advance and coordinate near-term maritime activities, to work towards common operational objectives off the coast of West and Central Africa. I, therefore, commend this initiative and use this opportunity to call on the Member States and other stakeholders to join and work collectively in pursuit of this common objective and most importantly, keeping our seafarers safe.

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I am confident that the Project, which provides a robust maritime security architecture will enhance maritime domain awareness capability and improve law enforcement action, particularly in prosecuting suspects under the Suppression of Piracy and other Maritime Offences Act, which I signed into law in June 2019. In this regard, I have been informed that since the coming into force of the law, ten convictions have been secured for various offences under the Act. This Flag-off is an essential step in the continuing shift in strategic action regarding regional maritime security. It will serve as a benchmark for member states in the Gulf of Guinea and other relevant stakeholders to further develop innovative strategies and align efforts with the subsisting framework to improve maritime security in the region.

I commend the Honourable Minister of Transportation, Honourable Minister of Defence, the Chief of Naval Staff, the Director General NIMASA, Members of the Steering Committee and the Project Management Team and all other government stakeholders who have worked together to bring this initiative of the administration to fruition. As we begin the operationalization phase of the Project, I wish to assure you of government's commitment to ensure its sustainability and invite all critical

stakeholders to work collectively in this direction for the greater benefit of all Nigerians, member states of the Gulf of Guinea and the global maritime community. I hereby flag off the Deep Blue Project.

Thank you, and God Bless the Federal Republic of Nigeria.

President Muhammadu Buhari, GCFR

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The Regional Maritime Rescue Coordination Centre (RMRCC)

The Regional Maritime Rescue Coordination Centre (RMRCC) in Lagos, continues to intervene in safety and security related ship distress calls. The Lagos RMRCC, one of the five designated Regional Maritime Rescue Coordination Centres in Africa, is the secretariat of the West and Central African Search and Rescue Region. The centre coordinates Search and Rescue activities within the waters of nine countries in this region, namely, the Republic of Benin, Cameroon, Congo, Democratic Republic of Congo, Equatorial Guinea, Gabon, Nigeria, São Tomé and Príncipe, and Togo.

The centre is equipped with the Global Maritime Distress and Safety System (GMDSS) with the capacity to respond to distress calls from vessels. It is also complemented with a standby ambulance and medical team to provide first aid for purposes of Search and Rescue. In October 2019, Nigeria hosted the Global Maritime Security Conference (GMSC) in Abuja in the continued search for regional and international solution to the security issues in the Gulf of Guinea. The conference was attended by many international, continental, and regional maritime institutions and stakeholders, as well as representatives of over 80 nations.

The GMSC came out with resolutions that addressed four significant clusters of issues within the Gulf of Guinea, namely, legal/policy/regulatory framework for maritime security; institutional framework and capacity; material, human, financial, technological, and other resources needed to

enhance security; and ways and means of implementing the necessary strategies for enhanced maritime security in the region. A vital outcome of the GMSC was the firm declaration seeking to criminalize internationally illegal activities in the Gulf of Guinea and ensure "resources that are illegally harvested/explored in the Gulf of Guinea, including stolen oil and Illegal Unreported and Unregulated Fishery are intentionally banned, as was the case with the 'blood diamonds." (The United Nations gave that label to diamonds mined during the recent civil wars in Africa).

The Suppression of Piracy and Other Maritime Offences (SPOMO) Act

On the legal front, in 2019, Nigeria emerged the regional capital of the admiralty law avantgarde, with the Suppression of Piracy and Other Maritime Offences (SPOMO) Act, the first stand-alone antipiracy law in West and Central Africa. The SPOMO Act 2019 provides a legal framework for prosecuting piracy and other maritime crimes through the country's Maritime Administration, NIMASA, and the Nigerian Navy. The Act fulfils a major international requirement for stand-alone legislation on piracy. It gives effect to the provisions of the United Nations Convention on the Law of the Sea (UNCLOS), 1982, and the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA) 1988 and its Protocols.

The law has multidimensional elements: a Nigeria element, where a violated ship is a Nigerian vessel, and the offence was committed by a Nigerian against a fellow citizen; SUA Convention element, where a

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state party flags the ship concerned to the SUA Convention, the alleged offender is a citizen of a state party, or offence is committed in the territorial sea of a party to the convention. Nigeria is trying to remould and positively influence how the world views the Gulf of Guinea maritime domain – and the country's waters. In July, under the SPOMO Act, the Federal Government secured the successful prosecution of 10 pirates for the first time anywhere in Africa.

Capacity Building for Judges: the maiden edition of the Nigerian Admiralty Law Colloquium (NALC)

The Agency successfully organized the maiden edition of the Nigerian Admiralty Law Colloquium (NALC) for Judges geared toward strengthening the capacity of Judges involved in maritime-related cases to acquaint the judges with contemporary and emerging dimensions of maritime criminal cases.

Gulf of Guinea Maritime Collaboration Forum and Shared Awareness and Deconfliction conference (GOG-MCF/SHADE)

Nigeria and the Inter-Regional Coordination Centre (ICC), Yaoundé, recently floated the Gulf of Guinea Maritime Collaboration Forum and Shared Awareness and De-confliction conference (GOG-MCF/SHADE) after meetings between the Director General of NIMASA, representing Nigeria, and Executive Director of ICC Yaoundé, Admiral Narciso Fastudo, Jr.

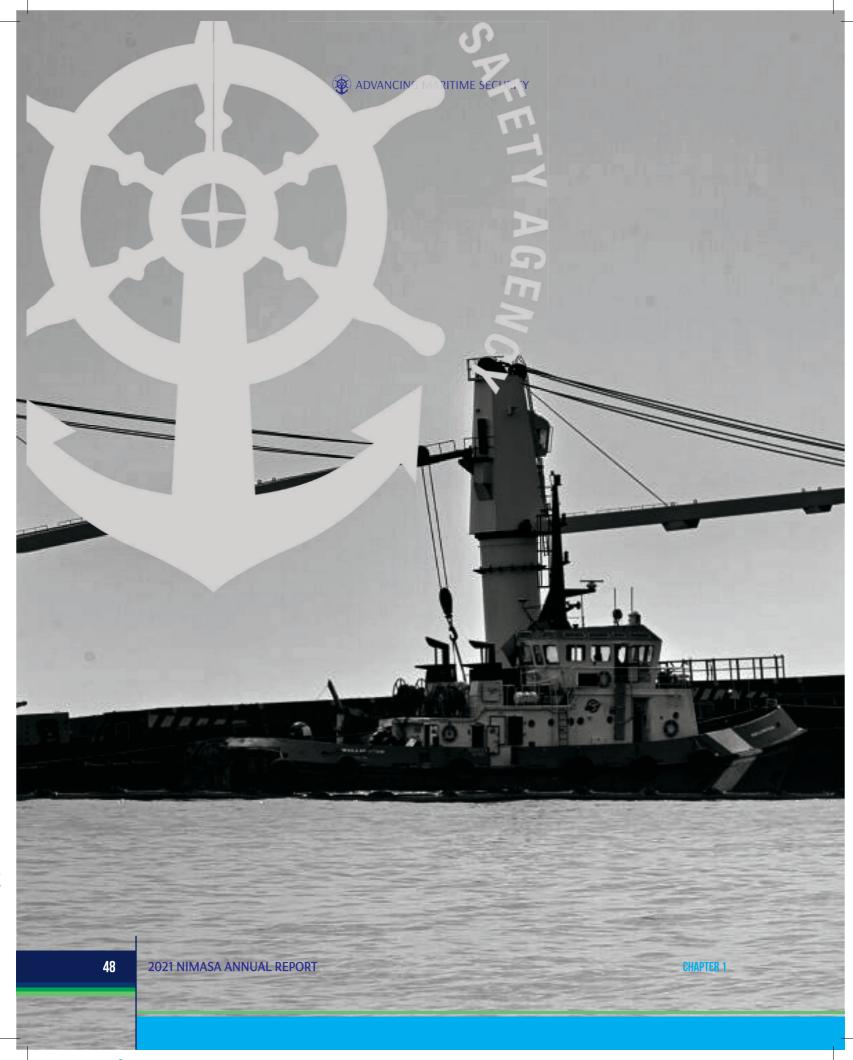
GOG-MCF/SHADE's inaugural plenary was held in July, hosted by the Gulf of Guinea Maritime Institute (GOGMI) in Accra, Ghana. ICC and the Nigerian Navy co-chaired SHADE. GOG-MCF/SHADE emerged on the back of the success of the industry stakeholders' forum, equally led by Nigeria, the NIMASA / Joint Industry Working Group. The group chaired by NIMASA was formed in 2020 to pursue a lasting solution to the menace of piracy and armed robbery in the Gulf of Guinea. It comprises international shipping as well as oil and gas associations, like Oil Companies International Marine Forum (OCIMF), International Chamber of Shipping (ICS), Baltic and International Maritime Council (BIMCO), International Association of Dry Cargo Shipowners (INTERCARGO), and International Association of Independent Tanker Owners (INTERTANCO).

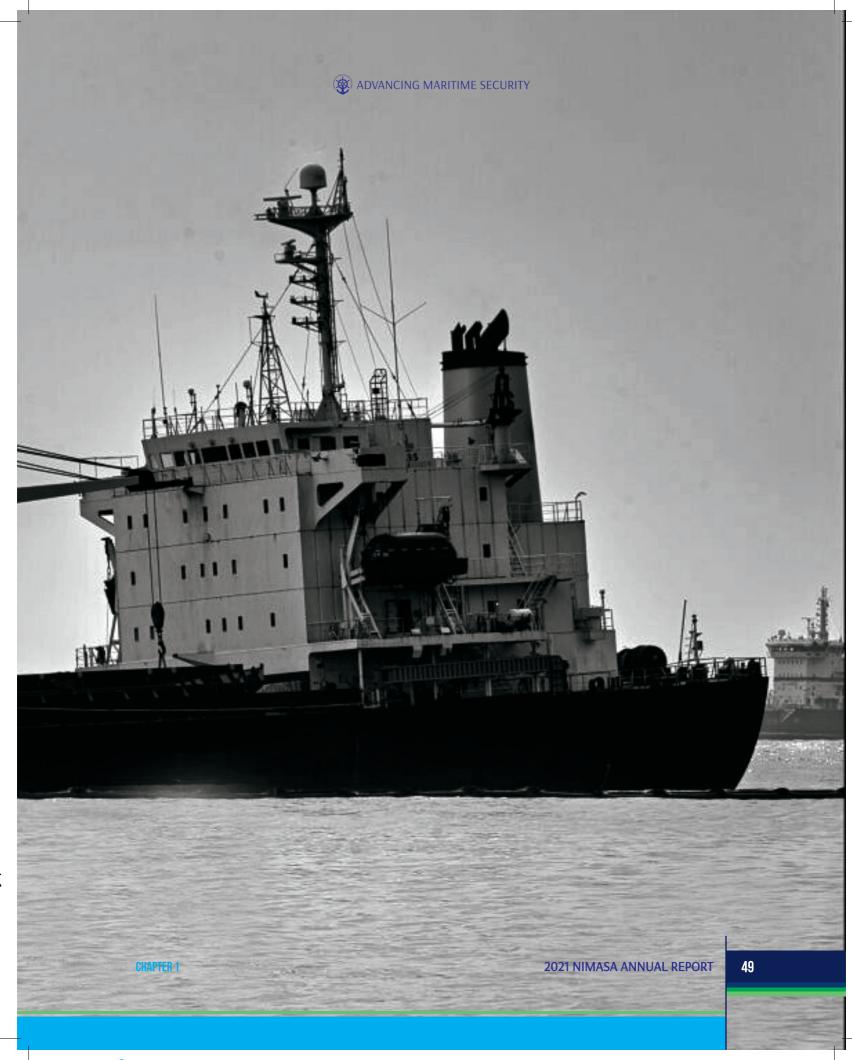
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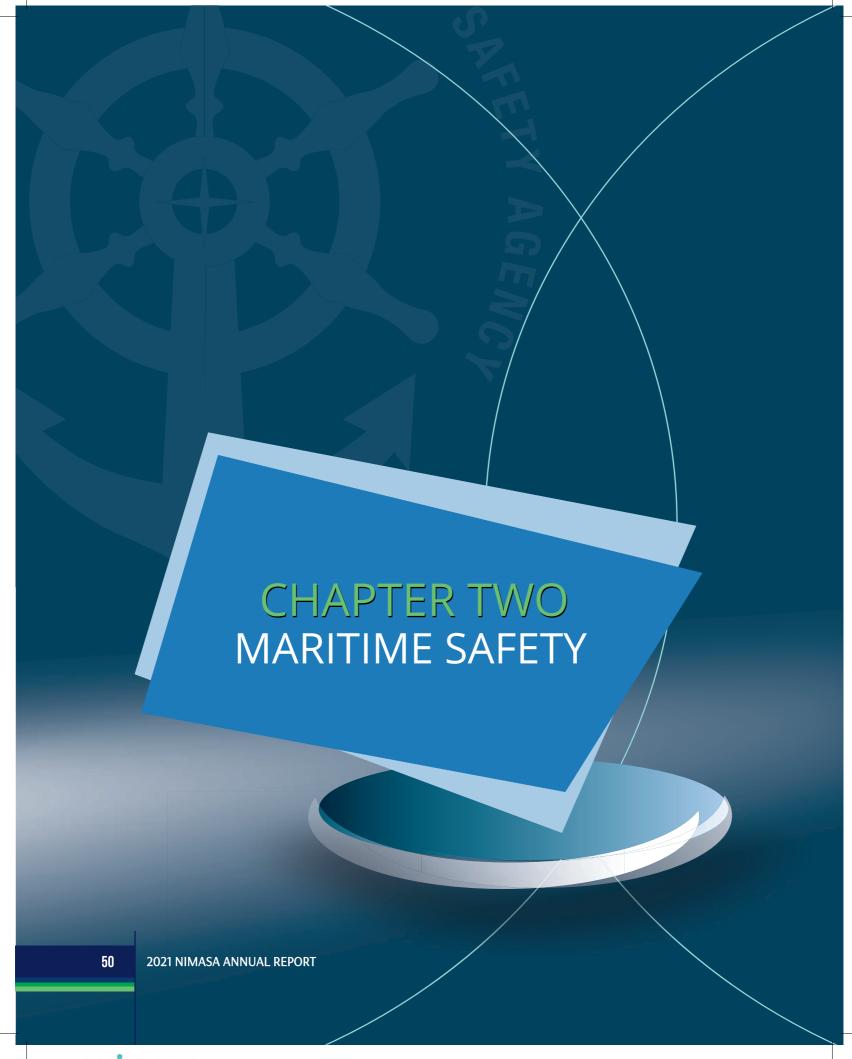
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he Agency improved on its performance and strategy in ensuring maritime safety with several interventions in 2021. We improved on the following:

- The turn-around time for seafarers' examinations from six months to one month
- The conduct of specialized enforcement programmes, particularly on barges and tugboats operating on the Lagos Kirikiri channel to ensure compliance with the provisions of the Merchant Shipping Act, 2007
- · The strategy for port and flag state inspection
- Our search and rescue operations, leading to the rescue of kidnapped students of Ekewe Polytechnic in Bayelsa State
- Safety assessment of indigenous shipyards/boatbuilding yards to promote IMO/Global recognition of these facilities
- Modalities for assessing sea-time records submitted by seafarers for qualification to sit for a Certificate of Competency

COMPREHENSIVE DATA ON 2021 SAFETY PLAN PARAMETER

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	62	0	0	0	0	0	0	26	0	0	88
	LAGOS WZ	11	4	3	4	5	6	1	5	6	2	1	4	52
ON TED	ONNE	0	1	3	0	0	1	0	4	1	0	0	0	10
FLAG STATE SURVEY INSPECTION CONDUCTEI	PH	2	5	2	1	3	0	0	0	6	0	2	0	21
FLAG ST. SURVEY INSPECT CONDUC	CALABAR	1	2		1	1	2	2	1	0	0	2	0	12
,	WARRI	3	0	1	0	1	1	0	0	0	0	2	1	9
	GRAND TOTAL	17	12	71	6	10	10	3	10	13	28	7	5	192

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PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	94	140	97	101	60	56	23	72	98	105	64	87	997
	LAGOS WZ	4	20	23	43	57	22	32	45	44	7	79	11	387
TE .S	ONNE	0	0	2	0	0	0	0	0	0	2	0	0	4
LAG STATE ENEWALS ONDUCTE	PH	26	25	30	2	8	35	41	25	32	28	36	29	317
FLAG RENEY COND	CALABAR	0	1	0	0	0	0	2	0	0	0	0	0	3
	WARRI	51	46	59	38	56	61	64	65	46	72	32	50	640
	GRAND TOTAL	175	232	211	184	181	174	162	207	220	214	211	177	2348

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	11	13	20	23	13	19	13	0	14	11	16	13	166
	LAGOS WZ	20	24	29	30	29	23	25	43	38	37	16	19	333
ON ON	ONNE	8	0	7	6	9	3	3	10	2	3	7	6	64
FLAG STATE INSPECTION	PH	1	1	9	8	4	0	6	5	6	1	4	5	50
FLAG	CALABAR	2	2	5	5	4	4	2	5	5	2	4	0	40
	WARRI	1	0	1	3	2	1	4	3	1	2	3	2	23
	GRAND TOTAL	43	40	71	75	61	50	53	66	66	56	50	45	676

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	ISSUED	130	136	125	64	82	88	167	106	159	109	153	137	1456
C.O.C	REVALIDATED	6	12	25	9	23	27	27	26	15	22	32	22	246
	GRAND TOTAL	114	106	117	70	102	174	195	252	197	241	278	307	2153

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PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS WZ	40	52	62	35	40	57	51	53	41	64	53	60	608
Ω	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
DISCHARGE BOOK ISSUEI	PH	41	71	46	70	33	52	32	75	67	59	75	29	650
DISCHARGE BOOK ISSUE	CALABAR	21	10	20	11	7	15	43	23	47	31	42	54	324
	WARRI	37	73	61	43	40	20	22	76	44	12	4	48	480
	GRAND TOTAL	139	206	189	159	120	144	148	227	199	166	174	191	2062

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
JE	ALL INCIDENTS	19	17	13	21	34	20	20	18	36	24	32	11	265
SEARCH & RESCL INCIDEN	PIRACY ONLY	1	1	1	0	1	2	0	0	0	1	1	1	9
SEA & R INC	GRAND TOTAL	20	18	14	21	35	22	20	18	36	25	33	12	274

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	1	0	0	0	0	0	0	0	0	0	1	0	2
. DETENTION rt State) ISSUES	LAGOS WZ	1	0	0	0	0	0	0	0	0	0	0	0	1
UTIO SSI (s	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
ETEN	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
EL DI	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
VESSEL D ON (Port	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
> 0	GRAND TOTAL	2	0	0	0	0	0	0	0	0	0	1	0	3

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PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	0	0	0	0	0	0	0	0	0	0	0	0	0
N :ate)	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
 	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
Vessel DETENTION on (Flag State)	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	301	181	309	258	151	290	268	227	197	210	376	338	3106
GE	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
DISCHARGE BOOK ENTRIES	PH	95	92	45	68	55	117	107	87	69	82	135	53	1005
DISCH BOOK ENTRII	CALABAR	63	197	105	85	86	136	41	236	99	157	244	7	1456
	WARRI	58	30	34	41	30	32	13	26	106	249	326	110	1055
	GRAND TOTAL	517	500	493	452	322	575	429	576	471	698	1081	508	6622
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	2	7	1	0	1	1		2	7	0	1	2	0
OF	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	25
CLE	PH	2	0	3	0	1	0	0	1	1	1	0	1	10
ARTICLE OF AGREEMENT	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	4	7	4	0	2	1	1	3	8	1	1	3	35

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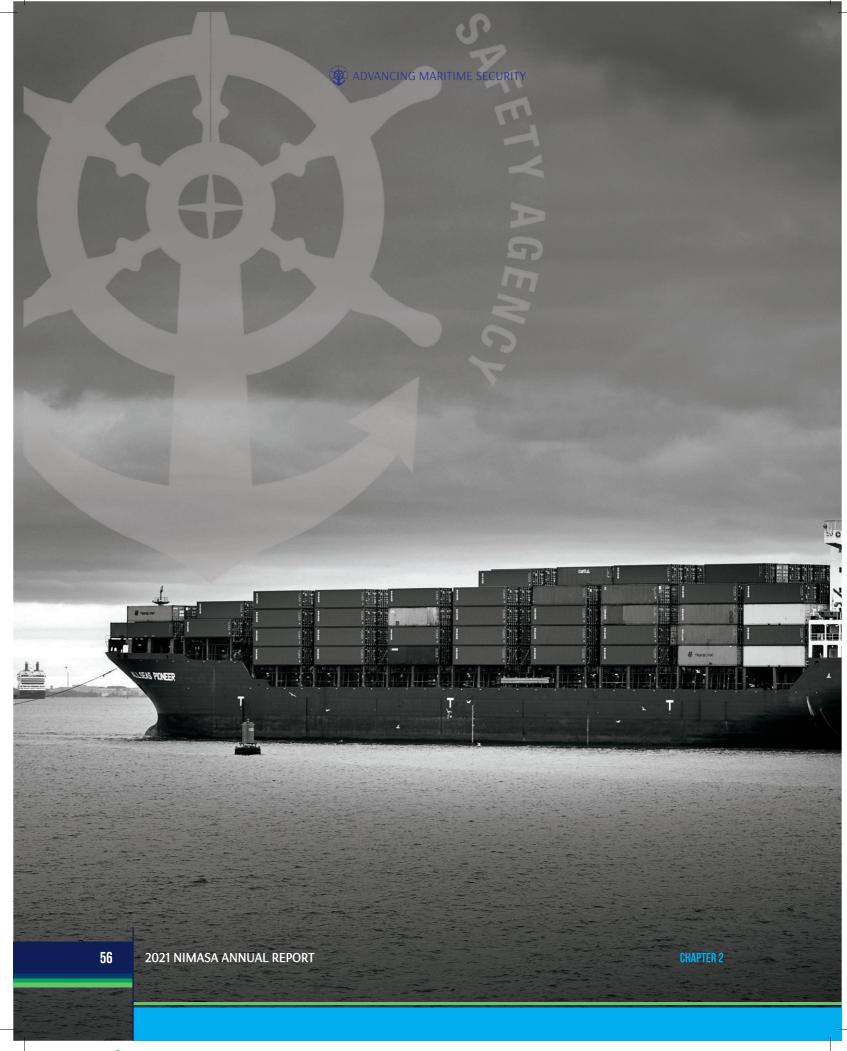
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ост	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	1	0	0	0	0	0	0	0	0	0	0	0	1
ATE	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
PDSC CERTIFICATE	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
PDSC	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	1
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	64	33	0	4	33	14	12	39	26	31	36	25	317
EN	ONNE	18	4	77	34	24	8	25	40	13	26	8	18	295
LIFE RAFT CERTIFICATE ENDORSEMENT	PH	73	61	94	48	31	74	25	78	151	84	95	71	885
LIFE RAFT CERTIFICA ENDORSE	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	26	23	46	16	22	7	39	26	21	0	16	23	265
	GRAND TOTAL	181	121	217	102	110	103	101	183	211	141	155	137	1762
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
Z >:	LAGOS H/Q	20	19	17	23	32	75	74	44	34	50	43	49	480
ITIO	LAGOS WZ	6	0	0	0	0	0	0	0	0	0	0	0	6
CONDITION ON SURVEY	PH	0	0	2	1	0	0	0	0	0	0	0	0	3
5 6	GRAND TOTAL	26	19	19	24	32	75	74	44	34	50	43	49	489
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	TOTAL
ENDORSEMENT OF CoC		29	33	35	36	71	40	27	73	21	12	22	28	427

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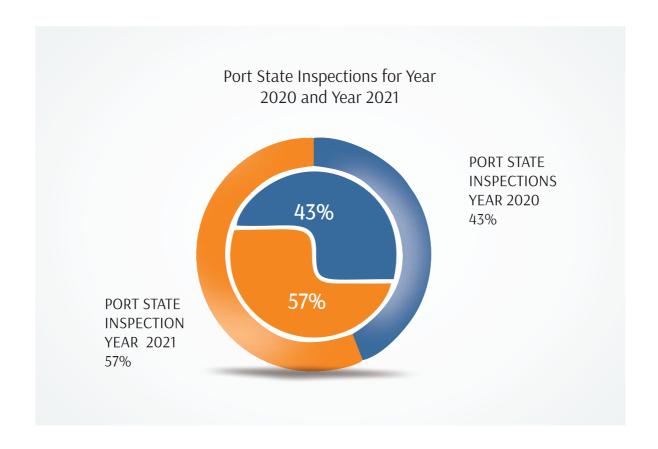




PORT STATE CONTROL

Port State Control inspection was carried out on 676 ships out of a total of 4,640 foreign ships that called at various Nigerian Ports between January and December 2021. This represents 14.5% of total vessels that visited our ports and is relatively close to the Abuja MOU set target of 15%.

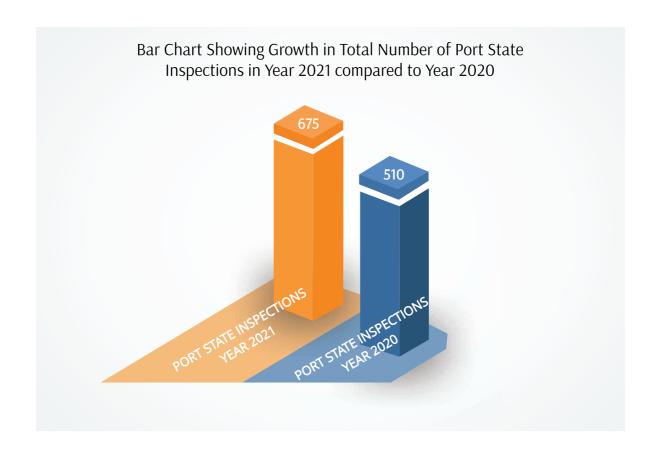
Analysing the report further, it can be observed that the 2021 (676 vessels) figure is 24.6% higher than the total number of inspections carried out in 2020 (510 Vessels) and 7.4% lower than the total number of inspections carried out in 2019 (726 Vessels). The 2021 figure shows a sharp positive increase relative to the PSC inspections in 2020. The Agency is determined to surpass the Abuja MOU set target of 15% in the coming year.



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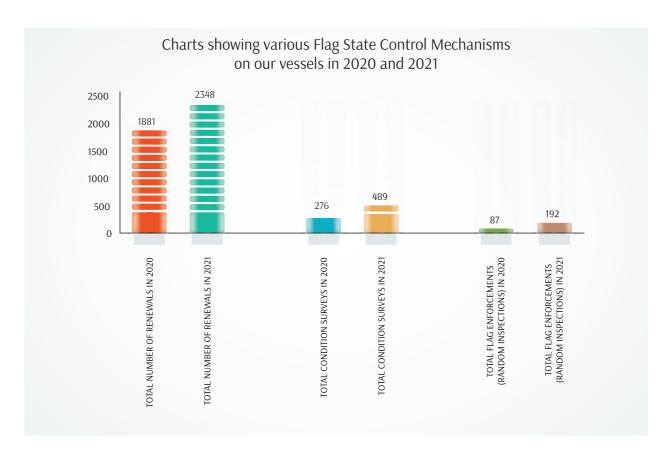


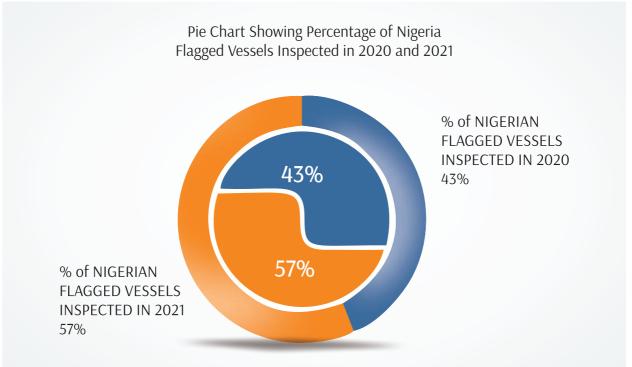


FLAG STATE INSPECTION

Flag State Control Inspection was conducted on 3,029 vessels during the year. This comprised Renewal Inspections (2,348), Condition Survey for Flag Registrations (489) and Random Flag State Survey (192). In analysing this data, the total figure for 2021 indicated a 30% increase in total number of inspections conducted between January and December 2020 (2244).



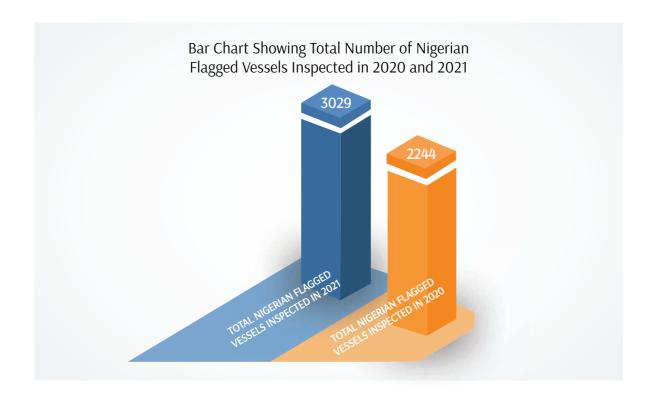




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ACCREDITED CLASSIFICATION SOCIETIES.

- Lloyds Register of Shipping
- · American Bureau of Shipping
- Bureau Veritas
- Det Norske Veritas/Germanischer Lloyds
- Phoenix Register of Shipping
- International Register of Shipping
- International Naval Surveys Bureau
- Indian Register of Shipping
- Overseas Marine Certification Services

NIMASA retains the survey of Safety Equipment and Safety Radio on board convention ships.



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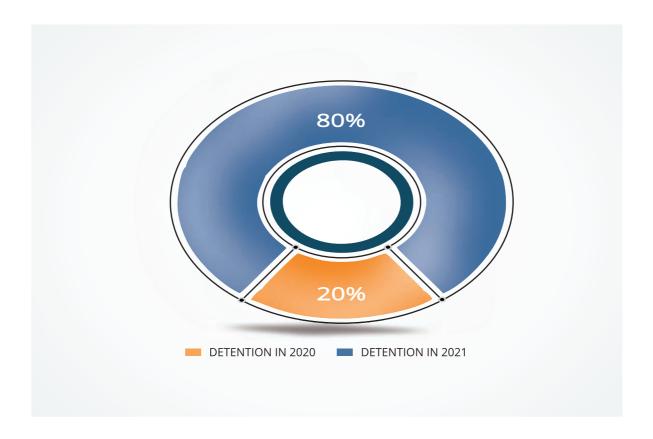
SHIP DETENTION

Under the Agency's Port State Control regime, seven ships were detained for various deficiencies, whereas, in 2020, only two ships were detained.

Flag State Implementation mandate of the Agency recorded 53 ships detained, comprised mainly of barges and tugboats for various deficiencies, whereas in 2020, 13 ships were detained.

The increase in number of detained ships was due to the improved efficiency of the Agency's enforcement strategies to rid our waters of deficient vessels.

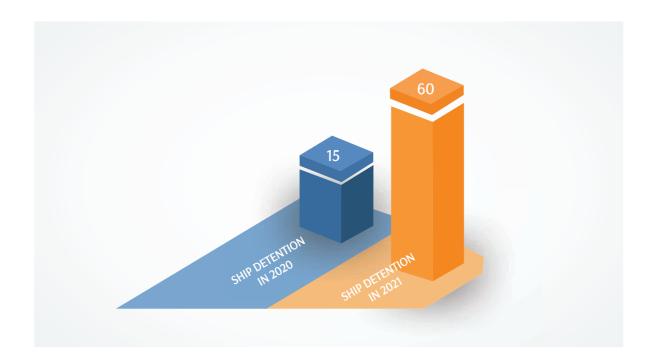
Cumulatively, a total of 60 ships were detained for various deficiencies during the period under review (53 for Flag State and seven for Port State). This is 75% greater than the number of detentions recorded in 2020 (15).



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REGIONAL MARITIME RESCUE CO-ORDINATION CENTRE (RMRCC)

During the year, the Agency responded to several distress alerts and coordinated SAR operations and other emergencies in Nigerian waters and the Gulf of Guinea. Below are the details of our performance in this regard.

The RMRCC intervened in several safety and security related ship distress reports. A total number of 265 Search and Rescue (SAR) and nine Piracy Incidents were recorded in 2021. The SAR incident distress alerts recorded in 2021 were observed to be more than the number of incidents reported from the entire Nigerian SAR region in 2020 (169).

PIRACY/KIDNAP STATISTICS ONLY

MONTH	2020	2021
January	5	1
February	3	0
March	6	1
April	2	0

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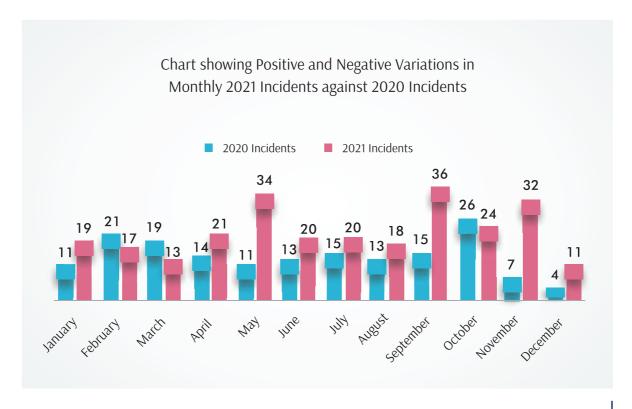




May	5	1
June	1	1
July	3	0
August	1	0
September	3	0
October	2	1
November	5	1
December	2	0
TOTAL	38	6

Distress alerts reported in the above table in 2020 and 2021 above include: Unspecified 406mhz Epirb Alert, Stowaway, Collision, Unspecified DSC Alert, Broken Mast, Fire On-board, Unspecified Immarsat C Alert, Unspecified Distress Alert, Loss of Engine and Drifting.

CHART SHOWING VARIATIONS IN MONTHLY 2021 PIRACY/KIDNAPPING ACTIVITIES AGAINST 2020 ACTIVITIES



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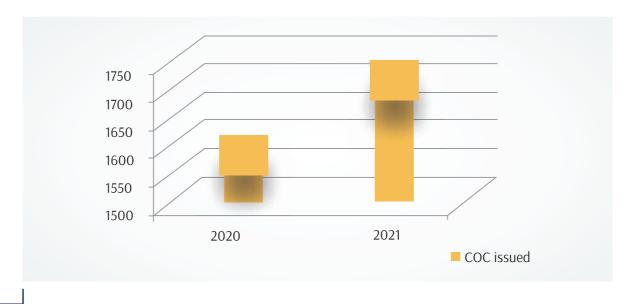


SUMMARY OF EMERGENCY SERVICES INCIDENCES FOR THE YEAR 2020 AND 2021

MONTH	2020	2021
January	11	19
February	21	17
March	19	13
April	14	21
May	11	34
June	13	20
July	15	20
August	13	18
September	15	36
October	26	24
November	7	32
December	4	11
TOTAL	169	265

CERTIFICATE OF COMPETENCY (COC) ISSUANCE OF CERTIFICATE OF COMPETENCY (COC)

A total of 1,727 Certificates of Competency were issued to seafarers in 2021. This figure is nine per cent higher than the total number of 1,591 CoCs issued in 2020.



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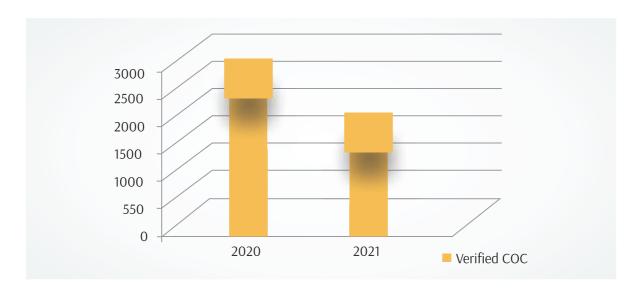
CHAPTER 2





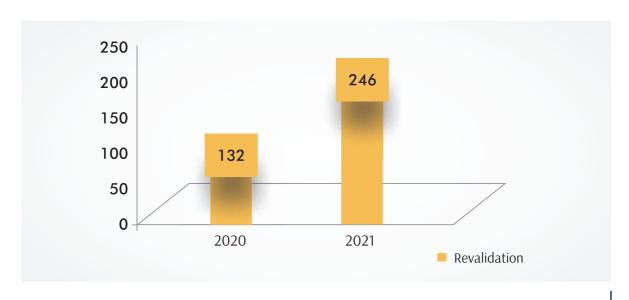
CERTIFICATE OF COMPETENCY VERIFIED

A total of 2,153 certificates were authenticated for shipping companies and manning agents in 2021. When compared to the 2,750 CoCs that were verified /authenticated within the same period in 2020, it shows that a fewer number of stakeholders contacted NIMASA for verification of CoCs in 2020.



REVALIDATION OF STCW CERTIFICATE OF COMPETENCY

A total of 246 Certificates of Competency (CoCs) were revalidated in 2021 for extension of validity for an additional five years, compared to 132 CoCs revalidated in 2020. This indicates an increase in 2021 of 110% against that of 2020.



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ISSUANCE OF SEAMAN'S RECORD BOOK/CERTIFICATE OF DISCHARGE (DISCHARGE BOOK)

A total of 2,062 Seaman's Record/Discharge Books were issued to seafarers within the year under review while 1,826 were issued in 2020.

CERTIFICATE OF PROFICIENCY AND RATINGS FORMING PART OF THE WATCH

Examinations were conducted at Warri, Lagos, Port Harcourt and Calabar District Survey offices for the issuance of various categories of Certificates of Proficiency (CoP) and Rating Forming Part of the Watch CoC.

In 2021, 990 candidates passed of the 1,337 candidates that sat for the exams in all the various categories. This represents 74% passing which was equal to the pass rate in 2020. Below are some of our strategies that influenced performance:

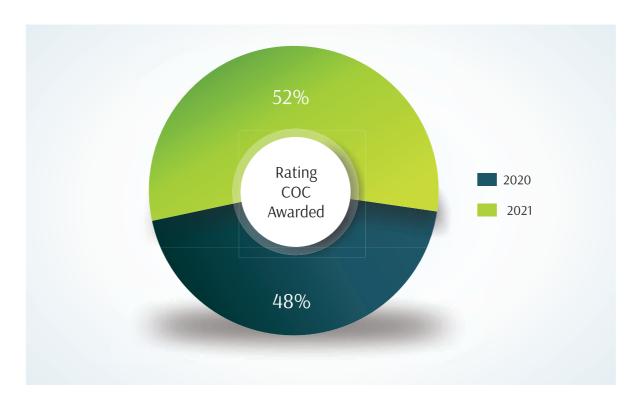
- Increased frequency of examination;
- Improved turnaround time for the release of examination results through the camping strategy for examiners;
- Development of examination question data bank;
- Development of Examination Question Databank to standardize the examination process and enhance credibility;
- Enforced the 70% minimum preparatory class attendance requirement to qualify for the CoC examinations; and
- Additional centres for conducting Certificate of Competency examination.

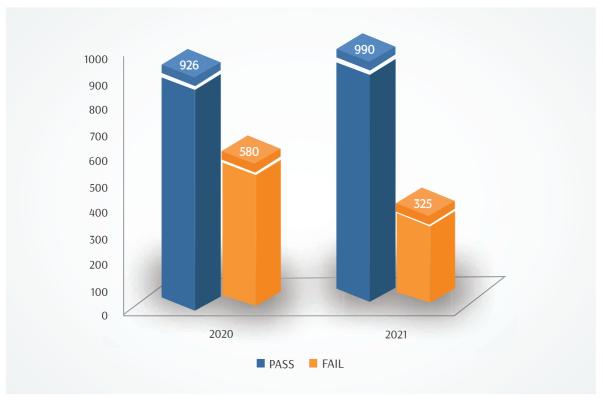
Other achievements recorded include:

- Reduction of falsification of sea-time experience by seafarers;
- Confirmation of sea-time claims of seafarers by direct correspondence with shipping companies while also engage candidates on the work done during sea-time experience;
- Development and implementation of succession plan for the training of mid-level officers as CoC examiners; and
- Facilitation of multi-agency committee in drawing up a roadmap for the commencement of class 2/1 unlimited certificate of competency examinations.

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SUMMARY OF KEY PERFORMANCE INDEX (KPI) 2013-2021

	JAN- DEC. 2021	192	2348	929	1456	246	2153	2062	256	6	09	750,460,70
	JAN- DEC. 2020	87	1881	510	1591	132	2750	1826	220	43	15	807,815,096 619,490,823 750,460,70
	JAN- DEC. 2019	181	2123	726	2234	177	4112	2852	224	23	39	807,815,096
7-202-	JAN- DEC. 2018	115	1241	629	2198	162	1300	2777	152	18	32	320,696,051 581,742,838 750,192,719
	JAN- DEC. 2017	86	1175	525	3752	230	1880	3808	140	28	51	581,742,838
	JAN- DEC. 2016	77	882	475	1508	300	1013	244	163	19	51	320,696,051
	JAN- DEC. 2015	96	1764	512	1845	205	436	3421	98	13	69	186,674,741 266,650,807 676,650,809
	JAN- DEC. 2014	110	1528	726	1349	430	223	4121	130	13	63	266,650,807
-	JAN- DEC. 2013	77	1325	448	2898	418	2406	5435	151	121	20	186,674,741
	PARAMETERS	FLAG STATE SURVEY	ANNUAL FLAG STATE RENEWAL	PORT STATE INSPECTION	C.O.C ISSUED	C.O.C REVALIDATED	C.O.C VERIFICATION	DISCHARGE BOOK ISSUED	SEARCH AND RESCUE INCIDENCE	PIRACY	DETENTION	REVENUE GENERATED

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SEAFARERS

S/N	Month	Place- ment of Nig. Seafar- ers	Place- ment of Cadets	Seafar- ers Regist- ered	Cadets Regist- ered	Reg. of Mann- ing Agent	Rene- wal of Mann- ing Agent	Reg. of Sea- farers Empl- oyers	Rene- wal of Sea- farers Empl- oyer	Certification on MLC 2006	Number of Cabotage Applicati- ons by Co- mpanies	Waiver Recomm- ended (Cabotage).	Foreign SFS Reco- mmended For Repl- acement with Nig. (Cabotage)
1.	JAN.	493	-	164	69	3	6	-	3	MLC INSPEC- TION FS - 5 PS - 15	11	15 (Vessels applications treated)	84
2.	FEB.	631	5	44	11	2	8	-	1	MLC INSPEC- TION FS - 7 PS - 47	8	14 (Vessels applications treated)	25
3.	MAR.	158	-	187	113	-	-	-	-	MLC INSPEC- TION FS - 2 PS - 28	15	32 (Vess- els appl- ications treated)	65
4.	APR.	189	-	558	303	-	-	-	-	MLC INSPEC- TION FS - 7 PS - 42	18	51 (Vess- els appl- ications treated)	110
5.	MAY	124	1	140	-	-	5	-	-	MLC INSPEC- TION FS - 4 PS - 9	9	11 (coy applica- tions treated)	46
6.	JUNE	126	1	238	23	-	-	-	-	MLC INSPEC- TION FS - 4 PS - 20	17	38 (Vessels applications treated)	85
7.	JULY	144	1	182	17	3	2	-	-	MLC INSPEC- TION FS - 2 PS - 0	23	37 (Vessels applications treated)	95

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8.	AUG.	381	1	175	39	-	-	-	-	MLC INSPEC- TION FS - 2 PS - 28	16	38 (coy appli- cations treated)	72
9.	SEP.	336	22	233	16	4	3	-	2	MLC INSPEC- TION FS - 0 PS - 0	9	13 (coy appli- cations treated)	8
10.	SEP.	399	-	240	26	1	2	-	-	MLC INSPEC- TION FS - 1 PS - 22	7	12 (coy appli- cations treated)	3
11.	NOV	381	-	743	-	3	3	-	1	MLC INSPEC- TION FS - 10 PS - 15	2	13 (coy appli- cations treated)	-
12.	DEC.	343	-	315	5	1	1	-	-	MLC INSPEC- TION FS - 6 PS - 0	8	13 (coy appli- cation treated)	52
TO	OTAL	3,705	31	3,219	622	17	30	-	7	24 (MLC Certificate) Total =32 MLC INSPECTION FS - 50 PS - 226	143	287	645

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MARINE ACCIDENT INVESTIGATION

Initiatives taken in 2021 to facilitate seamless marine incidents investigation include:

- Development of an online portal for prompt and unfettered reporting of marine incidents to the Agency (www.mainimasa.com)
- Facilitation of lecture series on lessons learned from incidents investigated by the Agency
- Sustainable collaboration with relevant agencies, including the Nigerian Ports Authority (NPA), National Inland Waterways Authority (NIWA) and Lagos State Waterways Authority (LASWA), etc., on prevention of boat mishaps on Lagos waters and other parts of the country
- Facilitation of sensitisation and safety awareness campaign at Ikorodu boat loading terminal in conjunction with NPA, NIWA and LASWA.

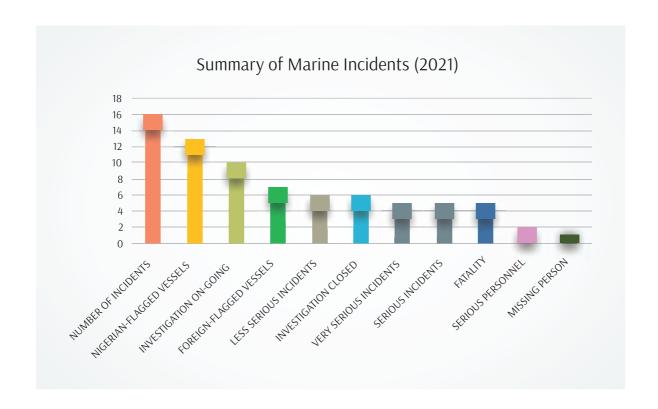
SUMMARY OF MARINE ACCIDENTS/INCIDENTS IN 2021

Items of Summary	Number of Items
Number of Incidents	16
Vessels Involved	24
Nigerian-Flagged Vessels	13
Foreign-flagged vessels	7
Very serious Incidents	5
Serious Incidents	5
Less Serious Incidents	6
Fatalities	5
Serious Injuries	2
Missing Person	1
Investigation Closed	5
Investigation on-going	10

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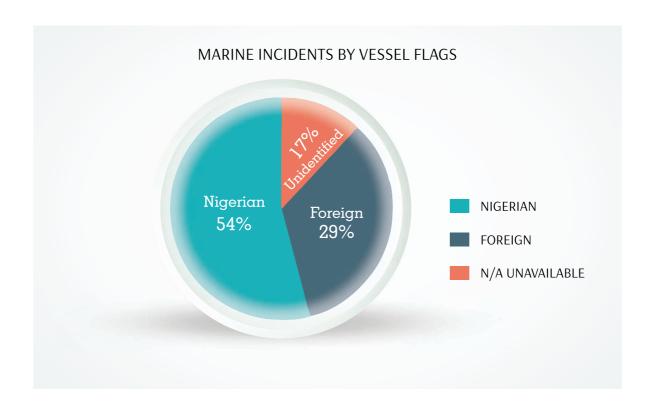
TREND ANALYSIS OF INCIDENTS IN 2021

There were 16 incidents involving 24 vessels. For clarity of analysis, these incidents are classified by flags, incident types and vessel types:

Marine Incidents by Vessel Flags

Flag of vessel	Number of vessels
Nigeria	13 (54%)
Foreign	07 (29%)
Unidentified	04 (17%)





MARINE INCIDENTS BY INCIDENT TYPE

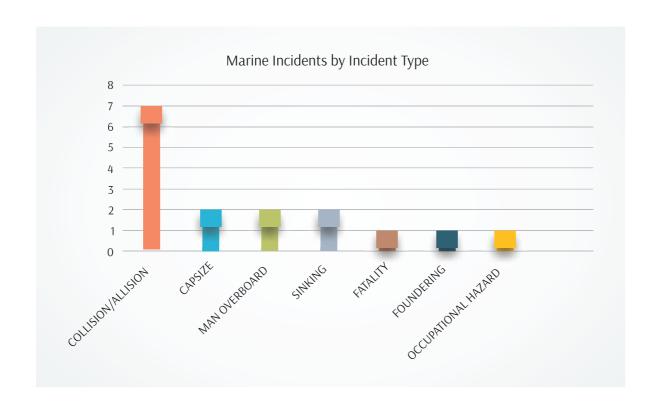
Type of Marine Incident	Number of Occurrence
Collision/Allision	07
Capsize	02
Sinking	02
Man Overboard	02
Fatality	01
Foundering	01
Occupational Hazard	01

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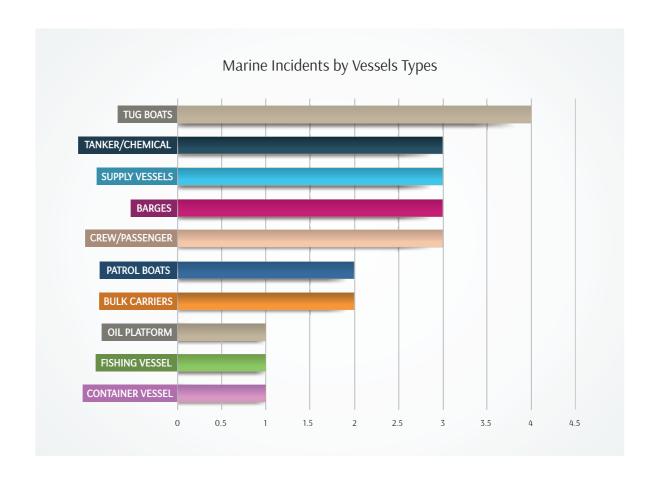
MARINE INCIDENTS BY VESSEL TYPES

Type of Vessels	Number of Vessels
Tug Boats	04
Barges	03
Tankers/chemical Carriers	03
Supply vessels	03
Crew/Passenger Vessels	03
Reefer	01
Oil Platform	01
Fishing vessel	01
Container Vessel	01

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OBSERVATIONS FROM THE TREND ANALYSIS (VESSELS)

- 1) Nigerian-flagged vessels representing about 54% of all referenced vessels were involved in marine incidents while foreign-flagged vessels representing about 29% were involved in marine accidents. The flag of 17% of the vessels involved in marine accident were unknown.
- 2) More vessels were involved in collision and allision incidents (representing about 44% of total vessels).
- 3) Details of vessel types involved in maritime accidents include:
 - Tugboats (29%)
 - Supply vessels (13%)
 - Tankers (13%)
 - Barges (13%)
 - Crew/passenger vessels (13%).

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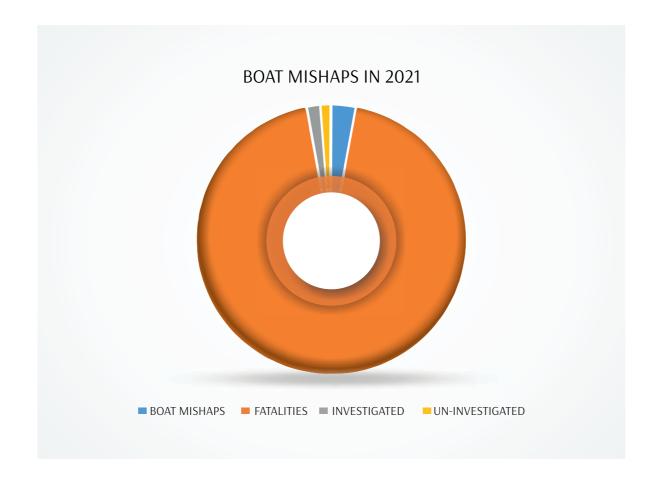
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SUMMARY OF POWER-DRIVEN SMALL CRAFTS (PDSC) MISHAPS IN 2021

Items of Summary	Number of Items	Remarks
Incidents	12	NA
Fatalities	387	NA
Investigated Incidents	07	NA
Uninvestigated Incidents	05	Further information necessary to progress with safety investigation unavailable as notifications came from print/social media.



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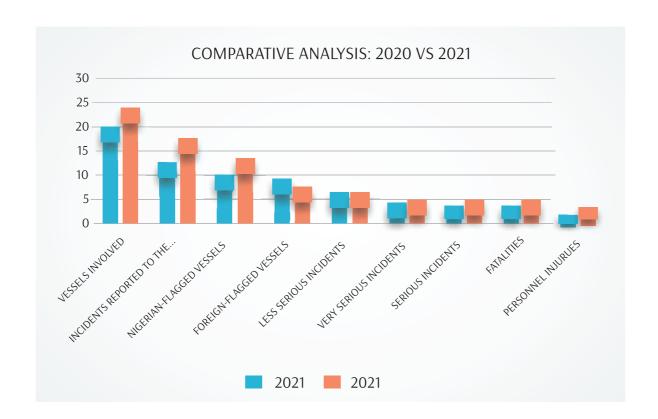
OBSERVATIONS FROM TREND ANALYSIS (PDSC MISHAPS)

- Most boat mishaps (representing 58%) took place in the northern part of the country, while the remaining (representing 42%) took place in the southern part.
- Most of the mishaps occurred due to overloading of Power-Driven Small Crafts (PDSCs).
- Most of the fatalities resulted from lack of use of life jackets by the passengers.

COMPARATIVE ANALYSIS OF INCIDENTS BETWEEN 2020 AND 2021

	Year			
S/N	Items of Comparison	2020	2021	% YOY Change
1.	Total Incidents Reported to The Unit	12	16	+33.33%
2.	Total Number of Vessels Involved	20	24	+20.00%
3.	Nigerian-Flagged Vessels Involved	10	13	+30.00%
4.	Foreign-Flagged Vessels Involved	9	7	-22.22%
5.	Very Serious Incidents	4	5	+25.00%
6.	Serious Incidents	2	5	+150.00%
7.	Less Serious Incidents	6	6	00.00%
8.	Fatalities	2	5	+150.00%
9.	Personnel Injuries	1	2	+100.00%





MARINE ENVIRONMENT MANAGEMENT

Issuance of Marine Environment Management (MEM) Mandatory Certificates and Documents

In line with the IMO Circular (FAL.2/Circ.131 MEPC.1/Circ.873 MSC.1/Circ.1586 LEG.2/Circ.3) on mandatory documents and certificates carried and used on board vessels, a total of 369 certificates and documents were processed and issued in 2021 against 357 in 2020, as shown in the table and graph below:

S/N	CERTIFICATES & DOCUMENTS	2020	2021
1.	IOPP Authorization	19	17
2.	ISPP Authorization	22	24
3.	IAPP Authorization	45	40
4.	IBWM Authorization	6	8

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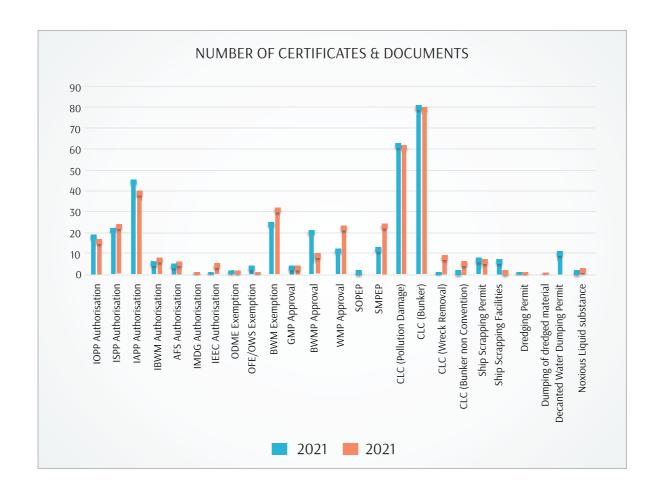


5.	AFS Authorization	5	6
6.	IMDG Authorization	0	1
7.	IEEC Authorization	1	5
8.	ODME Exemption	2	2
9.	OFE/OWS Exemption	4	1
10	BWM Exemption	25	32
11	GMP Approval	4	4
12	BWMP Approval	21	10
13	WMP Approval	0	1
14	SOPEP	12	23
15	SMPEP	2	0
16	CLC (Pollution Damage)	13	24
17	CLC (Bunker)	63	62
18	CLC (Wreck Removal)	81	80
19	CLC (Bunker non Convention Vessels)	1	9
20	CLC (Wreck non Convention Vessels)	2	6
21	Ship Scrapping Permit	8	7
22	Ship Scrapping Facilities	7	2
23	Dredging Permit	1	1
24	Dumping of dredged material	0	5,170,000MT
25	Decanted Water Dumping Permit	11	0
26	Noxious Liquid substance	2	3
TOTA	E	357	369

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RESPONSE TO MARINE POLLUTION INCIDENTS:

The Agency responded to and investigated an oil Spillage at OML 29, Well 1, belonging to Alteo Eastern Exploration at Juju point, Sekebabe River in Opua-Nembe, Bayelsa State.

Other responses carried out:

- An Environmental Sensitivity Index (ESI) Map of the Nigerian Coast was developed and Special Sensitive Areas were designated to ensure the provision of Strategic Maps, which would aid in monitoring the effects of oil spillage on the marine ecosystem
- b. Establishment of Marine Environment Management (MEM) Incident Response Centre. The Centre was established as a fall out of one of the recommendations of the developed ESI Map for the purpose of interpreting and producing maps in any event of an Oil/Chemical spill or marine incident.

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- c. Remediation of degraded environment in the Niger Delta area (Central zone Forcados and Excravos)
 - d. Marine litter clean-up at Bennett Island, Warri, Delta State.

SHIP RECYCLING ACTIVITY

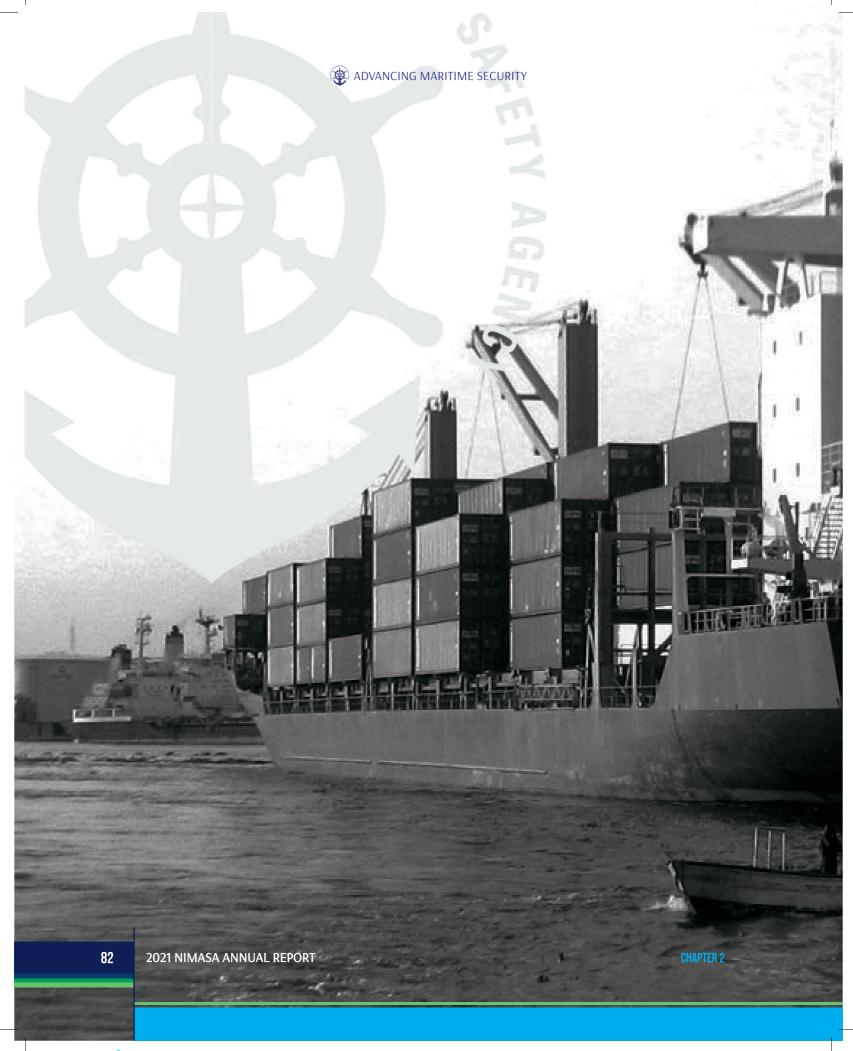
In line with the Hong Kong Convention, 2009, the Agency, being the Competent Authority, is saddled with the responsibility of issuing the requisite permits for Ship Recycling Facilities to operate (Ship Scrapping Facility Permit). During the period under review, the following Companies' Ship Scrapping Yard Permits were processed and revalidated:

S/N	NAME OF FACILITY	STATUS
1.	TYB Investment Limited	Renewal of Ship Scrapping Facility Permit
2.	Moonroth Nigeria Limited	Issued fresh Ship Scrapping Facility Permit

S/N	TYPE/LOCATION	COMPANY	STATUS
1.	WRECK AT MAKARABA AND OLERO CREEKS IN DELTA STATE	ZUMAX NIGERIA LIMITED	PERMIT ISSUED, REMOVAL OF THE WRECK AT OLERO IS IN PROGRESS WHILE THAT OF MAKARABA HAS NOT COMMENCED
2.	FOURTEEN (14) ABANDONED WRECKS ALONG TINCAN- BADAGRY	HUMBER MARINE WERKS	CONTRACT AWARDED BY THE FEDERAL GOVERNMENT. Monitored the removal of wreck 18 and 27

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VESSEL SCRAPPING

During the period under review, the following Ship Scrapping Applications were received and processed:

S/N	NAME OF VESSEL	COMPANY	REMARKS
1.	MT FAVOUR	Fix Bolingo Intl.	Permit Issued
2.	MT SEA PROGRESS	Fix Bolingo Intl.	Permit Issued
3.	MT NWANBISA	Fix Bolingo Intl.	Permit Issued
4.	MT WESLEY	Bao Yao Huan Jian Iron & Steel Group	Permit Issued
5.	MT FRANCIS	Bao Yao Huan Jian Iron & Steel Group	Permit Issued
6.	MV PEARL COAST	Ragi Industries Ltd.	Permit Issued
7.	MT JASCON 27	TYB Investment Ltd.	Under Processing
8.	MT REMOS	TYB Investment Ltd.	Permit not issued as result of litigation

WRECK REMOVAL ACTIVITIES

To achieve effective implementation and enforcement of provisions of Nairobi Wreck Removal Convention, the Agency divided the Wreck Removal Programme into three stages, namely: Prewreck Removal; Wreck Removal and Post-Wreck Removal operations.

During the period under review, the Agency received and processed applications for removal of Wrecks within the nation's territorial waters as listed:

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S/N	TYPE/LOCATION	COMPANY	STATUS
1.	WRECK AT MAKARABA AND OLERO CREEKS IN DELTA STATE	ZUMAX NIGERIA LIMITED	PERMIT ISSUED, REMOVAL OF THE WRECK AT OLERO IS IN PROGRESS WHILE THAT OF MAKARABA HAS NOT COMMENCED
2.	FOURTEEN (14) ABANDONED WRECKS ALONG TINCAN- BADAGRY	HUMBER MARINE WERKS	CONTRACT AWARDED BY THE FEDERAL GOVERNMENT. Monitored the removal of wreck 18 and 27

DEVELOPMENT OF BALLAST WATER MANAGEMENT PORTAL

Development of Ballast Water Management Portal as an International Maritime Organization (IMO) requirement for the Data Gathering - Experience Building Phase (EBP) for implementation of BWM by member states and organised training with the Consultants on the use of the portal. Held the 10th National Task Force meeting on the roadmap toward implementing Ballast Management Convention in Nigeria.

ANTIFOULING SYSTEMS ACTIVITY

Port Reception Facilities (PRF)
Daily Monitoring of the Usage of Port Reception Facilities

We monitored the usage of port reception facilities by ships calling at the nation's seaports to ensure adequacy and proper usage of the reception facilities and report to the International Maritime Organization (IMO) for circulation to other member states. Data of wastes recorded during the compliance monitoring is listed below:

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Total amount/category of waste collected in Lagos by NPA from January to December:

S/N	MONTHS	GARBAGE (Kg)	Oil (cbm)	SHIP TRAFFIC (No. OF VISIT)
1	January	92,347	1,081	207
2	February	113,213	1,300	186
3	March	164,658	1,236	225
4	April	197,689	4,094	260
5	May	155,517	1,454	199
6	June	160,688	1,701	244
7	July	200,626	2,282	206
8	August	151,783	1,168	212
9	September	158,960	2,147	211
10	October	129,629	1,047	219
11	November	121,470	1,524	218
12	December	88,447	261	204
	TOTAL	1,735,027	19,295	2591





TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN ONNE BY NPA

S/N	MONTHS	GARBAGE (Kg)	Oil (cbm)	SHIP TRAFFIC (No. OF VISIT)
1	January	9,126	123	39
2	February	5,645	145	39
3	March	10,273	145	48
4	April	7,699	68	31
5	May	5,881	238	44
6	June	5,869	101	36
7	July	13,104	156	39
8	August	11,584	218	50
9	September	5,320	112	40
10	October	10,831	62	40
11	November	5,615	80	41
12	December	5,014	72	31
	TOTAL	95,961	1,520	478

TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN CALABAR BY NPA

S/N	MONTHS	GARBAGE (Kg)	Oil (cbm)	SHIP TRAFFIC (No. OF VISIT)
1	January	2,006	26	15
2	February	2,521	29	14
3	March	3,377	133	19
4	April	2,656	0	16
5	May	2,494	19	14

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	TOTAL	29,172	266	173
12	December	2,594	0	13
11	November	3,199	0	17
10	October	2,497	0	12
9	September	1,777	0	12
8	August	1,722	13	14
7	July	2,498	18	14
6	June	1,831	28	13

TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN WARRI BY NPA

S/N	MONTHS	GARBAGE (Kg)	Oil (cbm)	SHIP TRAFFIC (No. OF VISIT)
1	January	4,715	649	39
2	February	5,505	29	39
3	March	6,152	156	48
4	April	3,134	0	37
5	May	6,098	20	52
6	June	3,431	13	37
7	July	3,391	5	29
8	August	4,895	10	37
9	September	4,400	3	36
10	October	4,128	14	33
11	November	5,234	0	39
12	December	5,967	32	57
	TOTAL	57,050	931	483

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QUARTERLY INSPECTION OF PRFS

A total of five ports (Lagos, Port Harcourt, Onne, Calabar and Warri) were visited on a quarterly basis. Summary of facilities provided by the service providers were recorded as follow:

S/N	TYPES OF RECEPTION FACILITIES	LAGOS	CALABAR	PORT HARCOURT	ONNE	WARRI
1.	Garbage compactor truck	\checkmark	\checkmark	•••••	\checkmark	\checkmark
2.	Incinerator	\checkmark		•••••	\checkmark	
3.	Oil collection tanker	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark
4.	Storage tanks	\checkmark		\checkmark	\checkmark	\checkmark
5.	Oil water separator	\checkmark	•••••			
6.	Sorting plant	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark
7.	Bailer	\checkmark	\checkmark		\checkmark	\checkmark
8.	Granulator	\checkmark	•••••			
9.	Drum beater	\checkmark	•••••	•••••	•••••	
10.	Dumpster	\checkmark	\checkmark	\checkmark	\checkmark	
11.	SEREP PLANT (Liquid Waste Plant)	\checkmark	\checkmark	\checkmark	\checkmark	Available to take care of Port Harcourt, Onne, Warri and Calabar but yet to be installed.
12.	Modular Laboratory	\checkmark	\checkmark	\checkmark	\checkmark	Available to take care of Port Harcourt, Onne, Warri and Calabar but yet to be installed.

Key:

= Indicates presence of the facility

..... = Indicates absence of the facility

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Group photograph with MEM officers during PRF inspection



Inspecting one of the facilities

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OFFSHORE WASTES ACTIVITY

The Agency collaborated with Infrastructure Concession Regulatory Commission (ICRC) in the process of selecting two service providers to offer Offshore Waste Reception Facility (OWRF) for waste collection on a Public/Private Partnership (PPP) basis. The service providers selected are:

- · XPO Marine for Eastern Zone
- · African Circle Pollution Management Limited (ACPML) for Western Zone



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SUBMISSION OF 2020 ANNUAL REPORTS AND MANDATORY REPORTS UNDER THE MARPOL CONVENTION FROM NIGERIA TO THE IMO

The Agency collated and submitted the 2020 Annual Mandatory Report to the IMO before the deadline of 31st December 2021, as required under Articles 8, 11 and 12 Regulation 7 of Annex II and Regulation 7 of Annex V of the MARPOL Convention.

COMPLIANCE MONITORING AND INSPECTIONS

To ensure that environmental and safety standards, as well as regulatory requirements are complied with, the Agency continued with the following compliance monitoring during the period:

- 1) Dangerous Goods inspection: to ensure proper handling of maritime dangerous goods in the Western, Eastern and Central zones.
- 2) Waste Management Plan inspection at various terminals, jetties and shipyards within each of the zones
- 3) Harmonised compliance monitoring of shipping companies at the Eastern and Central zones of the Agency
- 4) Regular ship scrapping inspections by inspection team

CLIMATE CHANGE ACTIVITIES

- 1) Developed Draft Guideline on:
 - a. Domestication of MARPOL Annex VI and follow-up on Annex VI Regulations being reviewed by Legal Unit
 - b. Ship Implementation Plan (SIP) EGCS and other relevant MARPOL Annex VI Regulations Implementation
- 2) Inspection of Women Low Carbon Centre at Surulere, Lagos State in respect of application for partnership with NIMASA
- 3) Updated the Terms of Reference Assignment to be presented at 3rd Technical Committee Meeting on Slow Steaming
- 4) Visitation to LASEPA Office, Alausa, Ikeja for inspection of MARPOL Annex VI wastes treatment plant

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5) Updated Ship Energy Efficiency Management Plan (SEEMP) Guidelines

MONITORING OF AT-SEA-PROJECTS

In line with the provisions of Marine Environment Management Regulations and London Convention and its Protocol, we continued monitoring of At-Sea-Projects to ensure they are carried out in an environment-friendly manner, Viz:

- FPSO (ABIGAIL JOSEPH) being inspected for mooring activity and MARPOL 73/78 compliance
- Lekki Deep Sea Port and Royal Salt project site for London Convention and its Protocol on Dumping activities



Meeting with the officials of Lekki Deep Sea port.

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MARITIME ACTION PLAN ON MARINE LITTER AND PLASTIC (MAP-ML+P) MANAGEMENT IN NIGERIA

The first edition of the Maritime Action Plan on Marine Litter and Plastic (MAP ML+P) was revised by the Agency in collaboration with relevant stakeholders.

This collaboration identified challenges hindering the implementation of the Action Plan due to the advent of COVID-19 pandemic.

A National Task Force (NTF) was created for the implementation of the Action Plan for a period of five years, after which it will be reviewed in line with emerging trends.

Establishment and Installation of the Deep Waste Collection System by the Agency

To prevent coastal communities from dumping plastics into the sea, which leads to loss of biodiversity and food scarcity, the Agency installed 14 Units of 3M Molok Deep Waste collection systems at the Agency's three operational zones.

The equipment is an innovative waste collection system adopted to enhance plastic waste management in the coastal communities.

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INTER-AGENCY/STAKEHOLDERS' SENSITIZATION AND COLLABORATION

The following engagements were held to ensure adequate collaboration, create stakeholders' awareness, as well as generate new and innovative ideas:

- 1) Meeting on the Effective Implementation of the International Maritime Dangerous Goods (IMDG) Code in Nigeria;
- 2) Sensitization/awareness meeting on Waste Management Plan at the Western Zone:
- 3) Compliance Monitoring and Inspection Training for the Regulation of Dangerous Goods Transportation in Nigeria at Western, Eastern and Central zones;
- 4) Meeting with Modular/Refinery Operators and Fuel Oil suppliers toward ensuring availability/sufficiency of compliant fuel;
- 5) Joint inspection of the Lagos State Environmental Protection Agency (LASEPA) to ensure availability of Port reception facilities for Annex VI waste by NIMASA and the Nigerian Ports Authority (NPA);
- 6) Sensitization on implementation of SOx compliant bunker fuel through Marine Notice and conduct of stakeholders' forum;
- 7) Collaboration with NNPC, DPR and other private sector operators on Bunker Fuel Infrastructure hub to ensure SOx compliant marine fuel availability and sufficiency in Nigeria;
- 8) Second Meeting with Modular Refinery Operators and Bunker Fuel Oil Suppliers to get an update on availability of 0.5% sulphur compliant fuel
- 9) Meeting of National Technical Committee (NTC) on GHG Update on Climate Change issues;
- 10) 14th and 15th meeting of the National Standing Committee (NSC) for the Implementation of the International Oil Pollution Compensation (IOPC) Funds in Nigeria;
- 11) 5th Sub-Committee meeting of the National Standing Committee (NSC) for the Implementation of the International Oil Pollution Compensation (IOPC) Funds in Nigeria;
- 12) Stakeholder' engagement on improving local capacity in the Ship Scrapping Industry; and
- 13) Participated in Webinar meetings on the following:
 - a. Confex on Energy Efficiency
 - b. Energy Efficiency in the African Port
 - c. IMO UNEP Norway Zero and low Emission Innovation forum
 - d. GHG reduction Measures in line with International and National Regulations.

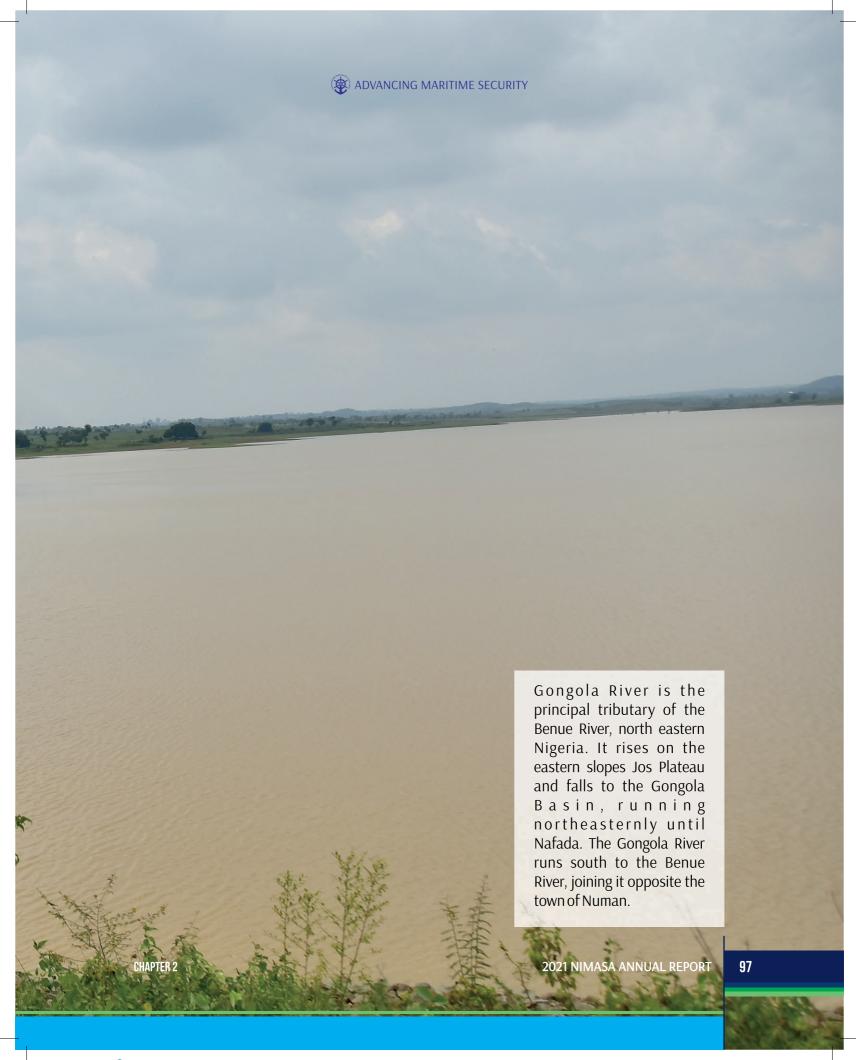
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he critical aspect of shipping development encompasses fleet expansion, ship building and ship repairs and human capacity development. NIMASA is poised to advance shipping by ensuring a conducive environment for commercial shipping and encouraging more indigenous participation in the global shipping trade.

MARITIME LABOUR SERVICES

Maritime Labour Employment

- Nigerian seafarers placed on-board 3,705
- Number of Nigerian cadets placed onboard – 31
- Number of seafarers registered 3,219
- · Number of cadets registered 622
- Number of manning agents registered –
 17
- Number manning agents' renewals 30.
- Number of seafarer employers registered-Nil
- Number of seafarers' employers' renewal-7
- Number of flag state inspection carried out - 50
- Number of port state inspection carried out - 226
- Number of MLC 2006 Certificates issued – 32
- Number of new stevedoring companies registered – 14
- Number of stevedoring operational certificates issued 17
- Number of new terminal/jetty operators registered 9
- Number of Stevedoring operational certificates renewed 7

NIGERIAN SEAFARERS DEVELOPMENT PROGRAMME (NSDP)

During the period under review, the Nigerian Seafarers Development Programme (NSDP) aimed at ensuring adequate maritime manpower development was reinforced.

- 200 new intakes were enrolled in the NSDP during the year culminating in a total of 2, 241 enrolled from inception in 2009.
- 211 graduate cadets received their Certificate of Competency (COC).
- 336 cadets were placed on sea time training.
- 234 cadets are at various international Maritime Training Institutes waiting to be deployed on on-board sea time training.
- 200 cadets are undergoing shore-based training.
- 245 cadets completed their sea time experience and are awaiting the COC examination.
- 96 cadets have registered for the COC examination.
- 118 cadets were gainfully employed during the year.

To ensure full compliance, the Agency further strengthened and improved its regulatory functions as it continued to conduct scheduled and unscheduled inspections and monitoring of maritime labour operations across the zones. These inspections were in addition to the statutory registration process and MLC inspections.

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Between January and December 2021, 20 inspection and monitoring activities were carried out, of which five non-compliant vessels were recommended for sanctions.

Moreover, in its strides to maintain industrial harmony and promote good working relationships among stakeholders, industry players, and the unions, the Agency took certain proactive steps of confidence-building and trust, conflict prevention, and timely response and resolutions of issues. On several occasions, it had roundtables with the unions to seek their opinions on some policy proposals and on better ways of implementation. Besides the regular engagement with the union, for instance, it also created a feedback mechanism to gauge opinions and monitor events in the industry.

Furthermore, the Agency took prompt action to resolve reported disputes, as well as on issues it became aware of. Some of the issues were related to non-payment of wages to some maritime workers, delay in payment of terminal benefits and non-remittance of pension, indebtedness, poor working conditions and employment of unregistered dockworkers.

In all, 15 disputes were reported and handled, of which 12 were fully resolved. Furthermore, six outstanding industrial accident cases were resolved and compensations were paid. Three fatalities were reported.

In 2021, the Agency facilitated negotiations on the Collective Bargaining Agreement (CBA) for the Nigerian maritime sector which was signed by all parties involved. The document greatly strengthened industrial harmony.

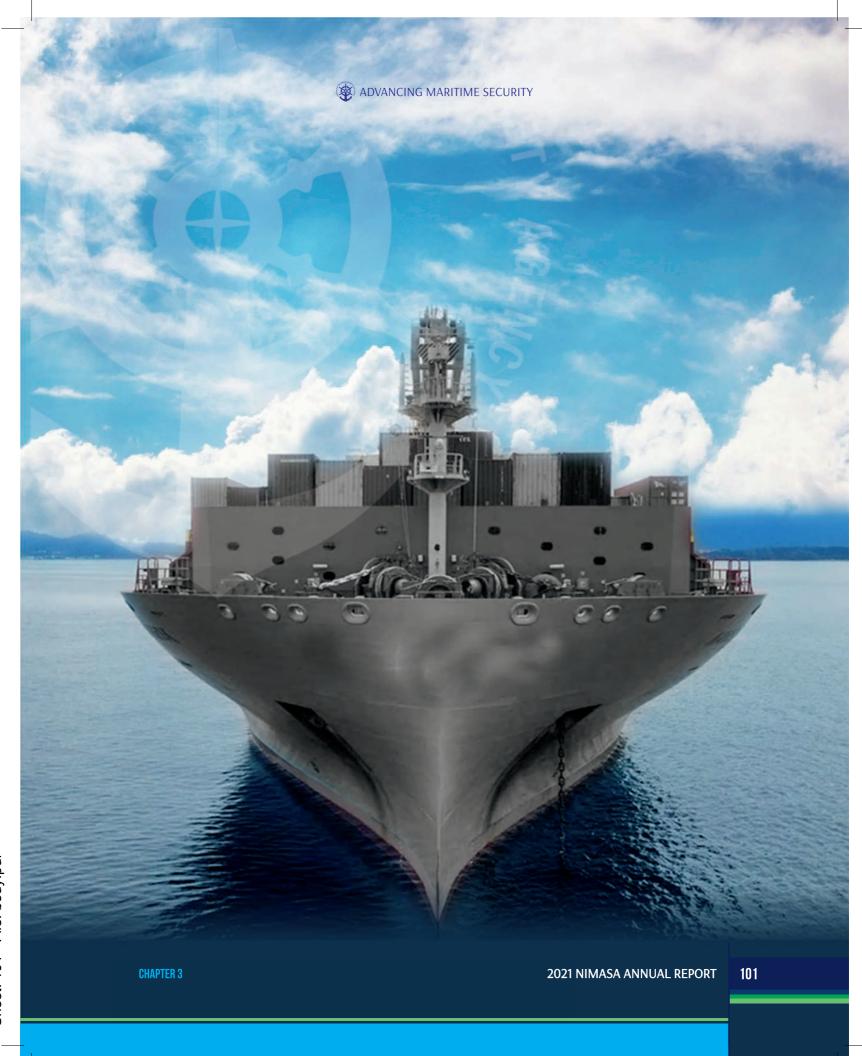
During the year, the Agency continued the process leading to the introduction of several electronic services, such as the Maritime Labour E-portal aimed at enhancing cohesion and increased timeliness in the services provided. When the E-portal is fully operational, it will be the main tool used by the Agency and all stakeholders for registration of seafarers, dock labour stevedoring companies, seafarers' employers, manning agents, jetty/terminal operators and offshore platforms.

TABLE 2 DOCK LABOUR

S/N	MAIN ACTIVITY		PERFORMANCE											
		JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	ОСТ.	NOV.	DEC.	
1.	REGISTRATION OF STEVEDORING COMPANIES	F-0 R-1	F-2 R-0	F-1 R-1	F-2 R-2	F-3 R-2	F-2 R-2	F-1 R-1	F-1 R-3	F-0 R-1	F-0 R-1	F-2 R-2	F-0 R-1	FRESH-14 RENEWAL -17
2.	REGISTRATION OF TERMINAL/ JETTY	F-0 R-0	F-0 R-0	F-0 R-0	F-3 R-2	F-1 R-0	F-0 R-1	F-1 R-1	F-0 R-	F-0 R-1	F-3 R-2	F-1 R-0	F-0 R-0	FRESH-9 RENEWAL -7
3.	OPERATOR REGISTRATION OF DOCKWORKERS	0	0	0	0	62	146	43	0	140	0	0	0	391
4.	OFFSHORE PLATFORM	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0	F-0 R-0

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NIGERIAN SHIP REGISTRATION OFFICE (NSRO)

ACTIVITIES CARRIED OUT IN 2021

Registration of Vessels

NOTE	The Cabotage vessels with their gross tonnage are an extract from the flag registered vessels.											
GROSS TONNAGE	223,216.77	398,201.81	621,418.58	221,304.68	47,857.85	269,162.53	317,991.13	599,557.72	917,548.85	120,024.22	266,170.05	386,194.27
NUMBER OF VESSEL	Flag (New) – 212	Flag (Renewal)- 221	TOTAL (flag) - 433	Cabotage (New) - 79	Cabotage (Renewal) - 32	TOTAL (Cabotage) - 111	Flag (New) - 249	Flag (Renewal) - 250	TOTAL (flag) - 499	Cabotage (New) – 84	Cabotage (Renewal)- 75	TOTAL (Cabotage) - 159
S/N YEAR	2021						2021					
S/N	-						2.					

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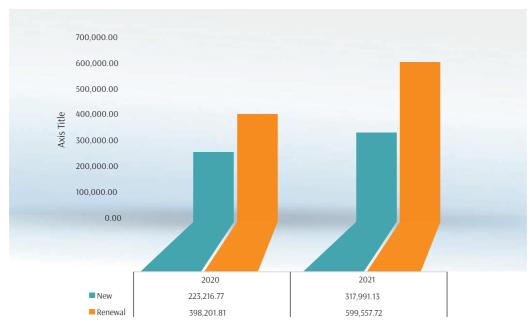
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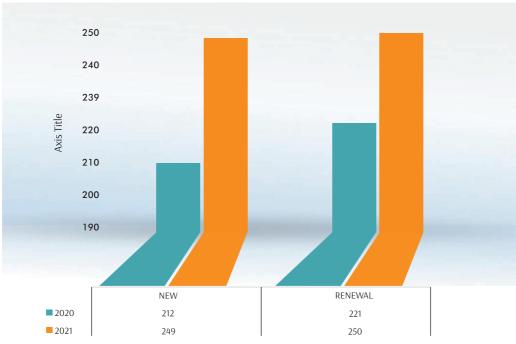


SPECIAL CABOTAGE REGISTRATION (FOREIGN)

A total of 10 vessels were registered in 2021, with its total gross tonnage amounting to 29,236 GRT $\,$



NSRO Flag Gross Tonnage for 2020 & 2021



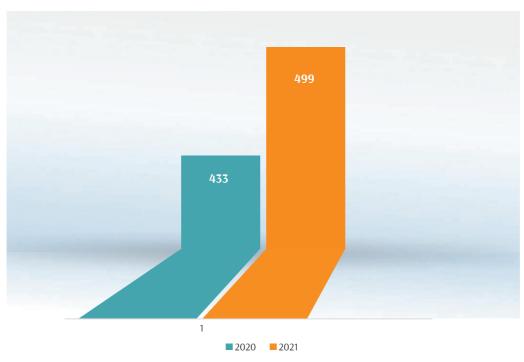
NSRO Flag Vessels for 2020 & 2021

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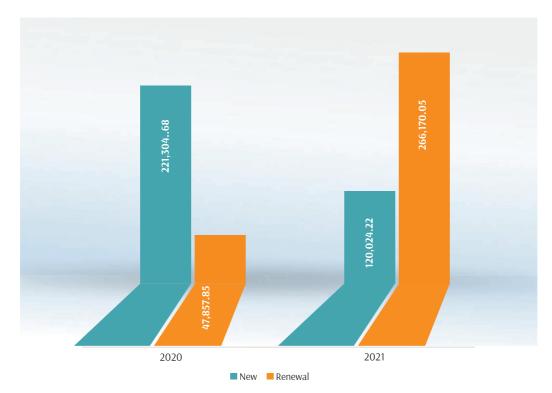
NSRO Total Flag Tonnage for 2020 & 2021



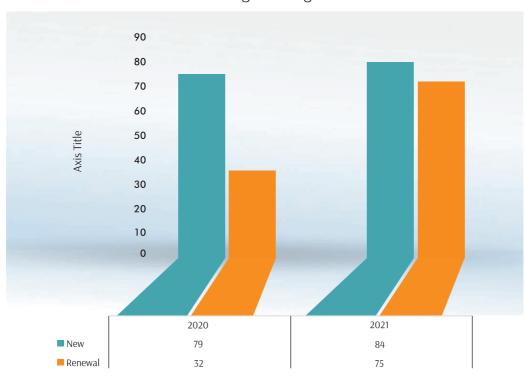
NSRO Total Flag Vessels for 2020 & 2021

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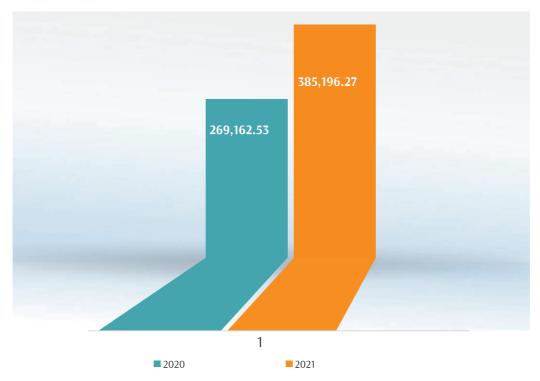
NSRO Cabotage Tonnage for 2020 & 2021



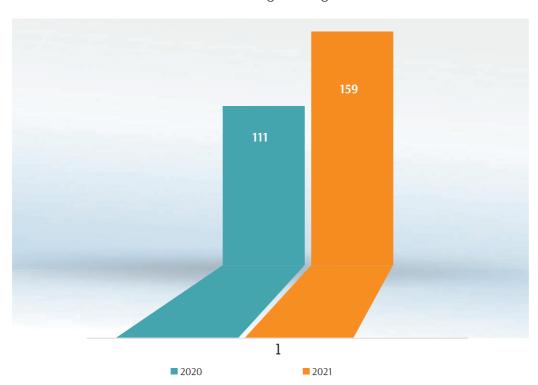
NSRO Cabotage Vessels 2020 & 2021

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NSRO Total Cabotage Tonnage



NSRO Total Cabotage Vessels for 2020 & 2021

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ANCILLARY SERVICES PROVIDED BY THE SHIP REGISTRY

S/N	FUNCTION	2020	2021
1.	Total number of Registered	28	5
2.	Total number of Legal Searches conducted	25	30
3.	Total number of Consent to sell granted	21	40
4.	Total number of Consent to Mortgage granted	22	14
5.	Total number of Deleted Vessels	20	49
6.	Total number of Provisional Registrations rendered	45	30
7.	Total number of Transcripts Issued	-	4
8.	Power Driven Small Craft Vessel	2	13
9.	Freedom from Encumbrance	2	5

OTHER ACTIVITIES

Other Activities

The Ship Registry commenced the issuance of new Certificates of Registry with QR embedded on them to further strengthen verification capability and the security of the certificates against forgery.

- 1. Cabotage Local Capacity Building
 - a) Collaboration with the Nigerian Customs Service (NCS) & Nigerian Immigration Service (NIS):

In furtherance of the collaborative efforts between the Agency, the NCS and the NIS to harmonize positions on removing the challenges that affect the employment of vessels owned by local Cabotage operators, the following measures were put in place:

• Harmonization of the conditions for the issuance of Temporary Importation Permits (TIP) issued by NCS, work permits to foreign seafarers issued by the NIS to enhance local capacity development.

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- Structured quarterly meetings with emphasis on decision-making officers to attend the engagement
- b) Enforcement of Cabotage regulations on Barges:

Following the sensitization meeting earlier held with barge operators in 2020, an increasing number of barges was recorded as compliant with the Cabotage registration requirement. On the issue of non-compliant craft/barges, the Agency is working to engage the leadership of Seaport Terminal Operators Association of Nigeria (STOAN), who are the major employers of crafts and barges, to include in their conditions for craft/vessel employment that Terminals should engage only Barges registered with the Nigerian Ship Registration Office (NSRO), as well as deduct NIMASA's statutory 2% surcharge on every contract sum at the source and remit same into the CVFF.

c) Business-to-Business (B2B) apprenticeship system in Nigerian shipyards:

To promote an increased participation in the Nigerian Cabotage trade, the Agency developed a plan aimed at enhancing Business-to-Business (B2B) apprenticeship systems between local and foreign shipyards in leading shipbuilding countries, such as South Korea, to nurture our skilled workers in areas such as design engineering, craftsmanship, welding technology, ship fitters, metal fabricators, electricians, coating & corrosion control specialist, etc. This is consistent with the intendment of the Cabotage Act.

- d) B2B alliance between Technical Vocational Education & Training (TVET)
 The Agency, in line with its mandate on the objectives and general principles of
 Cabotage regulation, identified and proposed a plan for support of a B2B alliance
 between Technical Vocational Education & Training (TVET) institutes in Nigeria and
 leading shipyard destinations on training and certification of shipyard specialists.
- e) Cabotage 2% sailing clearance certificate:

As provided under Section 33 of the Cabotage Act, 2003, the Certificate was designed to provide a seamless administration of Cabotage enforcement procedures and increase the Agency's revenue stream toward actualization of the projected local capacity growth in line with Management's strategic plan.

f) Zero import duty on new vessels importation:

In the third quarter of 2021, the Agency obtained the approval of the Federal

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Government for zero import duty on new vessels importation as a fiscal incentive expected to encourage ownership of vessels by Nigerians, to kindle and increase our national fleet.

2. Cabotage Monitoring and Compliance Operations

Under the Cabotage monitoring and enforcement activities conducted within the year, a total of 789 vessels were boarded for compliance enforcement. Of this number, 424 vessels had Cabotage registration against 185 vessels without Cabotage registration, while the remaining 180 were undergoing the registration process.

COMPARATIVE ANALYSIS OF CABOTAGE MONITORING AND ENFORCEMENT ACTIVITIES OF 2020 AND 2021

DESCRIPTIONS	2020	2021	VARIANCE 2020 & 2021	VARIANCE IN (%) 2020 & 2021
NUMBER OF VESSELS BOARDED	525	789	264	50.29%
NUMBER OF VESSELS WITH CABOTAGE REGISTRATION	251	424	173	68.92%
NUMBER OF VESSELS WITHOUT CABOTAGE REGISTRATION	86	185	99	115.11%
NUMBER OF VESSELS WITH CABOTAGE REGISTRATION	188	180	8	4.44%
WHOLLY NIGERIAN OWNED/BAREBOAT CHARTER/ JOINT VENTURES	316	374	58	18.35%
FOREIGN OWNED VESSELS	209	401	192	91.87%
NUMBER OF NIGERIAN ONBOARD THE VESSELS	5746	11,723	5977	104.02%
NUMBER OF FOREIGNERS ONBOARD VESSELS	2057	3964	-1907	92.71%
NUMBER OF NIGERIAN BUILT VESSELS	83	41	-42	-50.60%
NUMBER OF FOREIGN BUILT VESSELS	415	732	317	76.39%
NUMBER OF VESSELS DETAINED	30	15	-15	-50.00%
NUMBER OF VESSELS RELEASED	8	2	-6	-75.00%

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CABOTAGE REGISTRATION

Under Cabotage registration within the period under review, a total of 420 vessels were processed regarding ownership. The distribution for Nigerian ownership was 365, comprising wholly Nigerian-owned, joint venture and bareboat chartered, and 55 as Foreign-owned vessels. Among the number of vessels registered, 387 were foreign-built with requisite waivers while 33 were Nigerian-built. Notably, all foreign seafarers who did not fall under the exemptions prescribed in the New Cabotage Compliance Strategy (NCCS) were recommended for replacement.

COMPARATIVE ANALYSIS ON CABOTAGE REGISTERED VESSELS PROCESSED IN 2020 AND 2021

S/N	ITEMS	2020	2021 (JAN DEC)	% VARIANCE	VARIANCE	REMARKS
1.	NUMBER OF NIGERIAN OWNED VESSELS/JOINT VENTURE/BB	426	365	(61.00)	(14.00)	There was a decrease in the total number of Nigerian flagged vessels.
2.	NUMBER OF FOREIGN OWNED VESSELS	123	55	(68.00)	(55.00)	There was a decrease in the total number of foreign owned vessels.
3.	NUMBER OF NIGERIAN BUILT VESSELS	40	33	(7.00)	(18.00)	There was a decrease in the total number of Nigerian Built vessels.
4.	NUMBER OF FOREIGN BUILT VESSELS	509	387	(121.00)	(24.00)	There was a decrease in the total number of foreign built vessels.
5.	NUMBER OF NIGERIANS ONBOARD THE VESSELS	5,006	4,223	(783.00)	(16.00)	There was a decrease in the total number of Nigerians onboard Cabotage vessels.
6.	NUMBER OF NIGERIANS ONBOARD THE VESSELS	5,006	4,223	(783.00)	(16.00)	There was a decrease in the total number of foreigner's onboard Cabotage vessels.

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4. Reconciliation exercises and audit of the books of the IOCs and non-IOCs on-remittance of NIMASA statutory Cabotage 2% levy.

In the first quarter of the year in retrospect, the findings of a report revealed that many companies were allegedly non-responsive to the Cabotage requirement on payment of the 2% surcharge levy on all Cabotage contracts to the Agency dating from the year 2017 onward. Other long-standing issues observed were non-submission of schedules/invoices of Cabotage contracts, repeated inconsistencies between the value on the invoices and schedule sheets submitted, among others.

As a result, the Agency constituted a committee to visit, conduct reconciliation exercises and audit the books of the International Oil Companies (IOCs) and selected companies in relation to the non-remittances to the CVFF. To this end, a significant meeting was held on the instance of the Oil Producing Trade Section (OPTS) during the year where far-reaching resolutions were made. Accordingly, the companies were distributed into the below-listed four categories. As of the 31st of December 2021, more companies within the IOCs and non-IOCs have held responsive reconciliation exercises with the Agency; this is ongoing.

The categories and expected actions are:

Category 1:	Remittances made without schedule.
Action	 Companies to provide schedules with invoices and evidence of remittances (e.g. telex copies, remittance receipts, payment advice). Electronic copies are acceptable. Deadline: 16th of October, 2021. 4pm.
Category 2:	Remittances made but NIMASA and operator have not closed out: their claims are not in agreement with the records on the Agency's books.
Action	 Companies to arrange Reconciliation Meeting. Virtual meetings are acceptable. Deadline: 16th of October, 2021. 4pm.
Category 3:	Remittances not made: Companies that have made deductions but have not remitted to NIMASA.
Action	 Companies to make immediate payment (providing all supporting documentation as Category 1) or Companies to submit a Payment Plan, subject to approval by NIMASA Deadline for payment plan: 5th of October, 2021. 4pm.
Category 4:	Companies not willing to comply.
Category 4.	NIMASA to address these companies

This initiative compelled the companies to maintain regular reconciliation meetings with the Agency thereby contributing to the CVFF.

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SHIPPING DEVELOPMENT

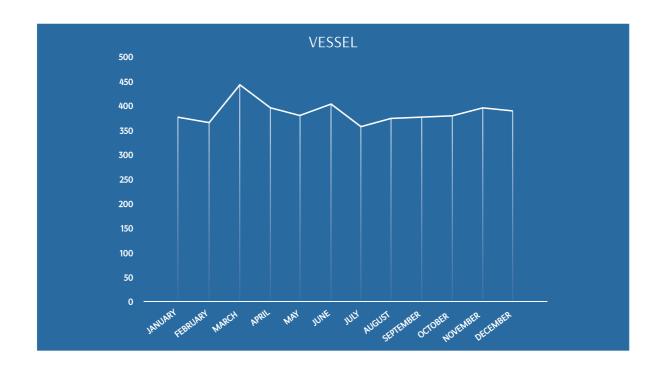
EXE	CUTIVE SUMMARY OF 2021 OPERATIONAL REPORT	
A.	3% STATUTORY LEVY:	
(i)	VESSEL TRAFFIC 2020	4,728 VESSELS
(ii)	VESSEL TRAFFIC 2021	4,640 VESSELS
B(I)	CARGO THROUGHPUT 2020:	645,062 CONTAINERS
		280,741 VEHICLES
		203,723,702.00 CBM/MT
(ii)	CARGO THROUGH PUT 2021:	723,580 CONTAINERS
		324,516 VEHICLES
		183,036,488.46 CBM/MT

VESSEL TRAFFIC FOR 2021

MONTH	VESSEL
JANUARY	376
FEBRUARY	365
MARCH	443
APRIL	398
MAY	381
JUNE	404
JULY	357
AUGUST	374
SEPTEMBER	377
OCTOBER	379
NOVEMBER	396
DECEMBER	390

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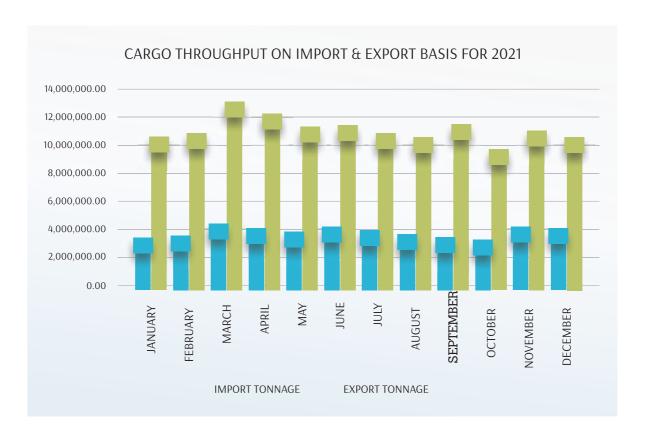


CARGO THROUGHPUT ON IMPORT AND EXPORT 2021

MONTH	VESSEL TRAFFIC	IMPORT TONNAGE	EXPORT TONNAGE	TOTAL THROUGHPUT
JANUARY	376	3,469,512.24	10,742,885.48	14,212,397.72
FEBRUARY	365	3,718,012.73	10,966,549.65	14,684,562.38
MARCH	443	4,533,383.38	13,255,477.56	17,788,860.94
APRIL	398	4,202,321.28	12,376,160.17	16,578,481.45
MAY	381	4,040,383.30	11,400,191.51	15,440,574.81
JUNE	404	4,345,137.39	11,511,338.05	15,856,475.44
JULY	357	4,064,702.26	11,006,502.73	15,071,204.99
AUGUST	374	3,823,256.41	10,707,418.07	14,530,674.48
SEPTEMBER	377	3,541,943.16	11,648,163.60	15,190,106.76
OCTOBER	379	3,374,480.49	9,872,814.55	13,247,295.04
NOVEMBER	396	4,317,179.32	11,184,172.57	15,501,351.89
DECEMBER	390	4,204,708.69	10,729,793.87	14,934,502.56
TOTAL	4,640	47,635,020.65	135,401,467.81	183,036,488.46

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VEHICLE & CONTAINER COUNT FOR 2021

MONTH	VEHICLES	CONTAINERS
JANUARY	23,324	54,255
FEBRUARY	24,213	53,694
MARCH	32,302	59,676
APRIL	21,818	65,346
MAY	35,504	52,339
JUNE	31,566	67,773
JULY	23,867	60,575
AUGUST	30,507	69,754
SEPTEMBER	25,531	58,456
OCTOBER	29,005	61,213
NOVEMBER	20,287	56,362
DECEMBER	26,592	64,137
TOTAL	324,516	723,580

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FINAL BILL DRY CARGO RECONCILIATION REPORT 2021

PORTS	IMPORT	EXPORT
APAPA	289	59
ONNE	59	38
PHC	51	11
TCIP	190	63
CALABAR	14	0
WARRI	4	0
SUB TOTAL	607	171
GRAND TOTAL	778	

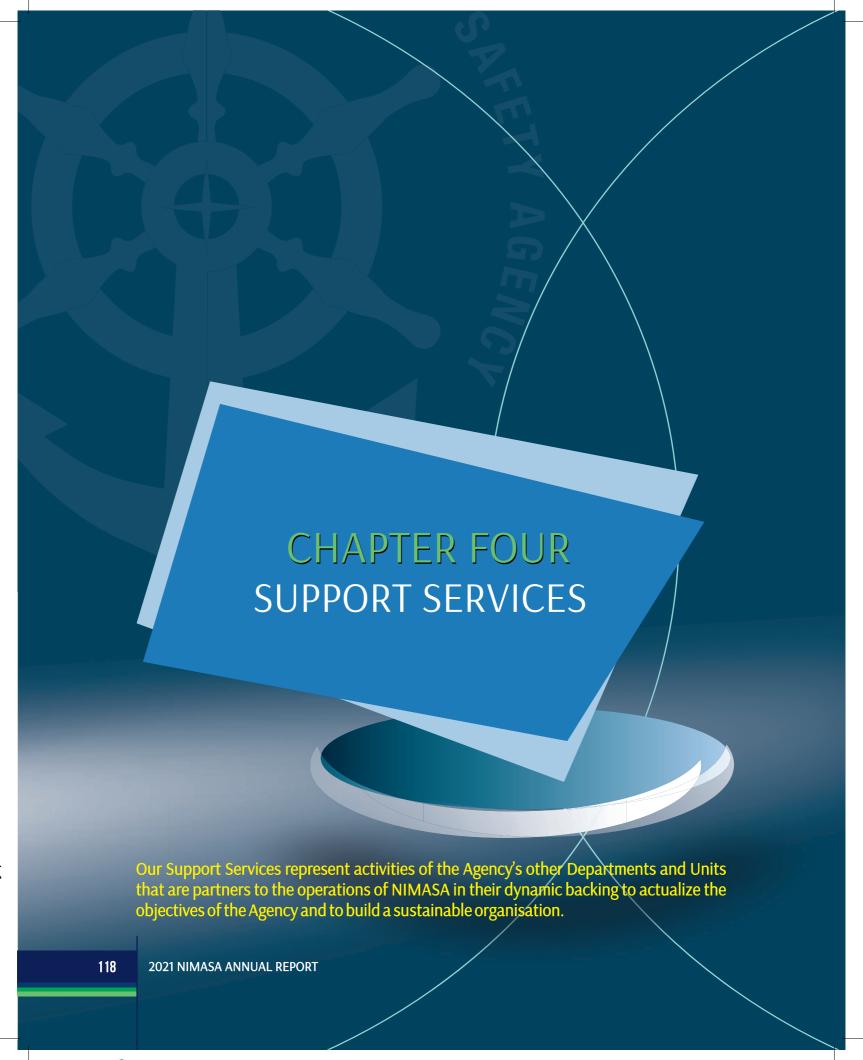
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S/N	ACTIVITY	STATUS
1.	Relations with the Bureau of Public Service Reforms - BPSR	The Agency has optimized relations with the BPSR for sustainable integration with the National Development Plan. Through effective collaboration with the Bureau, modalities for the deployment of a Self – Assessment Tool (SAT) in the Agency by the first quarter of 2022 have been put in place. The overall objectives of the deployment of the SAT are to enable Ministries, Departments and Agencies (MDAs) of government understand their strengths and weaknesses, to use the outcomes of the assessment as a management tool to create continuous improvement in the organisations. Similarly, the deployment of SAT will help the Agency to assess how well it is responding to government policies and implementation of its core mandates, and identifying the needs that should be addressed through specific actions; identifying human and other resources NIMASA could use to effectively improve its performance, in the overall effort to build a firm and sustainable performance management system, required for actualizing the relevant goals of government within the National Development Plan's framework. Specifically, the collaboration between the Agency and the BPSR, resolved to: • Establishing sustainable relationship between the two Institutions of government • Help NIMASA develop requisite

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		 understanding and capacity for performance Collaborate in reform policy initiatives and development research Exchange technical support services for change management teams and working groups in the two institutions, and engender an environment of learning among MDAs Participate in survey activities and production of Public Service Compendium of reforms, 2018 – 2021
2.	Web version of the compendium of internal policies	To optimize the internal process, the Agency has innovatively created a link within its intranet system to enable staff to seamlessly access and apply a good understanding of the Agency's policies in their everyday work to improve our services and individual knowledge and capacity to make meaningful contributions to processes while being guided by rules. Similarly, the hard copies of the compendium of policies have been produced and are ready for distribution across the Agency in the first quarter of 2022.
3.	Fire safety and rescue service readiness	As part of our health, safety and environment reforms, the Agency has completed the construction of a mini fire station with the technical management support of the Federal Fire Service. The fire service initiative is to mitigate at e sudden fire outbreaks/incidents, and to boost our rescue readiness and ability to combat such outbreak within the headquarters and the contiguous environment. With this asset in place, NIMASA can renegotiate its insurance premium to also perform its Corporate Social Responsibility role.

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4.	Reforms in our vessels Inspection responsibility	The Agency has innovatively developed strategies to enhance the integrity of its vessel inspection with an initiative to deploy an electronic Vessel Inspection Database for Nigeria. This Database is intended to document vessel inspection reports for public access to promote vessel safety, enhance transparency of our inspections and boost the integrity of our inspectors. The modalities have been finalised for the award of the consultancy service within the first quarter of 2022.
5.	Reforms in the Agency's employees' record update form	We have now fully implemented reforms in our staff Records Update Forms with the deployment of clear roles for employees' 'Next of Kin' and 'Beneficiary of employees' Estate'. The new forms have removed the usual uncertainties and contests occurring in determining the recipient(s) of benefits of a deceased employee in the event of sudden death of an employee.
6.	Administrative structure for the Deep Blue	To institute sustainability in the operations of the integrated national surveillance and waterways protection solution programme, otherwise known as 'Deep Blue,' the Agency has developed a model of internal administrative structure for the Deep Blue. The structure is recommended to be an integrated administrative mechanism to sustain a civil/military relationship to achieve objective of securing our waterways to enable shipping and other maritime economic activities to thrive. Work on this innovative structure was completed in September. It is expected that management will review the model and adopt same for implementation by the beginning of 2022.

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7.	2021 Promotion Exercise	A total of 299 staff were promoted in 2021 as shown below: • 3 promoted to GL 17 • 62 promoted to GL 16 • 29 promoted to GL 15 • 49 promoted to GL 14 • 57 promoted to GL 13 • 49 promoted to GL 12 • 20 promoted to GL 10 • 10 promoted to GL 09 • 20 promoted to GL 07 • 5 promoted to GL 06
8.	Certificate verification and records update	Ongoing
9.	2021 Recruitment of new Staff	265 Staff were employed
10.	2021 pre-promotion training	286 staff were eligible for the training, but 280 staff participated.
11.	2021 Conversion Training and Examination of the Bureau of Public Procurement (BPP)	9 Officers successfully participated in the training at Digital Bridge Institute (DBI), Oshodi-Isolo, Lagos.
12.	2021 Public Procurement Planning Committe Training	26 Procurement Planning Committee members participated in the 2021 Public Procurement Planning Committee Training in two batches at the Federal University of Technology, (FUTO) Owerri and Public Service Institute Abuja respectively.
13.	Public Procurement Research Centre (PPRC) Training	58 officers were nominated and 54 successfully participated in various Public Procurement Research Centre (PPRC) Training at the Federal University of Technology, (FUTO) Owerri and Public Service Institute Abuja, Nigeria respectively.

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14.	2021 Promotion Exercise	3 officers attended an in-country training on Maritime Enforcement Programme organised by the Japan International Cooperation Agency (JICA) in Abuja
15.	International Maritime Organization Audit Scheme (IMSAS) Training programme	3 officers participated in the International Maritime Organization Audit Scheme (IMSAS) Training programme organised by IMSAS Local Committee at Jorany Hotel, Calabar, Cross River State.
16.	Workshop organized by the Office of the National Security Adviser (ONSA)	1 officer participated in a Workshop organized by the Office of the National Security Adviser (ONSA) at the ONSA JIB Meeting Room, Abuja.
17.	Developing Maritime Security Culture Course	11 officers participated in the Developing Maritime Security Culture Course organised by the KAIPTC/Nigerian Navy at Best Western Hotel, Bar Beach, Victoria Island, Lagos
18.	Training on Workforce Planning and Budgeting	8 officers attended a Training on Workforce Planning and Budgeting organised by the Office of The Head of Civil Service of The Federation (OHCSF) at Conference Room, New Keffi Hotel, Keffi, Nassarawa State.
19.	Part-time Training Programmes	65 officers indicated their interest in self-development in the part-time training programmes but only 14 officers were granted management approval, 8 officers were confirmed to have commenced.
20.	United Nations Office on Drugs and Crime (UNODC) Training Programme on evidence collection and preservation.	35 officers attended training organized by the United Nations Office on Drugs and Crime (UNODC) at the Southern Sun Hotel Ikoyi, Lagos.

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21.	Knowledge Transfer Sessions Leadership / Management Series and Professional/ Technical Series	 4 Leadership / Management Series for officers on Grade Levels 13-15 Professional / Technical Series for officers on Grade Levels 8-12.
22.	Workshop organized by the Office of the National Security Adviser (ONSA)	• 1 officer participated in a Workshop organised by the Office of the National Security Adviser (ONSA) at the ONSA JIB Meeting Room, Abuja.
23.	Developing Maritime Security Culture Course	 11 officers participated in the Developing Maritime Security Culture Course organised by the KAIPTC/Nigerian Navy at Best Western Hotel, Bar Beach, Victoria Island, Lagos.
24.	Annual professional association programmes	Members of 20 Professional Bodies participated in the annual professional association programmes in 2021
25.	Payment of annual subscriptions/dues	530 officers were sponsored towards payment of annual subscriptions/dues
26.	Annual Conferences/Annual General Meetings	434 Officers were sponsored to attend Annual Conferences/Annual General Meetings.
27.	Agency-sponsored Foreign Short-Term Training	 1 Officer participated in a course in Maritime Affairs and Security at the Regional Maritime University Accra, Ghana. 2 officers attended the Visit, Board, Search and Seizure Course, in Sri Lanka.
28.	Agency-sponsored Foreign Long-Term Training	 9 officers proceeded on the Master's programmes in Maritime Affairs/ Master of Philosophy (M.Phil) at the World Maritime University (WMU) under the MoU. 6 officers proceeded on the Masters programmes in Maritime Affairs for an In-

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		 Service training on Agency sponsorship at the World Maritime University (WMU). 1 officer proceeded on the Master of Laws (LLM) at the International Maritime Law Institute (IMLI), Malta. 2 Trainee Chief Engineers proceeded on Sea Time Training at Tosdere Nigeria Limited. 5 officers proceeded on Certificate of Competency Second/Chief Engineer Unlimited III/COC training programmes at South Tyneside College/South Shields, United Kingdom.
29.	Self-sponsored Long Term Foreign Training	 1 officer proceeded on Masters programmme (MSc.) in Media Management on Study Leave without Pay Basis at Stirling University, United Kingdom.
30.	Review of the Agency's Conditions of Service with additional incentives to enhance staff welfare packages	Approved by the Federal Government
31.	Payment of Long Service Award (LSA) 2013 – 2018	Implemented
32.	Payment of Home Ownership Grant (Arrears) to serving Staff and Retirees (2015).	Implemented

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33.	Compensation for fire Outbreak incidence at the residence of two (2) Staff members.	Implemented
34.	28% monthly contributory Pension Payment	Pension payment schedules were forwarded to the 19 Pension Funds Administrators (PFA's) for January and December 2021, and Staff Retirement Savings Accounts (RSA's) were credited accordingly.
35.	5-day Interactive session between staff, retiring staff and the PFAs	Completed
36.	Periodic Physical Verification Exercise (PVE) for pensioners on the Agency's payroll.	The exercise was successfully conducted in the 4th quarter (November & December) of 2021.
37.	Insurance Renewal: This involved placement of all the Agency's assets on risk minimization and transfer cover. The policies covered in 2021/2022 are: NIMASA CONVENTIONAL INSURANCE: i. MARINE HULL (protects all the Agency's vessels against sea perils) ii. INDUSTRIAL ALL RISKS (protects all the Agency's buildings and contents against fire and other related environmental hazards) iii. MOTOR (protects all the Agency's auto mobiles against hazards) iv. GROUP PERSONAL ACCIDENT (protects all staff	All the Assets are 100% covered from 23rd. March 2021 to 22nd March, 2022. All the deep blue Assets i-v are 100% covered from 24th February 2021 to 23rd February, 2022.

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	against accident globally) v. GROUP LIFE ASSURANCE (compensates all staff against death in service).	
	EMPLOYEE COMPENSATION SCHEME (protects all the Agency's staff against occupational hazards).	
	DEEP BLUE PROJECT ASSETS INSURANCE	
	 i. DEEP BLUE ABUJA and DEEP BLUE LAGOS (protects the Search and rescue vessel against sea peril. ii. MUSKETEER MULTIROLE ARMOURED VEHICLE (protected against environmental perils) iii. CESSENA AIRCRAFT (used for surveillance and protected against Air and land perils) 	The Unmanned AIR VEHICLE IS Under procurement process. Therefore, it is 75% processed.
38.	Integrated Surveillance infrastructure for physical security system of the Agency.	 Installation of CCTV system for the Head office. Minimal Security breaches.
39.	Integrated Intelligence Operations	 Establishment of standard intelligence procedures by adopting the HUMINT and OSINT model. Promotion service delivery in intelligence gathering operations.





40.	Traffic management and crowd control at Agency's events	 Provided pilotage to all guests invited for the Agency's functions. Provided VIP protection and movement Ensured and controlled traffic for the Agency's functions
41.	Investigation activities	 Promote turnaround time in investigation processes. Result-oriented investigation reports Acquisition of investigation skills by the Agency's staff Investigated cases and have submitted reports
42.	Enhance delivery of physical security services	 Enhanced provision of physical security at the Agency facilities by the review and formal implementation of procedures for the engagement of PSCs. Strategic engagement of armed police personnel and improved welfare packages for effective and efficient performance. Handled and intervened on security challenges faced by staff such as assisting in recovering staff and official vehicles arrested by enforcement Agencies.
43.	Integrated Surveillance infrastructure for physical security system of the Agency.	Installation of CCTV system for the head office.Minimal security breaches.
44.	Vehicles management	 Major repairs/refurbishment of 60 operational official vehicles through regular servicing and repairs within the period in review. Processed and paid monthly fuel and quarterly maintenance allowances as at when due

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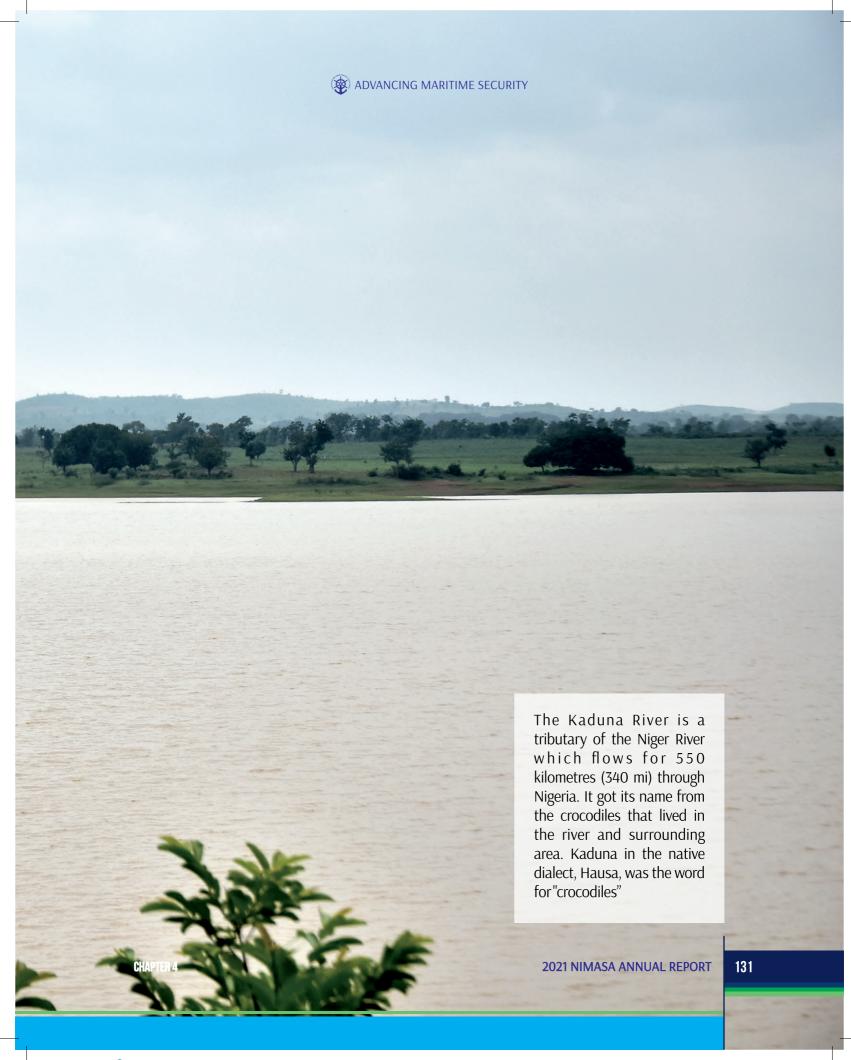


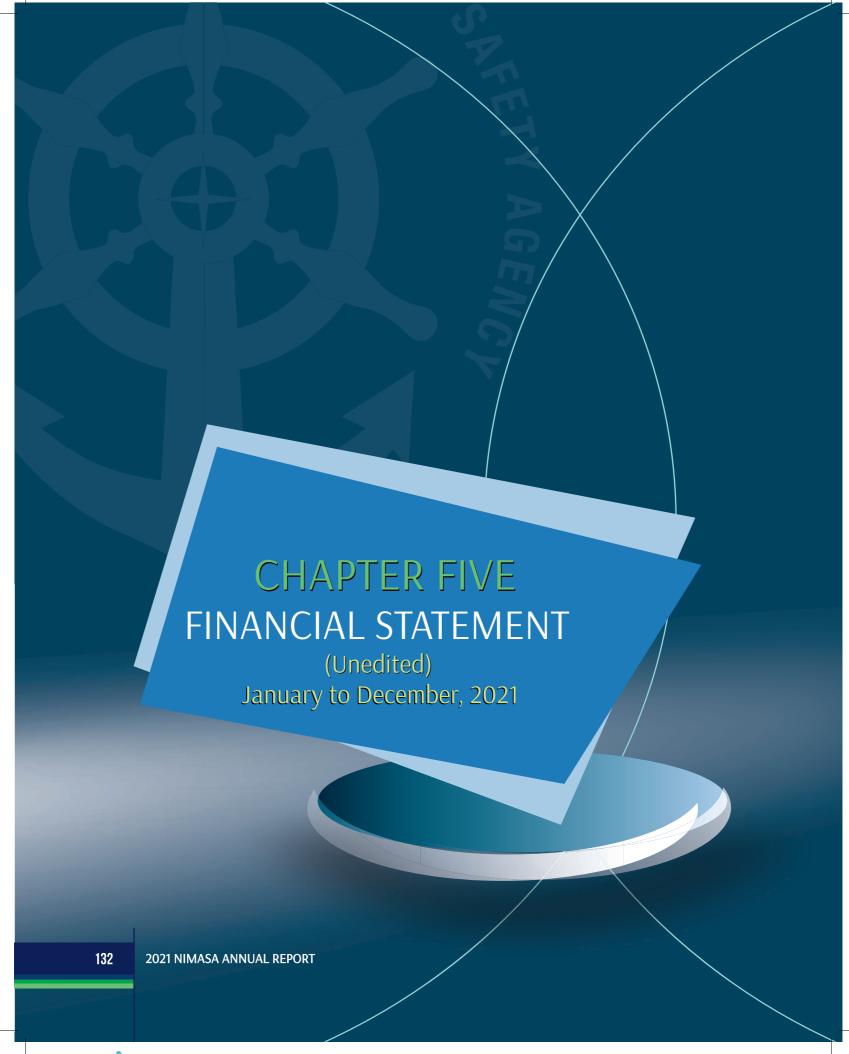
- Increment of 80% by the Management on fuel and maintenance allowance due to planned Federal Government removal of subsidy
- Purchased two new Land Cruiser Jeeps for the operational use of the Executive Management.
- Renewed and updated all expired vehicle licenses/particulars.
- Identified 46 official unserviceable vehicles for disposal and forwarded same to the management for further action.
- Tracking of the Agency's official vehicles by electronic device for effective management, security and safety.

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A. Revenue Collections

2021	Q1	Q2	Q3	Q4	TOTAL	Achieved
Actual	29.4	31.1	35.3	29.4	125.2	86.6%
Budget	36.2	36.2	36.2	36.2	144.6	00.0%

2021	Q1	Q2	Q3	Q4	TOTAL	Achieved
Actual	29.4	31.1	35.3	29.4	125.2	06.60/
Budget	36.2	36.2	36.2	36.2	144.6	86.6%



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Forex Rate: NGN380/USD (Jan – Apr 2021) CBN floating average from May 2021 to reporting date. - Revenue is reported net of CABOTAGE Collections and Refunds.

Notes:

- The Agency collected NGN 125.2bn which represents 86.6% of budgeted revenue for the Year 2021 at NGN 144.6bn.
- There was 5% improvement in collections comparing 2021 and 2020 at NGN 125.2bn and NGN 119bn respectively.
- Collections in Quarters 1 and 4 were lower than average quarterly collection (N31bn), but was compensated by higher collections in Quarter 3, while Q2 levelled up to the average quarterly collection at NGN31.1bn.

Five-Year Revenue Performance

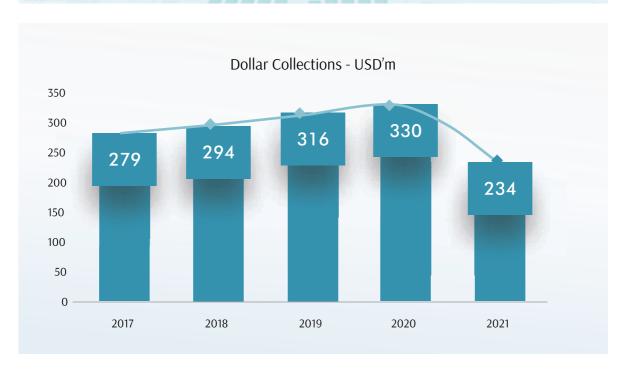
Year	2017	2018	2019	2020	2021
Dollar Collections USD'mm	297	294	316	330	234

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Year	2017	2018	2019	2020	2021
Naira Collections NGN'mm	1,698	2,144	2,020	1,696	3,386





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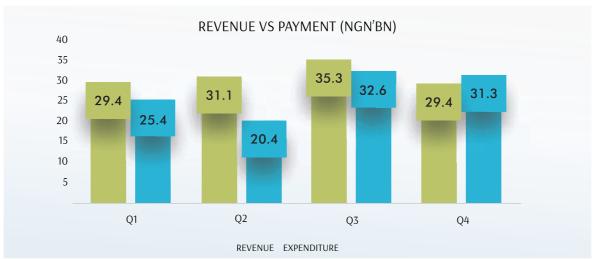




Payments analysis (NGN' bn)

2021	Q1	Q2	Q3	Q4	TOTAL	Var.
Revenue	29.44	31.08	35.28	29.40	125.2	15.47
Payments	25.39	20.43	32.62	31.29	109.73	13.47





2021	Q1	Q2	Q3	Q4	TOTAL	% Var.
2021 Payments	25.39	20.43	32.62	31.29	109.73	9%
2021 Payments	32.40	36.91	15.80	35.32	120.43	

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Fx Rate: NGN380/USD (Jan – Apr 2021) CBN floating average from May 2021 to reporting date. - Revenue is reported net of CABOTAGE Collections and Refunds.

Note:

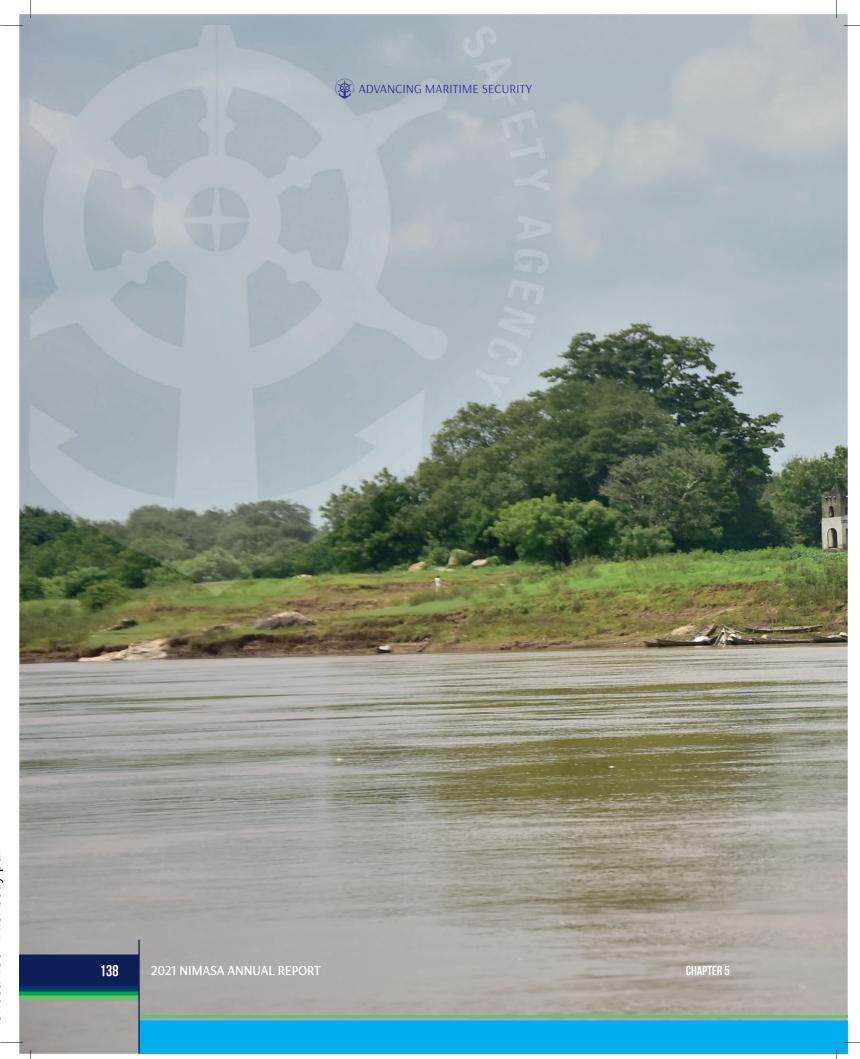
Total revenue collection in 2021 at NGN 125.21bn was NGN15.48bn higher than total payments of NGN 109.37bn for same period.

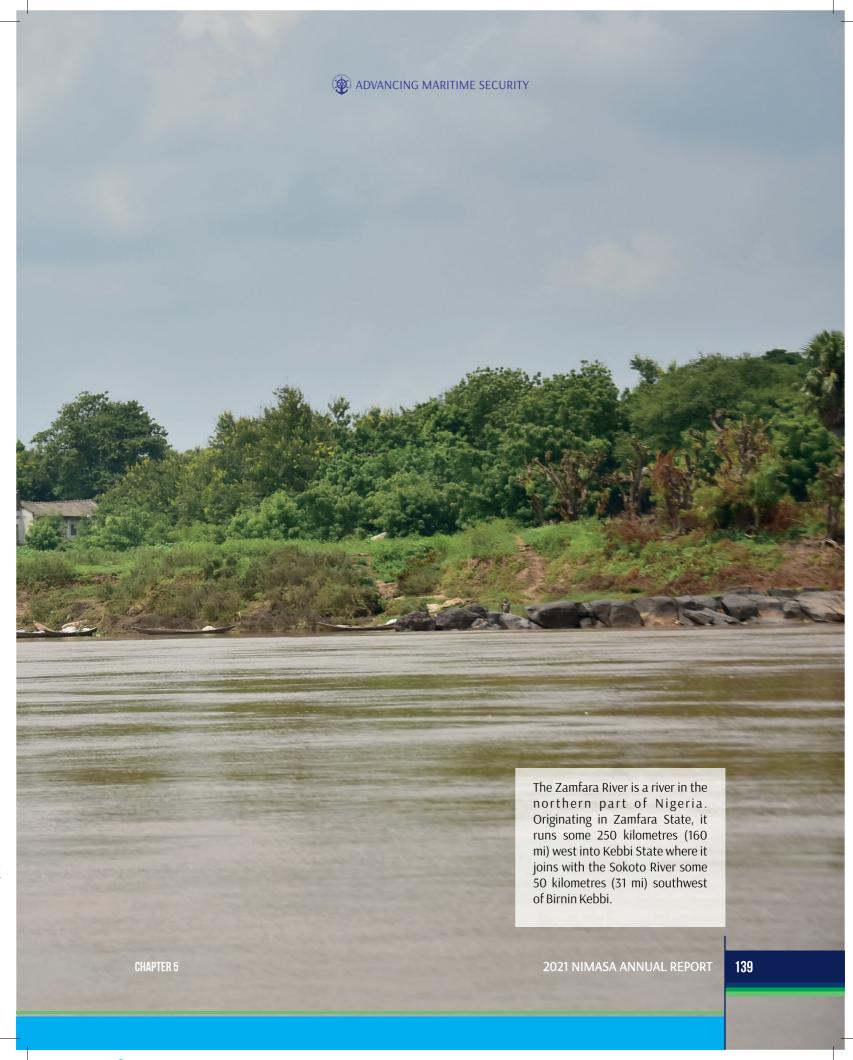
STATUTORY REMITANCES

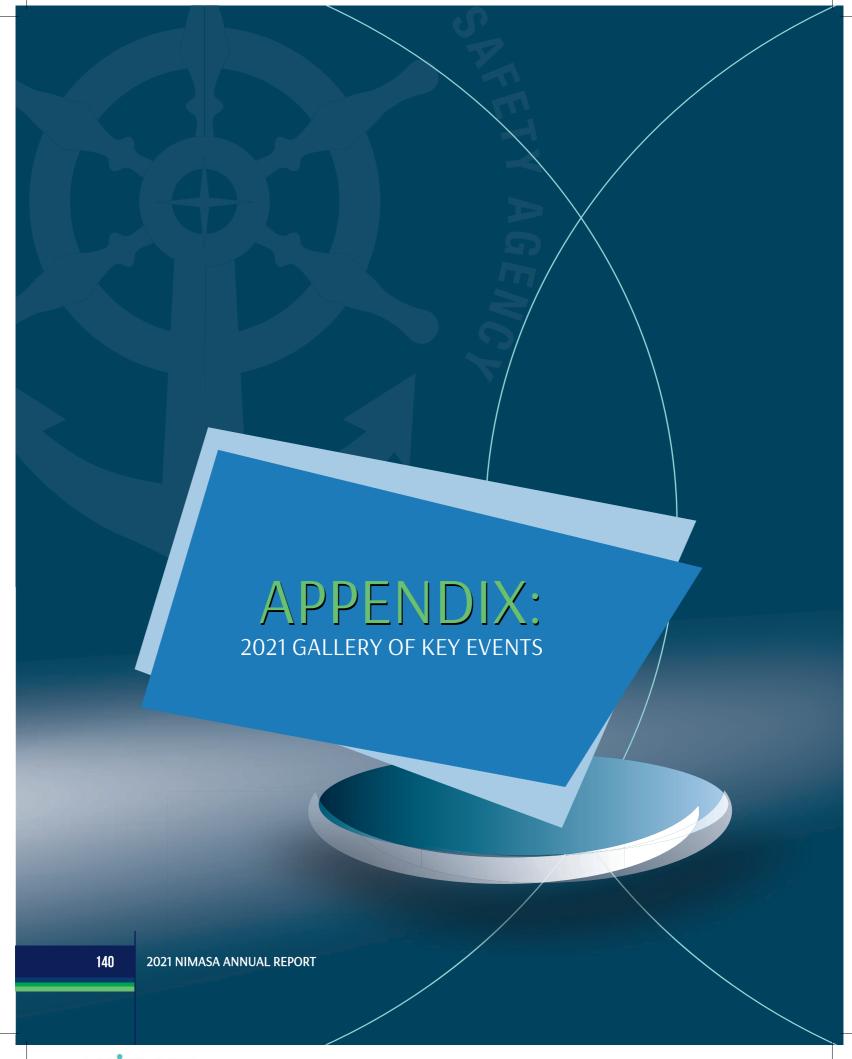
ITEM	AMOUNT		
Operating Surplus	N22,266,324,205.27		
Nigerian Maritime University Okerenkoko	N1,202,000,000.00		
Maritime Academy of Nigeria	N6,191,766,927.84		
TOTAL	N29,660,091,133.11		

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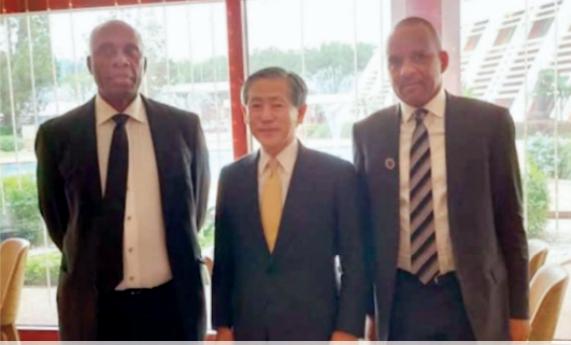








New Ambassador Extraordinary and Plenipotentiary of Japan to Nigeria, Matsunaga Kazuyoshi (left) and Director-General/CEO, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh



L–R: Honourable Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; New Ambassador, Extraordinary and Plenipotentiary of Japan to Nigeria, Matsunaga Kazuyoshi and Director-General/CEO, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh

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Partnership for Knowledge Advancement: Vice Chancellor of the University of Lagos, Professor Oluwatoyin Ogundipe, during a courtesy visit to the Agency's headquarters in Lagos, recently.



L-R: Executive Director, Finance and Administration, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Chudi Offodile; Vice Chancellor, University of Lagos, Professor Oluwatoyin Ogundipe; Director General of NIMASA, Dr. Bashir Jamoh; and Executive Director, Operations, NIMASA, Mr. Ahmed Shehu, during a courtesy visit by the Vice Chancellor to the NIMASA headquarters in Lagos, recently.

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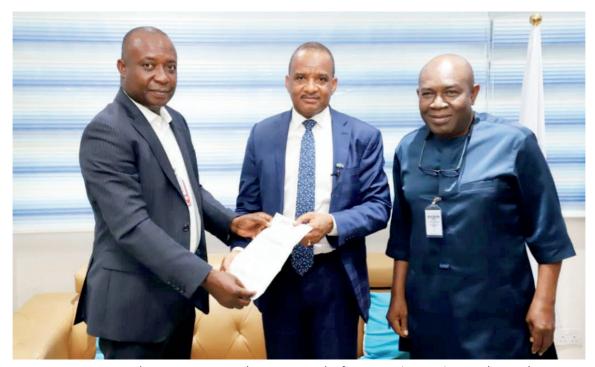
L-R: Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; Permanent Secretary, Federal Ministry of Transportation, Dr. Ajani Magdalene; Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko; Chairman, Lekki Port LFTZ Enterprise Limited, Mr. Abiodun Dabiri and the Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, during an inspection visit to the Lekki Deep Sea Port by the Minister.



L-R: Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh; Minister of Transportation, Rt. Hon. Chibuike Roti mi Amaechi; Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Bello-Koko and Executive Secretary, Nigerian Shippers' Council (NSC), Emmanuel Jime at the Lekki Deep Sea Port during an inspection visit by the Minister.

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Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (middle) receiving his nomination letter as the Vanguard Public Sector Icon, Maritime 2021 from Vanguard Editor, Eze Anaba (right) and Vanguard Saturday Editor, Onochie Anibeze during a visit by the Vanguard Editorial team to the NIMASA headquarters.



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Director-General, Nigerian Maritime Administration and Safety Agency(NIMASA), Dr. Bashir Jamoh (middle), flanked by Managing Director of APEC-Antwerp/Flanders Port Training Centre and Port of Antwerp International, Mr. Kristof Waterschoot (left), and Director at Port of AntwerpInternational, Mr. Mario Lievens, after a meeting at the Nigerian-BelgianChamber of Commerce, Onikan, Lagos, when the Port of Antwerp executives visited Nigeria.



NIMASA DG Assures IGP of Support in Combating Maritime Crimes: Picture (From Left): Force Marine Officer ACP Benjamin Ogungbure, AIG Garba Baba Umar Head of Interpol Nigeria / VP INTERPOL, Inspector-General of Police Alkali Baba Usman (Centre), Dr. Bashir Jamoh, Director-General of NIMASA and Ubong Essien, SA to DG NIMASA on Communications & Strategy.

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Representative of the Vice President, Professor Yemi Osinbajo, and Minister of Transportation, Rt. Hon. Chibuike Amaechi (middle); National President, Chartered Institute of Transport Administration of Nigeria (CIOTA), and Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (second right); representative of the Managing Director/Chief Executive Officer, Federal Airports Authority of Nigeria (FAAN), Capt. Rabiu Yadudu, Mr. Honorius Anozie (second left); Chairperson, Nigeria Transportation Commissioners Forum, Haijia Rammatu Mohammed (right); and Vice Chancellor, Nigerian Maritime University, Okerenkoko, Professor Emmanuel Adigio, during the 3rd National Transport Summit organised by CIOTA in Abuja, Tuesday, December 6, 2021.

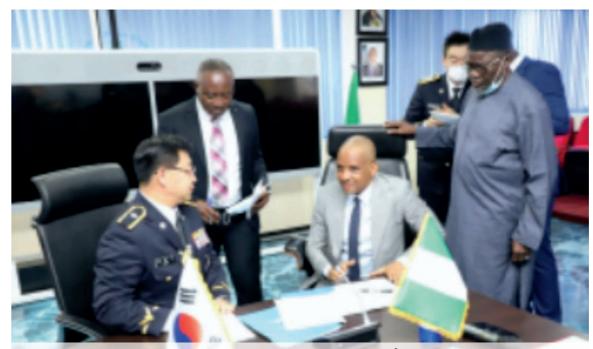


NIMASA INAUGURATES STAFF JOINT CONSULTATIVE FORUM: L-R: Deputy Director, Human Resources, Nigerian Maritime Administration and Safety Agency (NIMASA), Hamisu Gambo; Treasurer, Staff Joint Consultative Forum (SJCF), Mr. Oladele Fawole; Director, Admin and Human Resources NIMASA, Mrs. Ronke Thomas; Chairman SJCF, Mr. Abdullahi Yelwa and Vice Chairman SJCF, Mrs. Shielibe Abe, during the inauguration of the forum at the NIMASA headquarters in Lagos, recently.

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NIMASA, KOREAN COAST GUARD SIGN MoU: R-L: Executive Director of Operations, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Ahmed Shehu; Director General/CEO of NIMASA, Dr. Bashir Jamoh; Director, Legal Services NIMASA, Mr. Victor Egejuru Esq. and Director for International and Intelligence Bureau of the Korea Coast Guard (KCG) Seonggi Kang during the signing of a Memorandum of Understanding (MoU) of cooperation in the field of Maritime Security and Safety at the NIMASA Headquarters in Lagos



R-L: The Director General/CEO, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Bashir Jamoh; Director, Legal Services NIMASA, Mr. Victor Egejuru Esq. and Director for International and Intelligence Bureau of the Korea Coast Guard (KCG) Seonggi Kang during the signing of a Memorandum of Understanding (MoU) of cooperation in the field of Maritime Security and Safety at the NIMASA Headquarters in Lagos.

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R-L: DG/CEO NIMASA - Dr. Bashir Jamoh; SA-DG Communications and Strategy - Mr. Ubong Essien; EDFA NIMASA - Mr. Chudi Offodile; and HLSI Consultant - Mr. Tal Spector, at the Airforce Base, Ikeja to witness the arrival of Special Mission Aircraft. In the background one of the Special Mission Helicopters of the Deep Blue.



Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (middle), addressing the Third Technical Rotating Meeting of the project on "enhancing regional research, convening of stakeholders and capacity development in the Gulf of Guinea" implemented by Kofi Annan International Peacekeeping Training Centre (KAIPTC) in Accra, and the Government of Demark, in Lagos recently. He is flanked by Air Commodore George Arko-Dadzie (left) and Professor Kwesi Aning, all of KAIPTC.

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Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, received the prestigious Zik Leadership Prize in Public Policy for 2020. The organisers of the award, the Public Policy Research and Analysis Centre (PPRAC), said Dr. Jamoh was honoured for his giant strides in repositioning the Agency with initiatives that inspired tremendous positive change in the maritime sector. L-R: Emir of Lafia, Justice Sidi Baje Rtd.; Dr. Bashir Jamoh's daughter, Umma Hani; DG NIMASA, Dr.Bashir Jamoh; his wife Hajia Zulai and Chief Mrs Onikepo Akande during the Conferment of the Zik Prize in leadership on Dr. Jamoh in Lagos.



Minister of Transportation, Rt. Hon. Chibuike Amaechi (middle); Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (left); and Acting Managing Director, Nigerian Ports Authority (NPA), Mohammed Koko, during the flag-off of the National Wreck Removal exercise along the Badagry Creek in Lagos

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Maritime Security, President Buhari Assures Deep Blue Project on course: President Muhammadu Buhari, (second left); Speaker House of Representatives, Rt. Hon. Femi Gbajabiamila (third left); Minister of Defence, Maj. Gen. Bashir Salihi Magashi (Rtd), (second right); Lagos State Governor, Babajide Sanwo-Olu (third right); Ekiti State Governor, Kayode Fayemi (left); Director General, NIMASA, Dr. Bashir Jamoh; and Honourable Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi; during the launch of deep blue Project assets in Lagos.

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Nigeria Sets in Motion Actions for Ballast Water Management: L-R: Deputy Director, Marine Environment Management (MEM) Department, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Oma Ofodile; Deputy Director, MEM, Mrs. Catherine Nwuba; Acting Head, MEM, Mr. Isa Mudi; Director, Marine Accident Investigation Unit, Mrs. Rita Egbuche, who represented the NIMASA Director General, Dr. Bashir Jamoh; Assistant Director, MEM, Mrs. U. M. Okorigba; and Senior Manager, Environment, Nigerian Ports Authority (NPA), Dr Lawrence Kuroshi, at the 10th Meeting of the National Taskforce (NTF) on Implementation of Ballast Water Management (BWM) Convention, 2004, held in Lagos.



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L-R: Executive Director, Maritime Labour and Cabotage Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Victor Ochei; representative of Director, Maritime Safety and Security, Federal Ministry of Transportation, Imam Aminu; Director General of NIMASA, Dr. Bashir Jamoh; representative of the Minister of Transportation, Augustine Makama; Executive Director, Finance and Administration, NIMASA, Chudi Offodile; and Executive Director, Operations, NIMASA, Malam Shehu Ahmed, during the 2021 Day of the Seafarer in Lagos.



L-R: Minister of State for Petroleum Resources, Chief Timipre Sylva; Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh; Executive Director, Finance and Administration, NIMASA, Mr. Chudi Offodile; Commander, 631 Aircraft Maintenance Depot, Air Commodore John Laoye; and Commander, 301 Heavy Airlift Group, Air Commodore Patrick Obeya, during the reception of one of the Special Mission Aircraft (in the background) under the Deep Blue Project, at the Nigerian Air Force Base, Murtala Muhammed International Airport, Ikeja, May 12, 2021.

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Delta State Governor, Dr. Ifeanyi Okowa (middle); Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh (third left); Executive Director, Finance and Administration, NIMASA, Hon. Chudi Offodile (left); Executive Director, Operations, Shehu Ahmed (second right); Executive Director, Maritime Labour and Cabotage Services, Victor Ochei (third right); President, Ship Owners Association of Nigeria (SOAN), Dr. MkGeorge Onyung (right); and Special Assistant to the NIMASA Director-General on Communications and Strategy, Mr. Ubong Essien (second left), during a courtesy visit to Okowa by NIMASA's Executive Management team at Government House, Asaba.

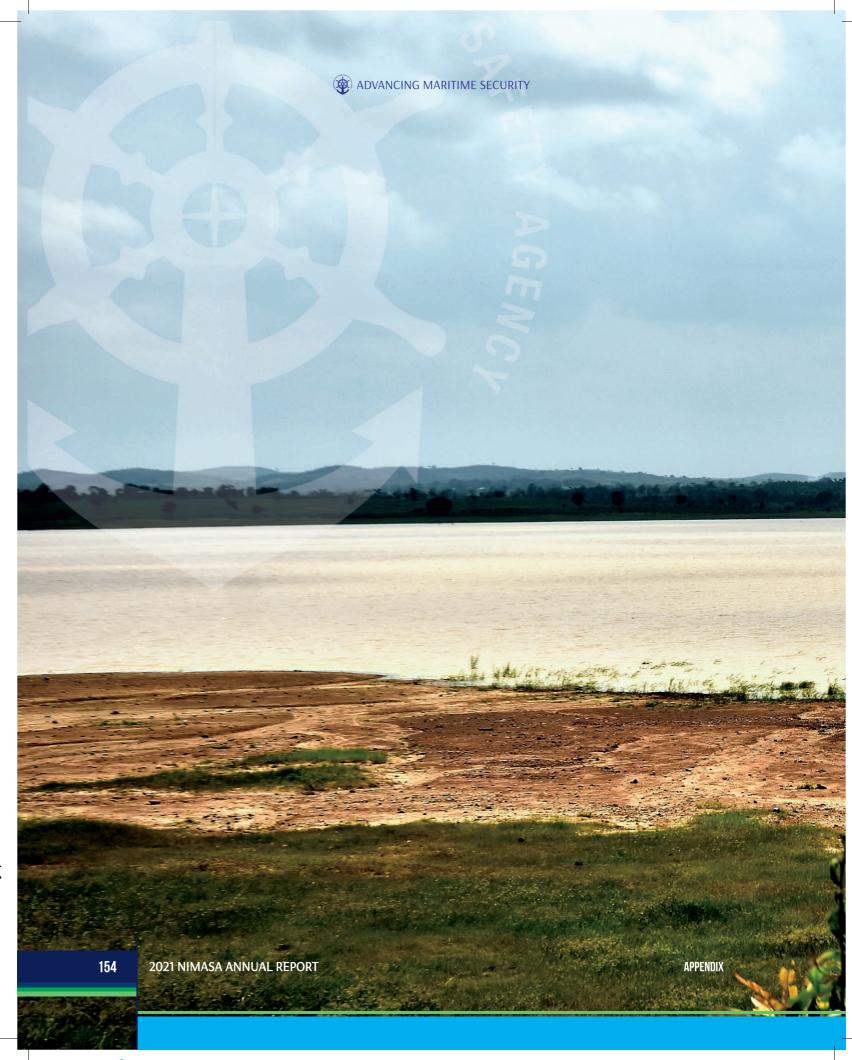


L-R: Managing Director, Nigerian Ports Authority (NPA), Hadiza Bala Usman; representative of Chairman, Senate Committee on Marine Transport, Senator Danjuma Goje, Senator Ibrahim Yahaya; Permanent Secretary, Federal Ministry of Transportation, Dr. Magdalene Ajani; Chairman, House of Representatives Committee on Maritime Safety, Education, and Administration, Hon. Lynda Ikpeazu; Managing Director, National Inland Waterways Authority (NIWA), Dr. George Moghalu; representative of the Director-General, Nigerian Maritime Administration and Safety Agency (NIWASA), Dr. Bashir Jamoh, the Agency's Executive Director, Finance and Administration, Mr. Chudi Ofodile; and Chairman, National Maritime Transport Policy Committee, Dr. Paul Adalikwu, during the Stakeholders Validation Forum on the Draft National Maritime Transport Policy held in Lagos

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Maritime related Definitions and Abbreviations

ABBREVIATIONS:

Commonly-used Nautical Terms

Above board On or above the deck

Adrift Vessel is not attached to the shore or seabed

Aft Back half of the vessel Ahoy A cry for attention

Anchor A heavy object attached to a vessel which is thrown overboard to

prevent drift

Bar pilot A person who guides a vessel over dangerous sandbars

Bearing A horizontal visual line between two objects

Berth A sleeping area on a vessel

Bow The front of a vessel

Fathom A measurement of depth, of about 6 feet Knot A measurement of speed, about 1.1508 miles

League A measurement of depth, equal to three nautical miles

Nautical Mile A measurement of length, equal to approximately 6,076 feet

Piracy Robbery or violence at sea on the occupants of a vessel by the

occupants of another vessel

Stern Back of the vessel

Stowaway A person on a vessel without permission

TEUs Twenty-feet Equivalent Units
Up bound A vessel traveling upstream
Yardarm The very end of a yard

Some commonly-used Acronyms and Abbreviations

AAMA Association of African Maritime Administrations

ABS American Bureau of Shipping
AlS Automatic Identification System

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AMNI Associate Member of the Nautical Institute

AMVER US Coast Guards Automated Mutual-Assistance Vessel Rescue System

BFI Baltic Freight Index

Bimco Baltic and International Maritime Council
Bimcosale Bimco standard form of bill of sale

BOSVA British Offshore Support Vessel Owners Association

BPI Baltic Panamax Index
CCS China Classification Society

CEN European Committee for Standardization

CIF Cost Insurance and Freight
CSR Corporate Social Responsibility
CVFF Cabotage Vessel Finance Fund

DA Designated Authority
DOS Declaration of security

GMDSS Global Maritime Distress and Safety System
DGPS Differential Global Positioning System

Dlong Difference in Longitude DNC Digital Nautical Chart

DOC Document of Compliance (as per ISM Code)

DSV Diving Support Vessel Dwt Deadweight Tonnes

DX.90 Format for digital cartographic data

ECDIS Electronic Chart Display and Information System EC European Community or European Commission

ECS Electronic Chart System
EEZ Exclusive Economic Zone
EN European Standard

EPIRB Emergency Position Indicating Radio Beacon EPS IMO performance standard for ECDIS

EPZ Export Processing Zone
FNI Fellow of the Nautical Institute

FO Fuel oil

FPSO Floating Production, Storage and Offloading System

FSA Formal Safety Assessment

FOB Free On Board

HO Hydrographic Office, observed height

HP High pressure

HSC International Code of Safety for High-Speed Craft, IMO
HSE health safety and environmental, Health and Safety Executive

HSWA Health and Safety at Work Act

IACS International Association of Classification Societies

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IBCS Integrated Bridge Control System

IBIA International Bunker Industry Association Ltd
IFTPA International Forest Product Transport Association
IFSMA International Federation of Ship Masters' Associations

IGO Inter-governmental Organization

IGS Inert Gas System

IICL Institute of International Container Lessors
 IMO International Maritime Organization
 IMDG International Maritime Dangerous Goods
 INMARSAT International Marine/Maritime Satellite

IOCs International Oil Companies

ISPS International Ship and Port facility Security IOPC International Oil Pollution Compensation

ISM Code International Safety Management Code, IMO

ISMA International Ship Managers' Association

IS Information Systems

ISO International Standards Organization
ISSN International Standard Serial Number

ISAN Indigenous Ship-owners Association of Nigeria
LAN Local Apparent Noon (nautical), Local Area Network

Lash Lighter Aboard Ship

LOC Letter of Credit, Letter of Compliance (USCG)

LOR Letter of Readiness
LPG Liquefied Petroleum Gas

LR Lloyd's Register (classification society)

LSA Life Saving Appliances, Lloyd's Standard Form of Salvage Agreement

LST Local Standard Time

Low Water, Winter Load Line (timber)

MOWCA Maritime Organization of West and Central Africa

MGC Maritime Guard Command

MRCC Maritime Rescue Coordination Centre
MRSC Maritime Rescue Sub – Centre

NAMA Nigerian Airspace Management Agency
NEMA National Emergency Management Agency

NPA Nigerian Ports Authority

NSDP National Seafarers Development Programme

NSRO Nigerian Ship Registration Office

PICOMSS Presidential Implementation Committee on Maritime Safety and

Security

PFSA Port facility security assessments
PFSO Port Facility Security Officer

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PFSP Port facility security plans

RMAC Regional Maritime Awareness Capability
RMRCC Regional Maritime Rescue Coordination Centre

RSC Remote Switching Centre

RSO Recognized Security Organizations

SOC Statement of Compliance
SSO Ship Security Officer
SAR Search and Rescue

USCG United States Coast Guard
VIE Verification Inspection Exercise

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