



NIMASA

2024 annual report



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NIMASA





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who are we?

The 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.

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
- SERVICOM

Autonomous Units

- Nigerian Ship Registration Office;
- Legal Services and Board Secretariat;
- Maritime Guard Command;
- Internal Audit;
- Deep Blue
- ISPS
- London Office;
- Protocol;
- Special Duties (External Relations & Technical Cooperation);
- Procurement
- Public Private Partnership;
- Public Relations;
- Reform Coordination & Strategic Management / Blue Economy
- 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.



NIMASA



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NIMASA

To be the leading Maritime Administration in Africa, advancing Nigeria's Global Maritime Goals



NIMASA

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.







CAPITEL - D

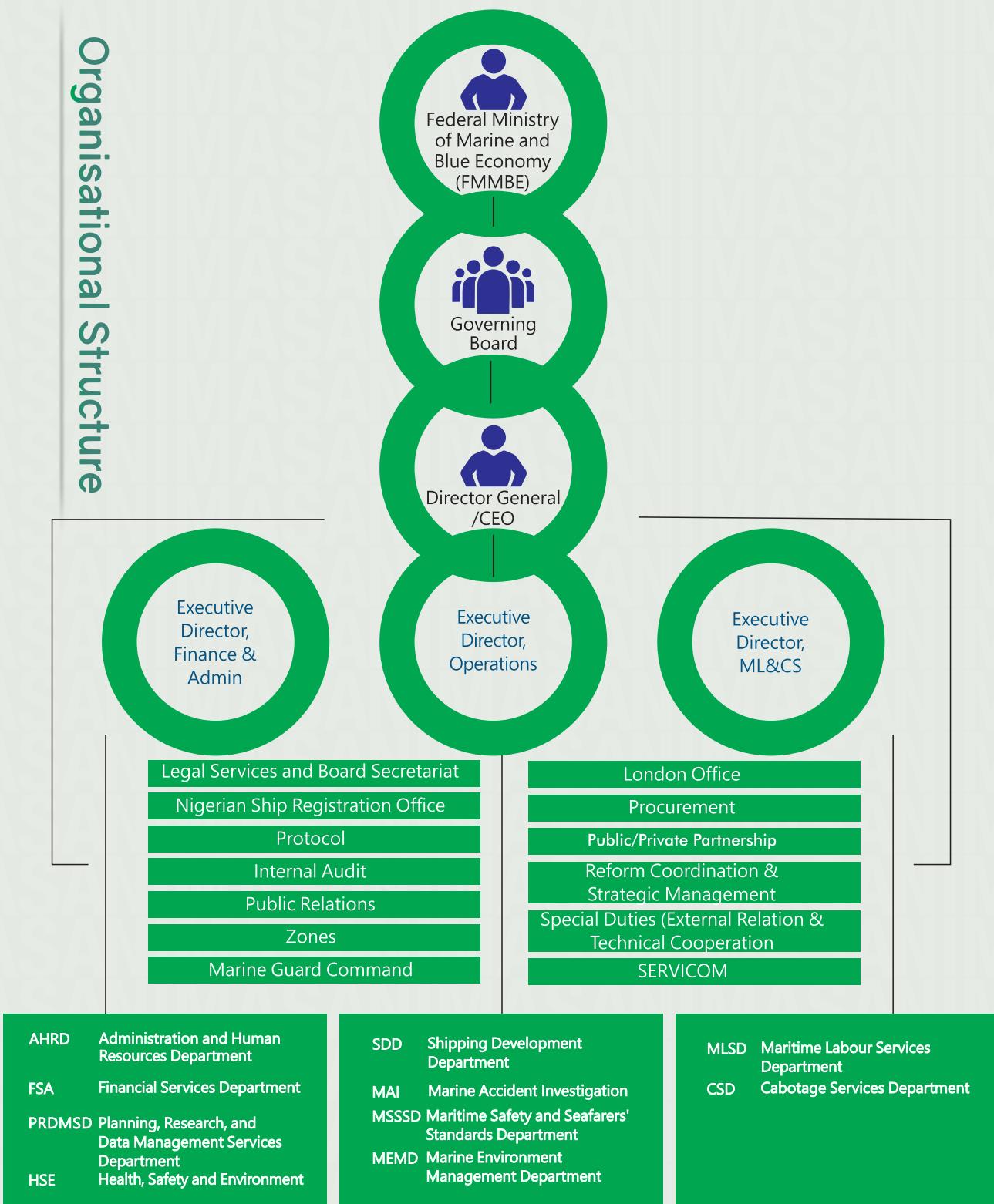
 Commitment	 Accountability
 Professionalism	 Integrity
 Teamwork	 Excellence
 Leadership	 Discipline



NIMASA



Organisational Structure





ADEGOYEGA OYETOLA CON

Honourable Minister of Marine & Blue Economy





NIMASA





Executive Management Team



Dr. Dayo MOBEREOLA
Director General/CEO



Mr. Chudi OFFODILE
Executive Director,
Finance & Administration



Mr. Jibril ABBA
Executive Director,
Maritime Labour
& Cabotage Services



Engr. Fatai Taiye ADEYEMI
Executive Director, Operations



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DIRECTOR GENERAL'S FOREWORD



Dr. DAYO
MOBEREOLA

Director General/Chief Executive Officer



The ongoing Nigerian Seafarers Development Programme (NSDP) remains part of our comprehensive vision to position Nigeria as Africa's largest supplier of seafarers, while also working to strengthen local capacity in Seafarer training certification. A total of 2,074 Certificates of Competency were issued to Nigerian-trained seafarers, while three additional maritime training institutions were accredited.



I am delighted to present the Agency's 2024 Annual Report in line with our statutory responsibilities as enshrined in various legislative frameworks that govern our operations, such as the NIMASA Act 2007, Merchant Shipping Act 2007, Coastal and Inland Shipping Act 2003, Suppression of Piracy and other Maritime Offences Act 2019 and other accompanying Regulations.

The legislative frameworks have given NIMASA significant responsibilities that drive our unwavering commitment to maritime safety, security, sustainability, and economic development. Our goal is to transform the maritime sector into a leading driver of economic growth and sustainable development, generating employment and wealth for Nigerians.

Maritime Safety and Security remain pivotal to our existence. A key highlight of the year was the continued success of the Deep Blue Project (Nigeria's Integrated Maritime Security Architecture), which has remained a

game-changer in helping us sustain zero piracy incidents in Nigeria's waters. Using sophisticated air, land, and sea assets, the project detects piracy and other illegal activities.

Our collaboration with the Nigerian Navy and other Security Agencies, as well as regional and international partners, has also resulted in a reduction in Piracy incidents in the Gulf of Guinea. Currently, Nigeria is more proactive than reactive in tackling maritime crimes, as we effectively monitor our maritime domain.

We have strengthened our Port State Inspections on ships entering Nigeria, exceeding the 15% benchmark set by the International Maritime Organisation (IMO). Similar inspections on Nigerian-flagged vessels have helped in maintaining the integrity of our vessels. NIMASA also recorded a 14.21% growth in the Gross Tonnage of Nigerian-flagged vessels.

The ongoing Nigerian Seafarers Development Programme (NSDP) remains part of our comprehensive vision to position Nigeria as Africa's largest supplier of seafarers, while also working to strengthen local capacity in Seafarer training certification. A total of 2,074 Certificates of Competency were issued to Nigerian-trained seafarers, while three additional maritime training institutions were accredited.

In November 2024, three IMO Instruments ratified by Nigeria were deposited with the IMO Secretary General in London to enable Nigeria give full effect to the Conventions and Protocols, namely:

- i) The 2005 Protocol to the Convention for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on Continental Shelf (SUA Protocol) 2005.
- ii) The International Convention on Standards of Training Certification and Watchkeeping for Fishing Vessels Personnel (STCW-F) and;
- iii) The Protocol relating to Intervention on the High Seas in cases of Pollution by substances other than Oil (Intervention Protocol) 1973.

These instruments demonstrate Nigeria's commitment to strengthening its maritime governance frameworks, promoting safety and security, and enhancing environmental protection in line with international best practices.

NIMASA is also leveraging Public-Private Partnership (PPP) initiatives to deliver on its core mandates in line with IMO guidelines, aiming to prevent the degradation of our ecosystem. An example is the Offshore Waste Reception Facilities located in three of our operational Zones.

In digital transformation, we have delivered the seafarers' e-portal and the issuance of digital discharge books. We are currently working on full automation of our Ship Registration processes as well as Agency-wide processes. The overall goal is to ensure holistic automation of all our processes.

The creation of the Federal Ministry of Marine and Blue Economy under the leadership of the Honourable Minister for Marine and Blue Economy, His Excellency Adegboyega Oyetola CON, is unlocking opportunities for the sector. The Agency is committed to supporting the Ministry's efforts to develop Nigeria's Blue Economy.

Economy.

May I, therefore, express my sincere appreciation to our supervisory Minister of Marine and Blue Economy and the entire Ministry for the solid support and encouragement they have provided. My appreciation also extends to our other sister Agencies, relevant Ministries and government bodies, esteemed industry stakeholders, international institutions, and developmental partners, as well as the entire workforce at NIMASA for their contributions to the progress reflected in this report.

Together, we are working towards a safer, more secure, cleaner, and more prosperous maritime future for Nigeria. This demonstrates our commitment to the growth of the maritime sector.


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NIMASA



01

chapter

Executive Summary

- Brief overview of major accomplishments
- Challenges faced and mitigation efforts
- Strategic direction for the coming year



MARITIME OPERATIONS & SERVICES



Vessel Registration

The Nigerian Ship Registration Office (NSRO) is responsible for the registration and licensing of ships operating under the Nigerian flag. In 2024, the NSRO made significant progress in its statutory functions, as mandated by the **Merchant Shipping Act, 2007**, the **Cabotage Act, 2003**, and associated regulations.

The following legal instruments govern the registration of vessels:

- Merchant Shipping Act, 2007 (Parts II & III, Sections 5–81)
- Nigerian Maritime Administration and Safety Agency (NIMASA) Act, 2007 (Part VIII, Sections 28–33)
- Coastal and Inland Shipping (Cabotage) Act, 2003
- Coastal and Inland Shipping Cabotage (Bareboat Registration) Regulations, 2006
- Guidelines for the Implementation of the Cabotage Act, 2003

In line with these provisions, the Registrar of Ships is mandated to maintain multiple vessel registers, including:

- Register of Merchant Ships
- Register of Fishing Vessels
- Register for Bareboat and Long-term Charter Ships
- Register of Vessels under 15 Gross Tons
- FPSO and FSO Vessel Register
- Special Registers for Cabotage Vessels (including wholly Nigerian-owned, joint venture, bareboat chartered, and exempted vessels)

The Agency registered a total of **496 vessels** under the Nigerian flag, with a combined **Gross Tonnage (GT)** of **1,065,164.45**, representing a **16.56% increase** in tonnage compared to the **462 vessels** and **913,801.18 GT** recorded in 2023. The growth in registered tonnage reflects improved engagement with stakeholders and confidence in the Nigerian Ship Registry.

Similarly, under the Cabotage Register, **187 vessels** were registered in 2024, maintaining the same number as 2023, but with a significantly higher **gross tonnage of 650,497.31**, compared to **395,360.39 GT** in the previous year. This growth is attributed to better compliance monitoring and increased activity within the coastal trade segment.

Additionally, **78 foreign vessels** were granted waivers to participate in the Cabotage trade during the year, with a total of **2,154,853 GT**, in line with provisions for foreign participation under the Cabotage waiver regime.

A summary of flag and cabotage registration statistics for 2023 and 2024 is presented below:

S/N	YEAR	NUMBER OF VESSELS	GROSS TONNAGE	NOTE
1.	2023	Flag (New) – 182	464,256.57	The Cabotage vessels, with their gross tonnage, are an extract from the flag-registered vessels.
		Flag (Renewal)- 280	449,544.61	
		TOTAL (Flag) - 462	913,801.18	
		TOTAL (Cabotage) - 187	395,360.39	
2.	2024	Flag (New) – 212	532,305.30	
		Flag (Renewal) - 284	532,859.15	
		TOTAL (Flag) - 496	1,065,164.45	
		TOTAL (Cabotage) - 187	650,497.31	

The Agency also provided essential ancillary services in support of vessel registration and regulatory compliance. Highlights for 2024 include:

S/N	FUNCTION	2023	2024
1	Total number of Registered Mortgages	19	11
2	Total number of Legal Searches conducted	27	23

3	Total number of Consent to sell granted	24	43
4	Total number of Consent to Mortgages granted	15	6
5	Total number of Deleted Vessels	15	20
6	Total number of Provisional Registrations rendered	25	56
7	Total number of Transcripts Issued	1	2
8	Power Driven Small Craft Vessel	4	3
9	Freedom from Encumbrance	1	7

These figures indicate increased activity in vessel transactions, particularly in Consent to sell, vessel deletions, and provisional registration services.

PORT PERFORMANCE METRICS

Vessel Traffic Performance

A total of 4,847 vessels called at Nigerian ports in 2024. Monthly vessel traffic was highest in May (455) and lowest in June (324).

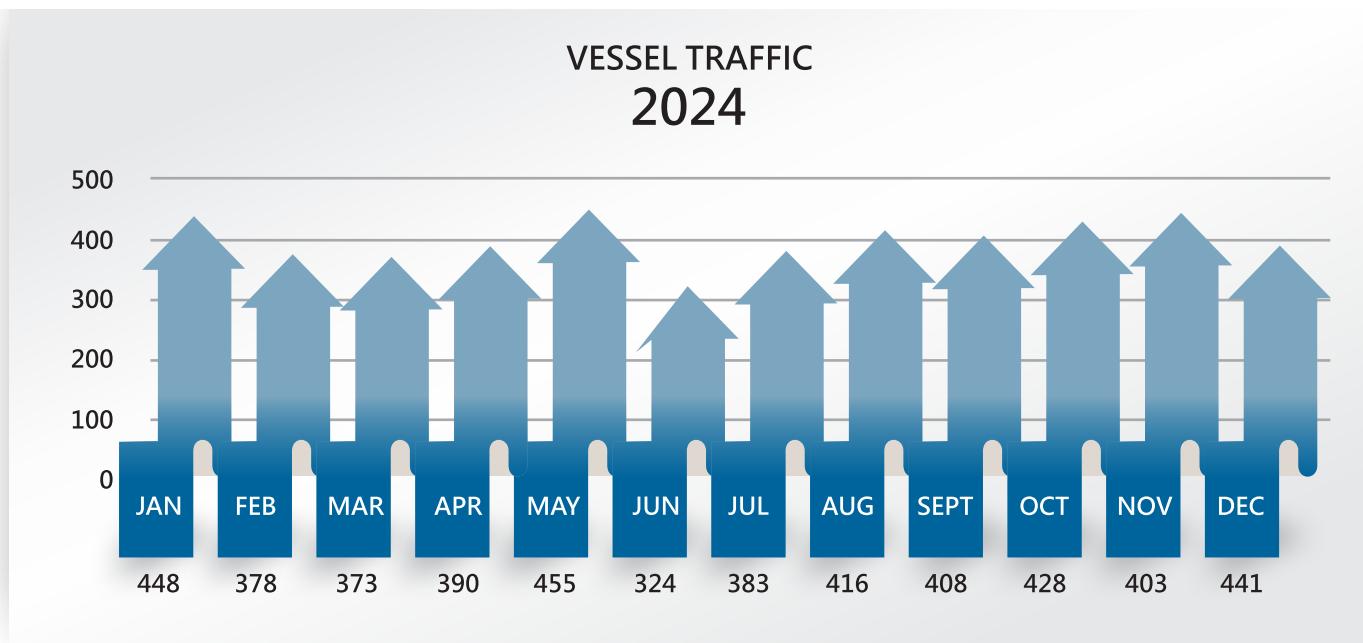
MONTH	VESSEL
JANUARY	448
FEBRUARY	378
MARCH	373
APRIL	390
MAY	455
JUNE	324
JULY	383
AUGUST	416
SEPTEMBER	408
OCTOBER	428
NOVEMBER	403
DECEMBER	441

Graph of Trend Analysis.

Here are the trend analysis graphs for the port performance metrics in 2024:

Monthly Vessel Traffic—Shows stable port activity with noticeable dips in June and March.

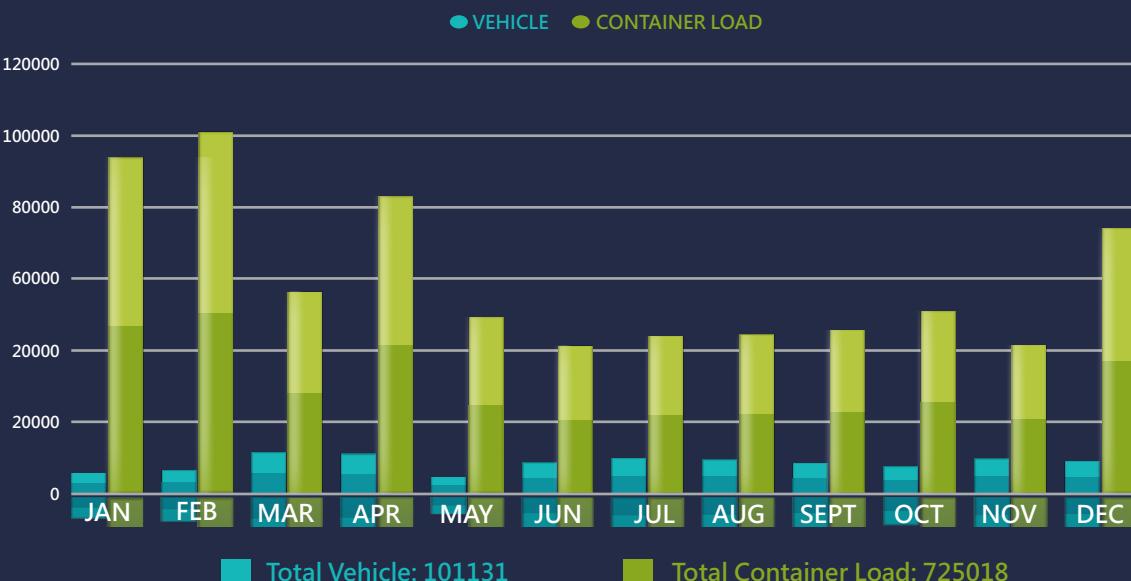
Cargo Throughput—Peaks in May and January, reflecting seasonal trade patterns.



MONTH	VESSEL TRAFFIC	DRY CARGO	WET CARGO	LNG	TOTAL
JANUARY	448	1,851,947.31	11,160,756.67	2,150,779.20	15,163,483.18
FEBRUARY	378	1,436,318.52	10,478,264.70	1,313,845.02	13,228,428.24
MARCH	373	1,484,783.02	10,671,414.53	1,203,263.17	13,359,460.72
APRIL	390	1,473,918.37	11,213,076.04	1,332,853.65	14,019,848.06
MAY	455	2,006,948.68	10,986,396.25	1,940,917.67	14,934,262.60
JUNE	324	1,253,895.09	9,405,516.18	1,496,039.67	12,155,450.94
JULY	383	1,574,448.79	11,513,246.73	1,446,000.99	14,533,696.51

AUGUST	416	1,442,418.05	7,771,722.73	1,187,892.82	10,402,033.60
SEPTEMBER	408	1,974,789.87	9,633,470.00	1,313,142.07	12,921,401.94
OCTOBER	428	2,133,063.42	8,696,748.65	1,631,621.49	12,461,433.56
NOVEMBER	403	2,019,032.65	9,194,016.68	1,339,604.94	12,552,654.27
DECEMBER	441	2,578,362.57	9,917,748.53	1,272,026.86	13,768,137.96
TOTAL	4,847	21,229,926.34	120,642,377.69	17,627,987.55	159,500,291.58

VEHICLE & CONTAINER COUNT FOR 2024



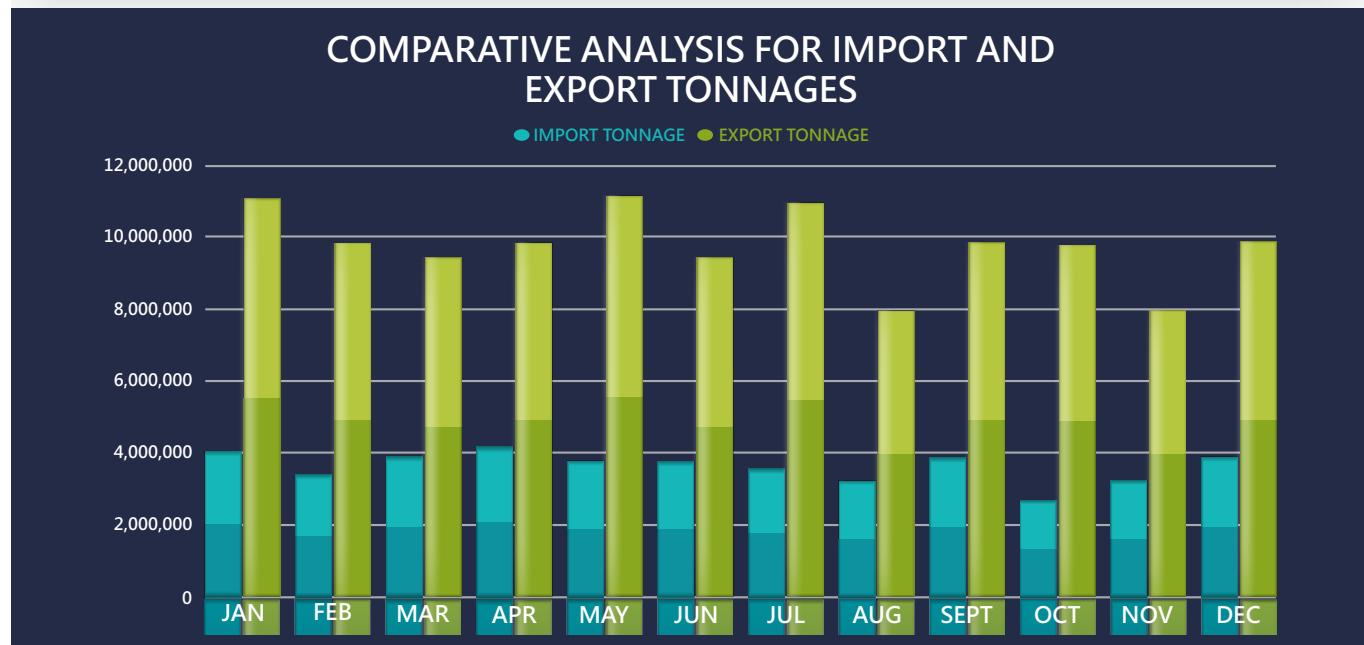
Cargo Throughput Analysis

Total cargo throughput for the year stood at 159,500,291.58 CBM/MTS, comprising:

- Dry Cargo: 21,229,926.34 MTS
- Wet Cargo: 120,642,377.69 MTS
- Liquefied Natural Gas (LNG): 17,627,987.55 MTS

CARGO THROUGHPUT ON IMPORT AND EXPORT 2024

MONTH	VESSEL TRAFFIC	IMPORT TONNAGE	EXPORT TONNAGE	TOTAL THROUGHPUT
JANUARY	448	4,073,129.40	11,090,353.84	15,163,483.24
FEBRUARY	378	3,386,756.70	9,841,671.54	13,228,428.24
MARCH	373	3,902,681.37	9,456,779.35	13,359,460.72
APRIL	390	4,179,013.77	9,840,834.29	14,019,848.06
MAY	455	3,787,575.75	11,146,686.85	14,934,262.60
JUNE	324	2,712,057.57	9,447,393.38	12,159,450.95
JULY	383	3,570,726.69	10,962,969.82	14,533,696.51
AUGUST	416	3,236,045.21	7,977,004.14	11,213,049.35
SEPTEMBER	408	3,894,669.45	9,873,468.51	13,768,137.96
OCTOBER	428	2,685,058.25	9,776,375.31	12,461,433.56
NOVEMBER	403	3,236,045.21	7,977,004.14	11,213,049.35
DECEMBER	441	3,894,669.45	9,873,468.51	13,768,137.96
TOTAL	4,847	42,558,428.82	117,264,009.68	159,822,438.5



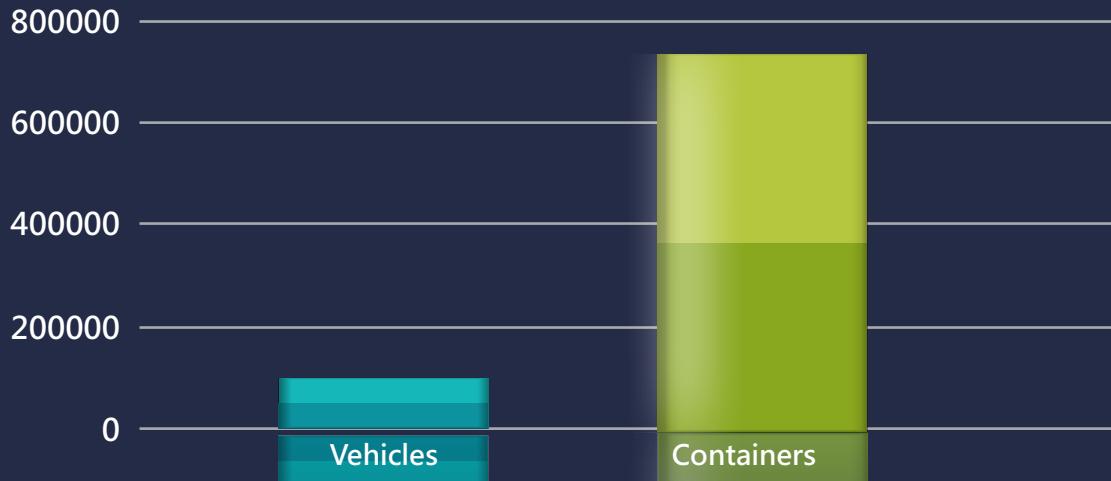
Import vs. Export Cargo Throughputs

Out of the total cargo throughput,

- **Imports accounted for** 42,558,428.82 MTS (26.63%)
- **Exports contributed** 117,264,009.68 MTS (73.37%)

MONTH	VEHICLES	CONTAINER LOAD
JANUARY	5,560	94,080
FEBRUARY	6,434	101,105
MARCH	11,549	56,256
APRIL	11,031	83,194
MAY	4,453	49,303
JUNE	8,554	41,269
JULY	9,722	43,867
AUGUST	9,434	44,221
SEPTEMBER	8,491	45,492
OCTOBER	7,268	50,951
NOVEMBER	9,687	41,389
DECEMBER	8,951	73,891
TOTAL	101,134	725,018

VEHICLE & CONTAINER COUNT FOR 2024



Container and Vehicle Movement

- **Containers Handled:** 725,018 units. **Vehicle Imports:** 101,134 units

PORt STATE CONTROL INSPECTIONS

Port State Control Inspections were conducted on 730 Vessels out of 3,259 foreign Vessels that called at various Nigerian Ports between January and December 2024. This represents 22.4% and exceeds the 15% IMO Set target by 7.4%. Furthermore, the 2024 figure is 60.6% higher than the inspections carried out in 2023 (474 Vessels).

The Agency is also committed to ensuring that only quality foreign-flagged vessels call at our Ports through the implementation of rigorous Flag and Port State Control duties, while maintaining a strong commitment to our obligations under the Abuja Memorandum of Understanding on Port State Control.

SUMMARY OF 2024					
Activities	Scoring	Percentage (%)	Target/Min. Requirements	Remarks	
Port State Control Inspections	730	22.4%	489 foreign Vessels Representing 15% is the IMO set target	Port State Control inspections were conducted on 730 Vessels out of 3,259 foreign vessels that called at various Nigerian Ports in 2024, representing 22.4%. The Agency exceeded the set target by 7.4%	

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
PORT STATE INSPECTION /CIC	LAGOS H/Q	26	20	34	29	17	9	17	19	22	21	24	25	263
	LAGOS WZ	16	10	11	11	12	13	22	17	22	21	21	11	187
	ONNE	7	9	12	9	13	0	16	10	20	15	23	9	143
	PH	4	16	5	0	5	3	3	2	4	12	9	5	68
	CALABAR	2	5	5	4	6	3	2	6	6	4	4	2	49
	WARRI	2	1	1	4	2	1	4	2	0	3	0	0	20
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	57	61	68	57	55	29	64	56	74	76	81	52	730

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
DETENTION (Port State)	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
	ONNE	0	0	0	0	0	0	0	0	1	1	0	0	2
	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
	CALABAR	0	0	0	0	0	0	0	0	1	0	0	0	1
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	0	0	0	0	0	0	0	0	2	1	0	0	3

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
FLAG STATE SURVEY	LAGOS H/Q	36	50	49	70	43	26	45	51	57	86	32	73	618
	LAGOS WZ	1	0	0	0	0	0	1	2	0	0	5	3	12
	ONNE	12	2	2	1	3	3	3	2	2	2	0	1	33
	PH	1	0	0	0	1	0	0	2	0	0	0	0	4
	CALABAR	1	2	4	1	1	0	1	1	1	1	1	0	14
	WARRI	1	1	0	0	0	0	0	0	0	15	0	0	17
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	52	55	55	72	48	29	50	58	60	104	38	77	698

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
FLAG STATE RENEWALS	LAGOS H/Q	17	26	18	44	30	13	30	32	30	22	22	32	316
	LAGOS WZ	10	37	10	49	31	17	18	9	12	99	7	0	299
	ONNE	7	2	6	3	5	2	1	0	9	6	0	0	41
	PH	20	33	22	65	35	36	16	33	46	29	10	9	354
	CALABAR	0	0	0	4	0	0	0	0	0	0	0	0	4
	WARRI	70	100	94	73	64	54	49	57	46	41	55	62	765
	GRAND TOTAL	124	198	150	238	165	122	114	131	143	197	94	103	1,779

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
CONDITION SURVEY	LAGOS H/Q	19	24	31	26	13	13	15	19	0	0	0	0	160
	LAGOS WZ	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
	GRAND TOTAL	19	24	31	26	13	13	15	19	0	0	0	0	160

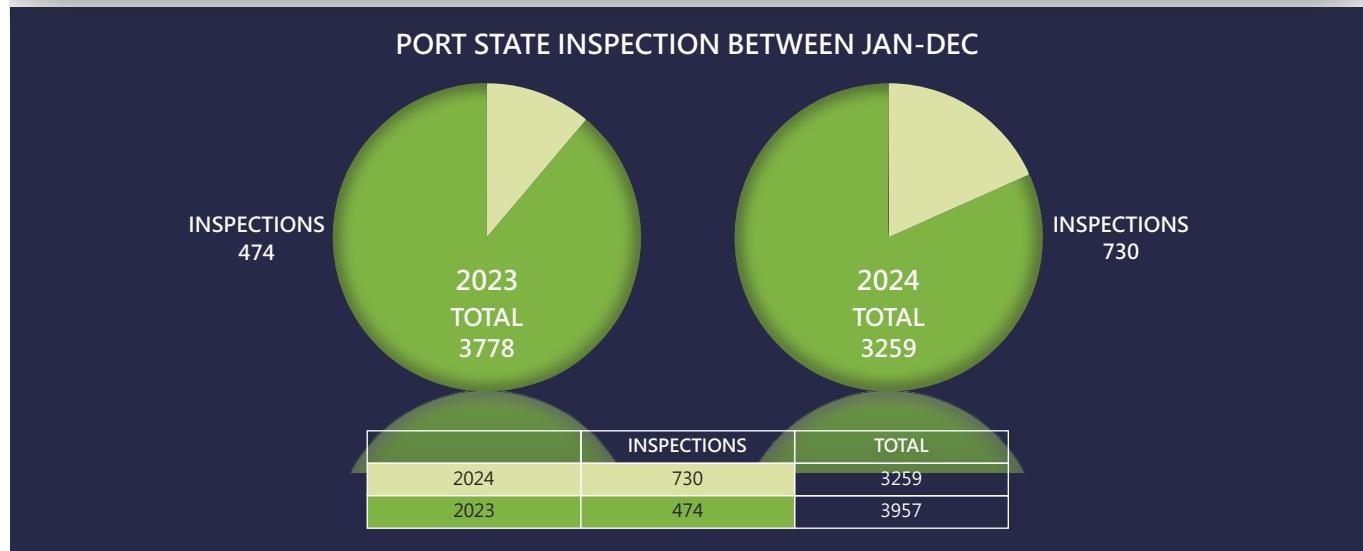
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
DETENTION (Flag State)	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	0	0	0	0	0	0	0	0	0	0	0	0	0
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	LEKKI SEA PORT	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
DISCHARGE BOOK ENTRIES	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	428	378	389	298	410	374	326	316	385	365	417	334	4,420
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	203	5	411	401	400	535	462	344	120	157	173	284	3,495
	CALABAR	62	41	158	132	63	112	81	52	141	84	82	37	1,045
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	693	424	958	831	873	1,021	869	712	646	606	672	655	8,960

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
PARTICLE OF AGREEMENT	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	8	10	10	5	7	3	12	11	7	5	9	0	87
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	0	0	0	0	3	0	0	1	2	0	3	0	9
	CALABAR	1	0	0	0	0	0	0	0	0	1	1	0	3
	WARRI	0	0	0	0	1	0	0	1	0	0	0	0	2
	GRAND TOTAL	9	10	10	5	11	3	12	13	9	6	13	0	101

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
PDSC CERTIFICATE	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	0	0	1	0	0	3	0	0	0	0	0	0	4
	ONNE	0	0	0	2	0	0	0	0	0	1	4	0	7
	PH	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	1	0	2	3	0	0	0	0	1	4	0

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
LIFE RAFT CERTIFICATE ENDORSEMENT	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	14	24	28	22	30	44	40	36	43	23	17	27	348
	ONNE	8	0	0	0	14	2	0	0	0	4	26	3	57
	PH	88	97	165	149	137	107	108	136	87	123	150	115	1,462
	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	16	14	16	32	17	10	26	7	20	15	27	18	218
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	126	135	209	203	198	163	174	179	150	165	220	163	2085



FLAG STATE INSPECTIONS

A total of 2,735 Flag State Inspections (FSI) were conducted in 2024, which comprise 91% of Nigerian-registered tonnage with valid registration (3,000 out of 4,500 Nigerian-registered vessels). It further shows that the 2024 FSI Figure is 32% higher than the 2023 inspections (2065).

DETAILS OF FLAG STATE INSPECTIONS JAN – DEC 2024

SUMMARY OF 2024					
Activities		Scoring	Percentage (%)	Target/Min. Requirements	Remarks
Flag State Inspections	Renewal Inspections	1,770	100%	100%	Total Vessels registered under the Nigerian Flag as of 31st December 2024 were over 4500. However, about 3000 have valid registration. This means that an annual Flag State Inspection, comprising Renewal Inspections (1,770), Condition Surveys for New Registrations (268), and Random Flag State Surveys (697), totalling 2,735, were conducted on 91% of vessels seeking to revalidate their documents.
	Random Flag State Survey	697			
Total Flag State Inspections		2,735			

Surveys and Certification of Convention vessels have been delegated to accredited Classification Societies. These are;

- i. Lloyds Register of Shipping
- ii. American Bureau of Shipping
- iii. Bureau Veritas
- iv. Det Norske Veritas
- v. Phoenix Register
- vi. International Register of Shipping
- vii. International Naval Surveys Bureau
- viii. Indian Register of Shipping
- ix. Overseas Marine Certification Services

THE AGENCY, however, retains the surveys for Safety Equipment and Safety Radio on board convention vessels.

COASTAL STATE INSPECTIONS OF SHIPS

To ensure complete and adequate compliance with the requirements and provisions of the relevant Conventions/regulations, officers of the Agency carried out daily inspections across the three operational zones of the Agency (Central, Eastern and Western) under the Port, flag and coastal States duties.

During the period under review, a total of Eight Hundred and Ninety-Three (893) vessels were boarded for inspection during the year. The breakdown is as follows:

S/N	Zone	2023	2024
1.	Central Zone	136	115
2.	Eastern Zone	414	485
3.	Western Zone	345	293
	TOTAL	895	893



DEEP BLUE

C4I Operational Centre

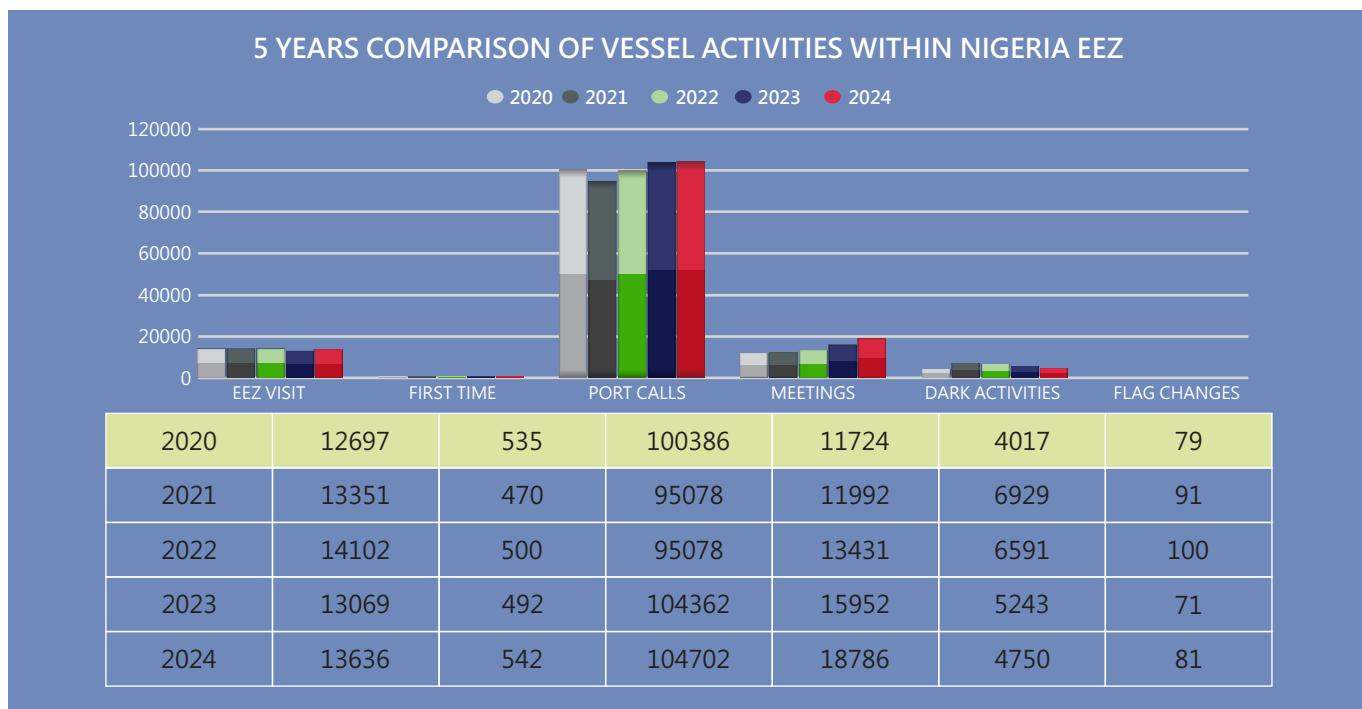
The Command, Control, Computer, Communication, and Intelligence (C4i) Operational Centre is the heart and brain of Deep Blue, designated to integrate and share information with all Deep Blue assets and platforms to create the most accurate and high-quality maritime picture gathered from operational assets on air, ground, and sea.

The Centre monitors the Nigerian maritime domain 24/7, alerts and records all activities taking place in the Nigerian EEZ and cooperates with Departments of the Agency, the Nigerian Navy, and other International Organisations such as the IMB and MDAT, GoG to prevent illegal or unauthorised activities, enforce maritime regulations, and enhance the safety of lives and properties at sea.

Arena Overview:

The Deep Blue Intelligence System recorded the following events in the Nigerian Exclusive Economic Zone (EEZ):

	Events	Vessels	Activities
→	Vessels entering the EEZ	3,291	13,636
⚠ 1	Vessels Entering Nigerian Territorial Waters for the first time	542	542
🇵	Vessels calling ports or offshore oil and gas facilities	3,922	104,702
🚢🚢	Ship-To-Ship (meeting) operations	1,646	18,786
⚠ 0	'Dark' activities (Vessels deliberately turning off transmission of AIS)	613	4,750
FLAG	Flag/MMSI changes done in Nigerian waters	73	81



As shown in the graph above, there is no discernible general pattern in the activities. However, a slight increase was observed for First Time visits, Port Calls, and Meetings when comparing 2023 with 2024.

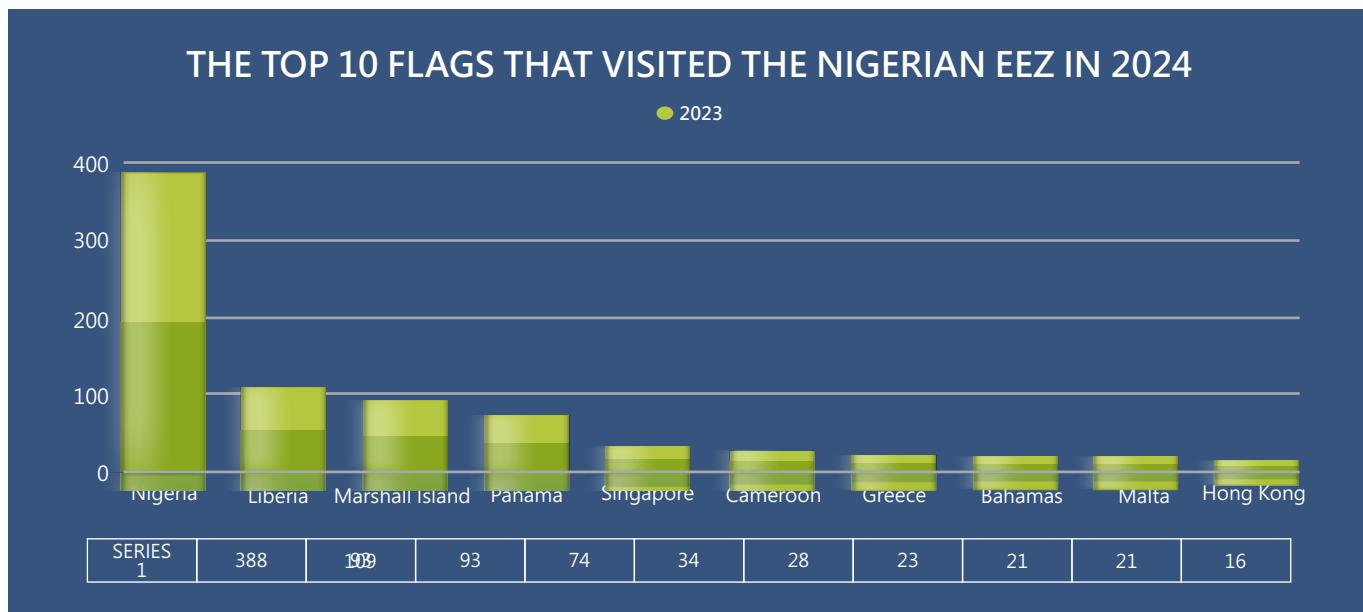
Trend Analysis – EEZ Visits

The Exclusive Economic Zone (EEZ) is a maritime area wherein a sovereign state possesses exclusive rights for the exploration and exploitation of the marine resources. This zone extends from the state's coastline up to 200 nautical miles offshore.

- In total, 13,634 EEZ entrance activities were identified in 2024, conducted by 3,291 unique vessels.



- In 2024, EEZ visits experienced an overall increase. The highest number of visits occurred in March, while the lowest was in September.
- In 2024 13,636, Nigeria experienced an increase of 4.25% in the number of vessels entering its EEZ in comparison to 2023 (13,069).



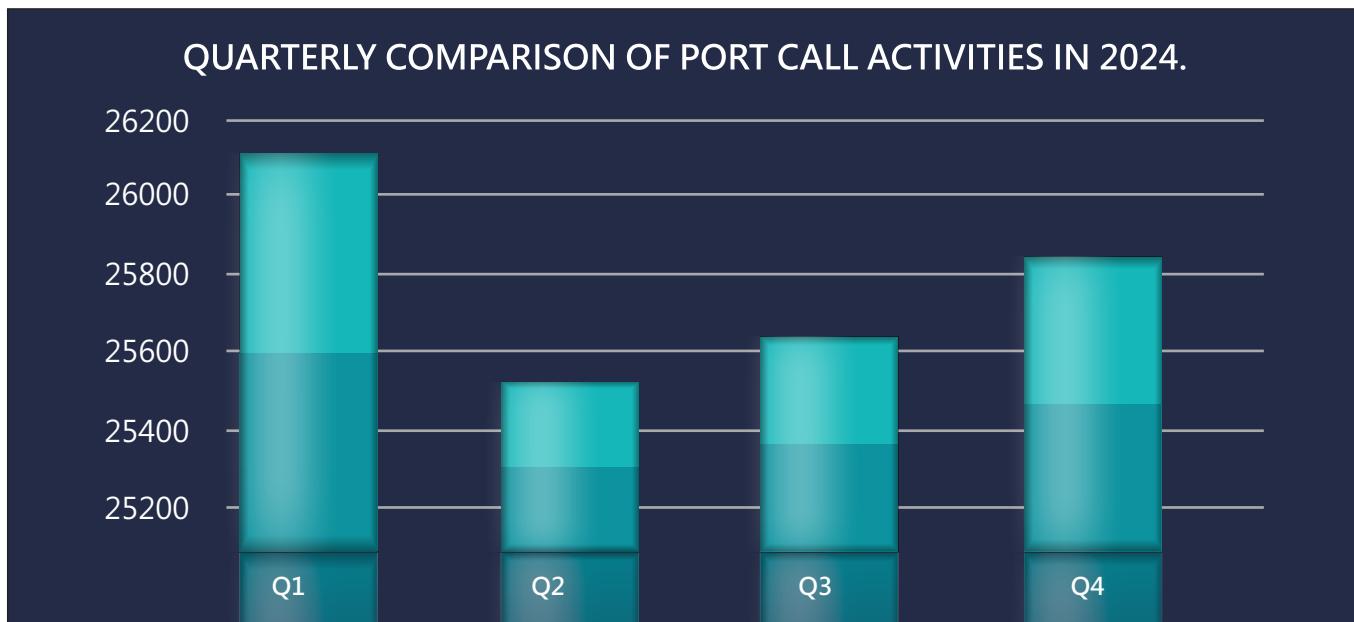
Trend Analysis – Port Calls

In 2024, 101,842 port call activities were made in the Nigerian EEZ, conducted by 3,922 unique vessels.

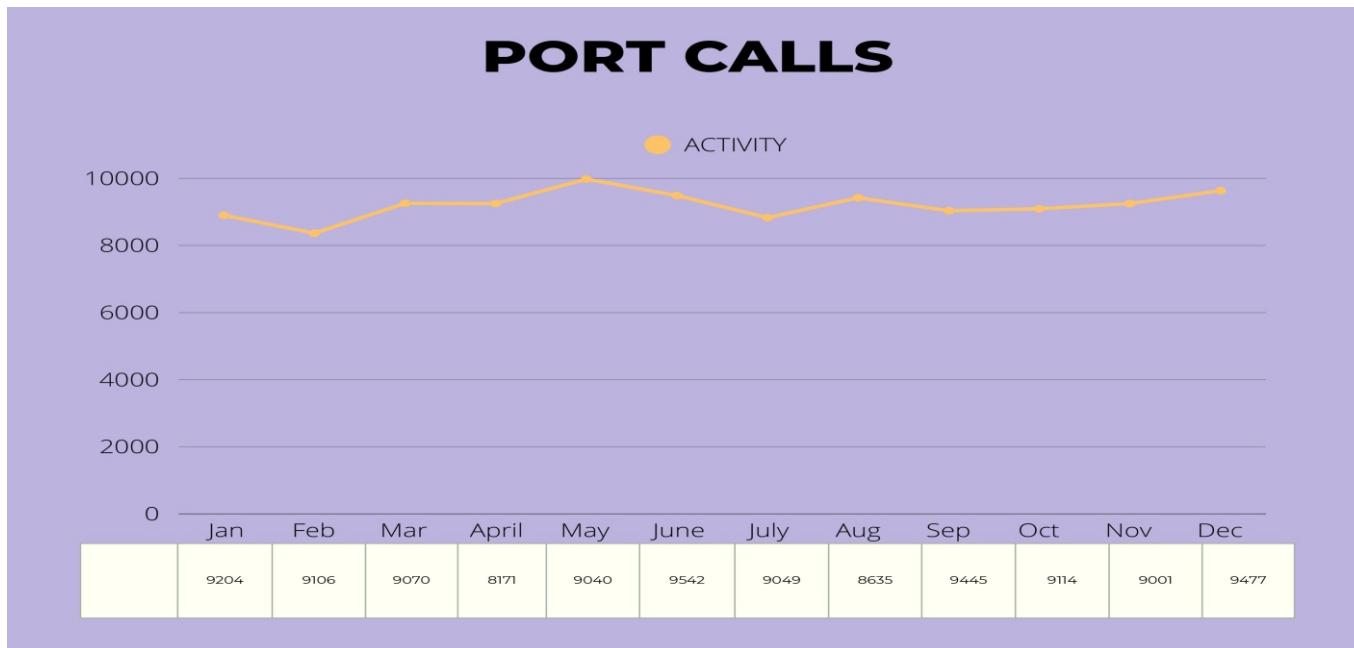
Quarterly Breakdown of Port Calls within the Nigerian EEZ:

Class	Q1	Q2	Q3	Q4	Total
Tanker 	1,850	1,991	1,914	1,857	7,612
Cargo 	605	616	693	853	2,767
Fishing 	1,076	1,037	1,026	764	3,903
Service 	15,123	14,776	14,314	13,966	58,179
Others	7,472	6,522	7,235	8,152	29,381
Total	26,126	24,942	25,182	25,592	101,842

A distribution of Port calls within the Nigerian EEZ.

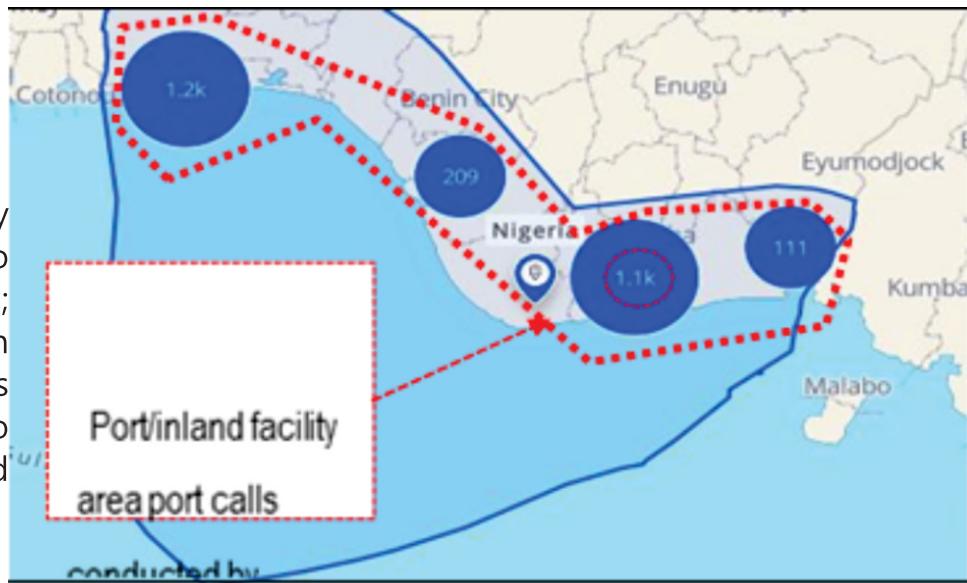


As shown above, port calls dropped significantly after Q1, reaching a low in Q2, but increased in Q3 and Q4. Q1 had the highest number of port calls, while Q2 had the fewest. The new trend, compared to previous years, may be attributed to global economic downturns, such as the FOREX crisis during that period.

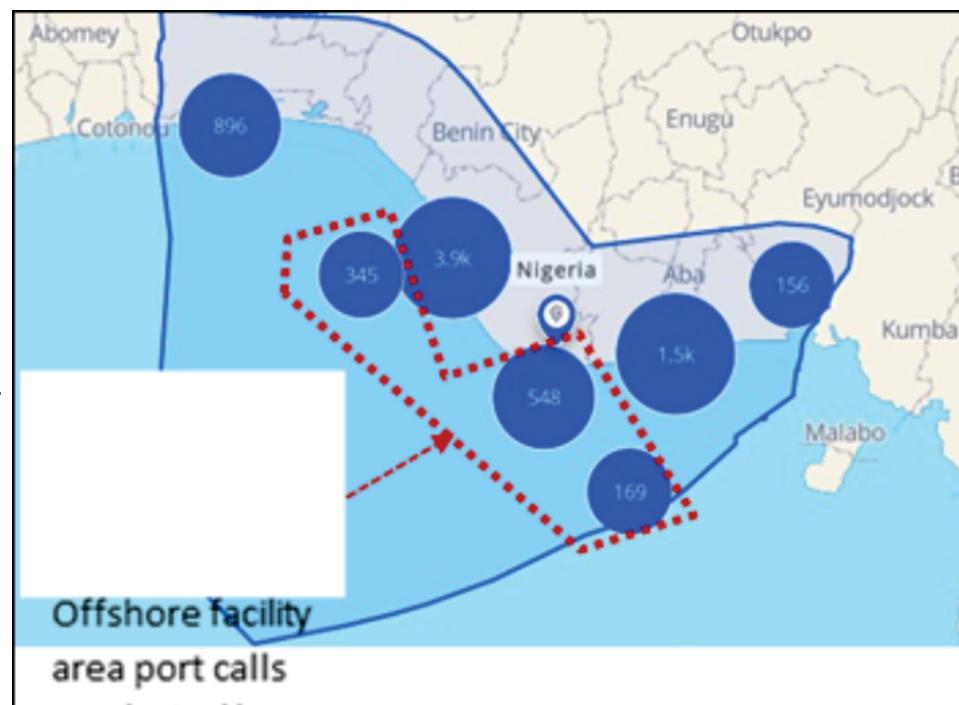


A graph of Port Call activities in 2024.

Cargo vessels are mainly calling ports inland to load/offload goods; therefore, port calls in offshore facility areas conducted by Cargo vessels are considered anomalies.

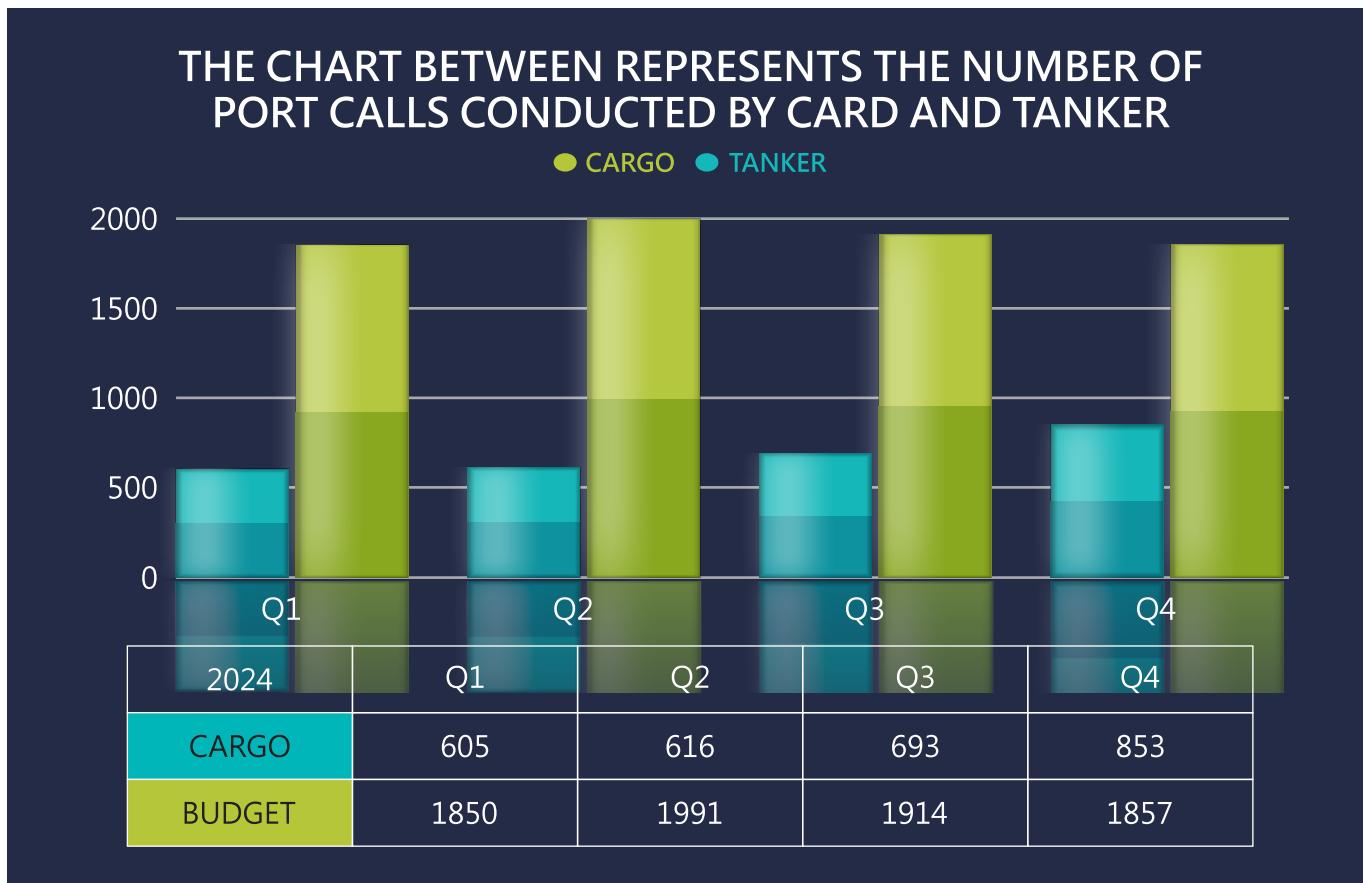


Port call activities conducted by Cargo vessels in the Nigerian EEZ in 2024.



Port Analysis

The chart below represents the number of Port Calls conducted by Cargo and Tanker vessels.



Port Calls by Cargo and Tanker Vessels from Q1-Q4 2024.

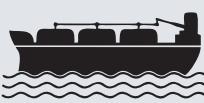
Tanker vessels had significantly more port calls than cargo vessels. However, cargo vessel port calls consistently increased from the first to the third quarter, with a notable rise in the last quarter.

Trend Analysis – Ship-To-Ship (Meeting) Operations

A meeting is a direct interaction between two vessels at sea. Meetings occur for several reasons, including bunkering, cargo transfer, crew transfer, and provision of supply/support services.

In 2024, 18,786 meeting operations were identified by the Deep Blue Intelligence System in the Nigerian EEZ, conducted by 1,646 unique vessels.

Breakdown of Meeting Operations within the Nigerian EEZ:

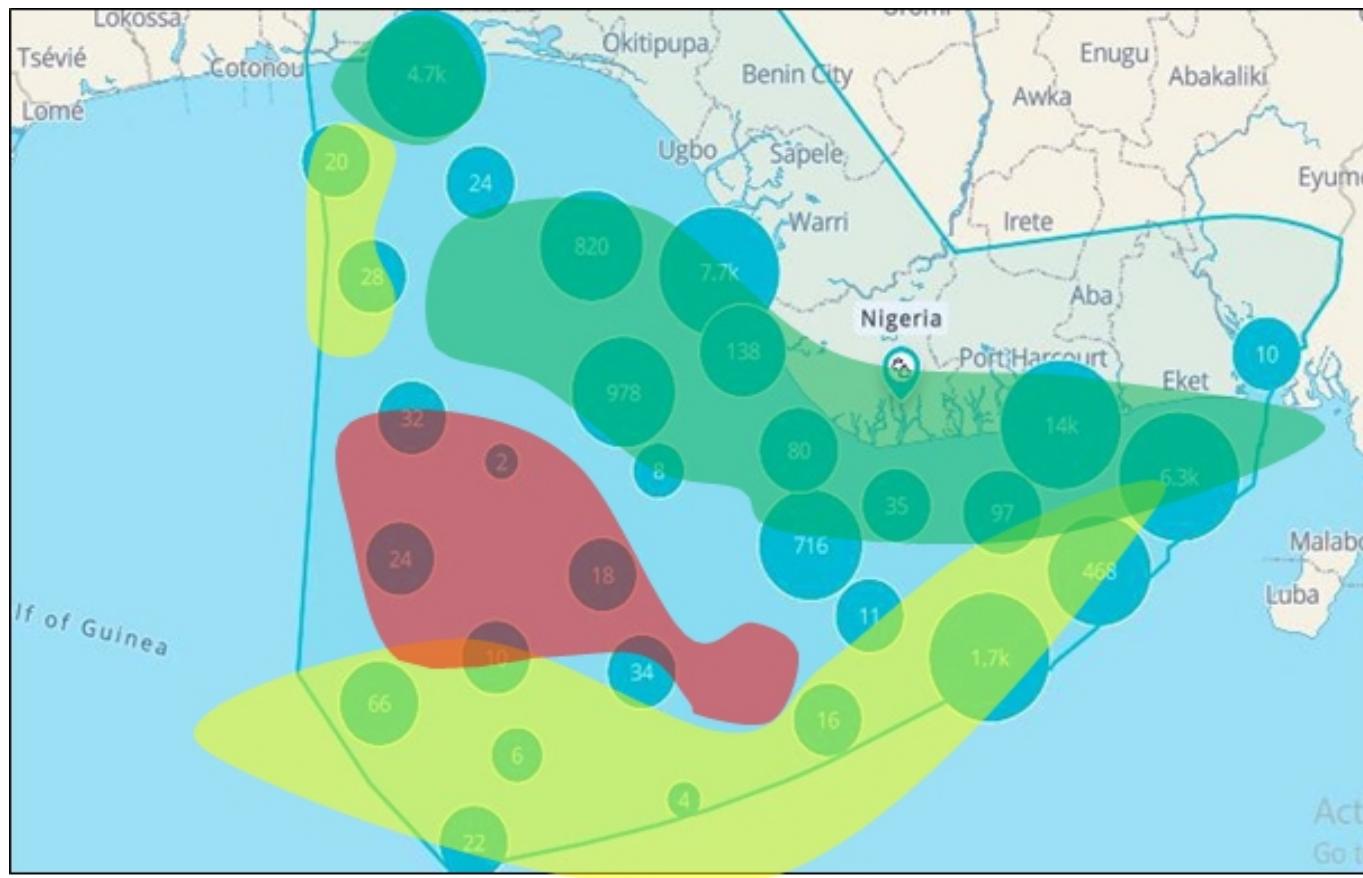
Tanker	Cargo	Fishing	Service	Others
				
13,263	854	154	7,166	7,935

A GROWTH GRAPH OF YEARLY COMPARISON OF MEETING OPERATIONS



A Growth Graph of the yearly comparison of Meeting Operations

As illustrated in the graphs above, there was a gradual rise in meetings over the past five years, followed by monthly performance increases in January 2024, peaking in August. Subsequent declines were observed until a maximum was reached in December



	Meeting at the edge of the EEZ	Medium Risk	<ul style="list-style-type: none"> Usually, for a vessel escort purpose
	Medium-High seas	High Risk	<ul style="list-style-type: none"> Anomalies

Vessels conducting ship-to-ship operations in the medium to high seas area are a significant indicator of unauthorised or illegal activity, such as unauthorised bunkering and oil smuggling. Although it is permitted by law, meeting operations occurring in these areas must be closely monitored by the authorities due to the high risk level associated with operations on the high seas and the possibility of unauthorised or illegal activities being carried out.

Trend Analysis – Dark Activities

In 2000, the International Maritime Organisation (IMO) adopted amendments to the SOLAS Convention requiring the carriage of Automatic Identification Systems (AIS). These regulations came into force in December 2004, mandating continuous AIS operation on all ships of 300 GT and above on international voyages, cargo ships of 500 GT and above on domestic voyages, and all passenger vessels regardless of size.

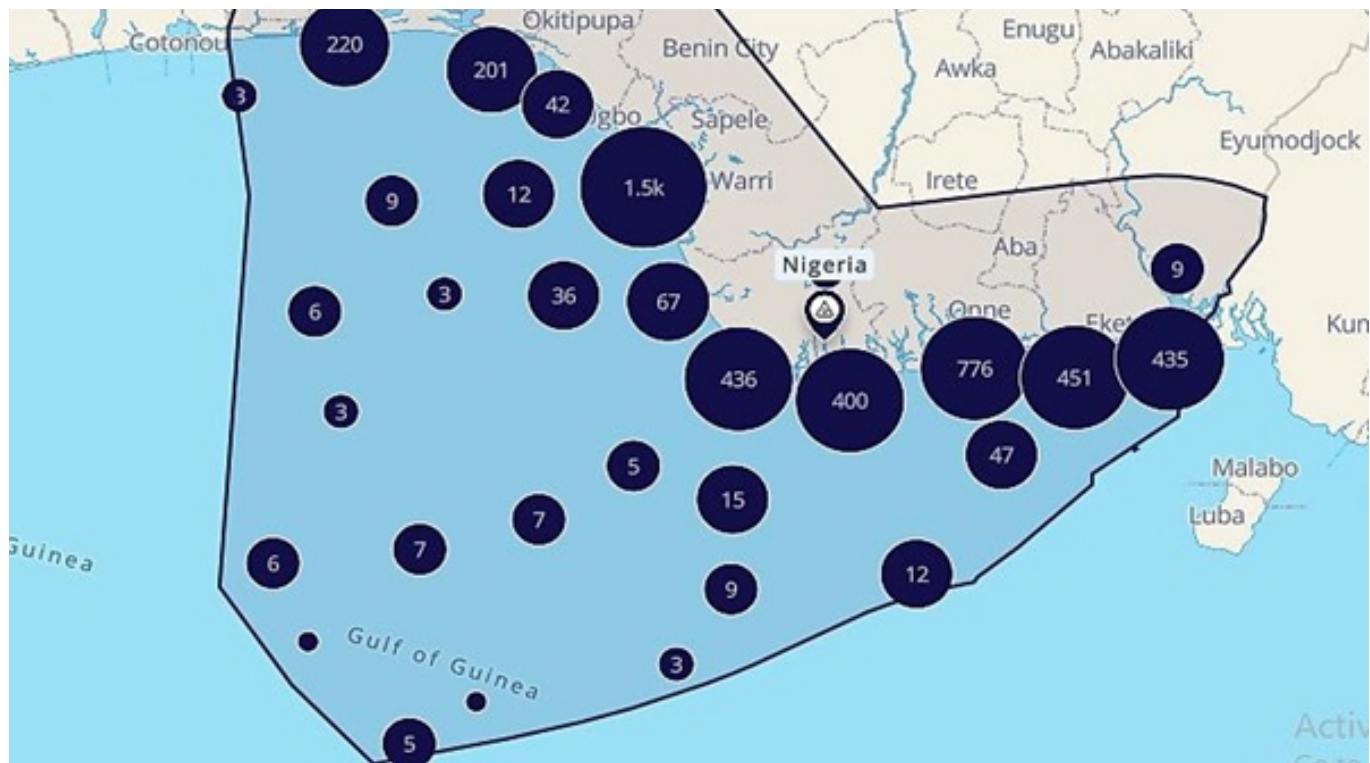
AIS enhances maritime safety and transparency by transmitting real-time vessel data to other ships and coastal authorities. Non-transmission—commonly referred to as “going dark”—is considered a breach of safety protocols and a potential security concern by regulators, insurers, and port authorities.

In 2024, the Agency continued to monitor AIS compliance, flagging suspicious outages for further investigation to ensure navigational safety and enforce regulatory standards.

- In 2024, 4,750 Dark Activities were conducted in the Nigerian EEZ by 613 unique vessels.

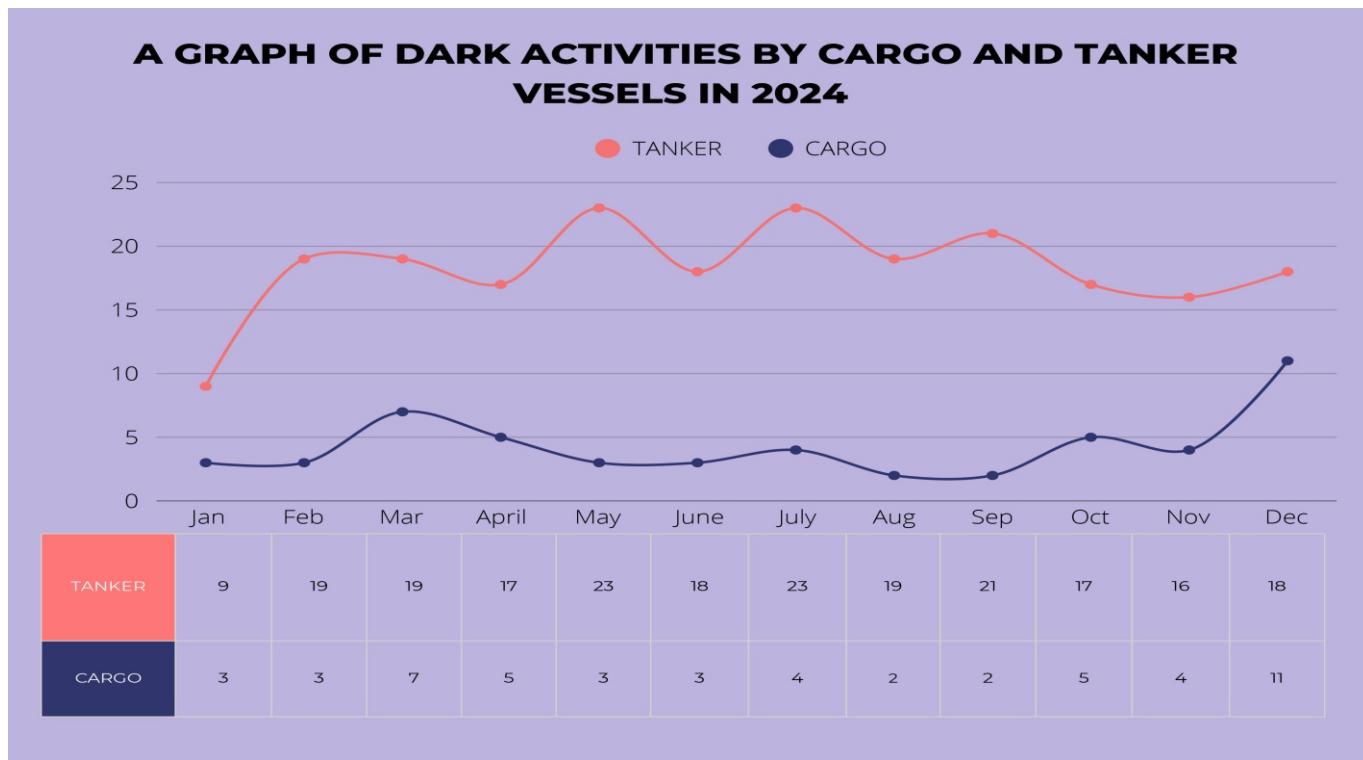
Tanker	Cargo	Fishing	Service	Others
181	42	1,549	1,120	1,643

Breakdown of Dark Activities within Nigeria's EEZ:

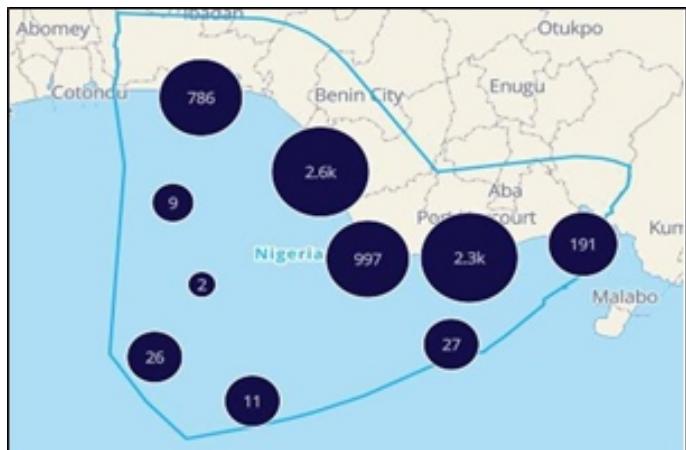


A cluster of Dark Activities within the Nigerian EEZ

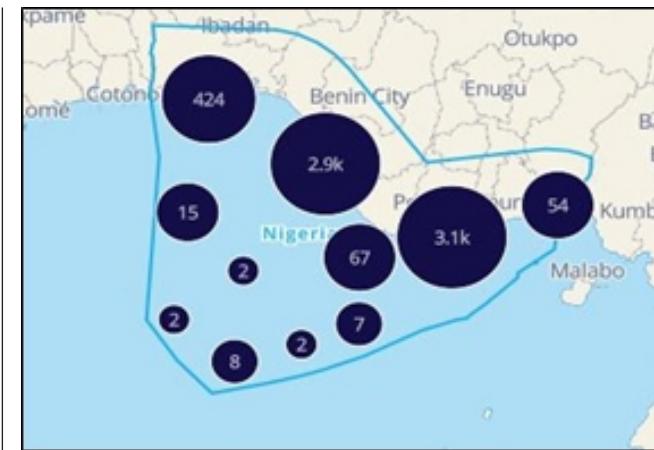
- The line chart below presents the number of Dark Activities conducted within Nigeria's EEZ since January 2024, segmented by Cargo Vessels and Tankers (i.e. commercial operators).
- As can be seen from the line chart, during 2024, there was a significant decrease in Dark Activity by both classes mentioned above.



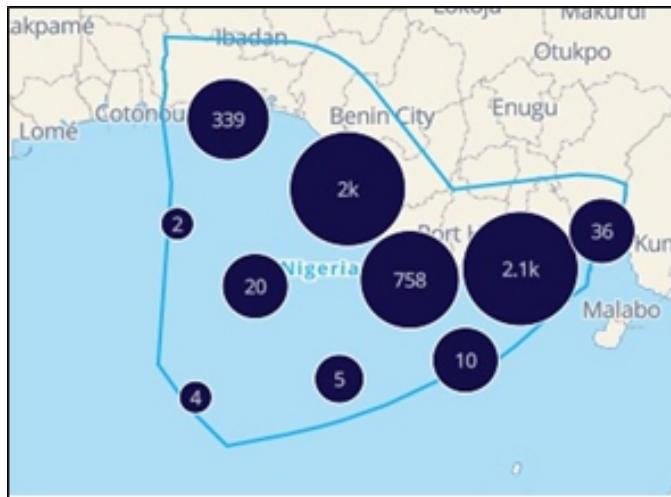
The images below are taken from the Deep Blue Intelligence System and present clustering maps of all the locations where the Dark Activities were conducted between 2020 and 2023.



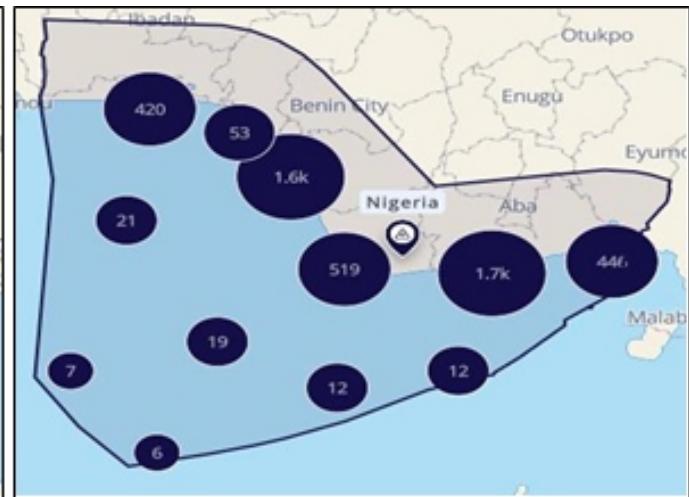
Dark Activity in Nigerian EEZ - 2021



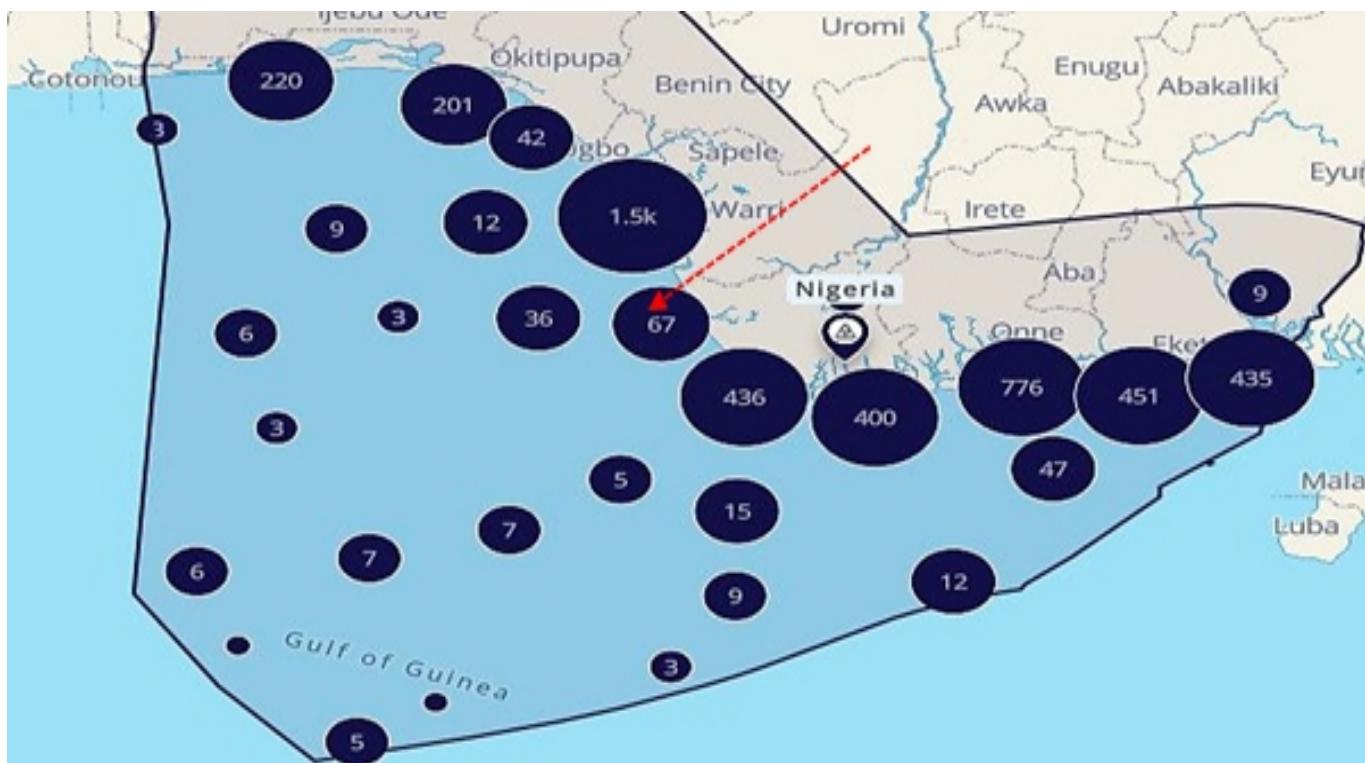
Dark Activity in Nigerian EEZ - 2022



Dark Activity in Nigerian EEZ - 2023



Dark Activity in Nigerian EEZ - 2024



Cluster of Dark Activities in the Nigerian EEZ 2024

Piracy/Armed Robbery in the GoG

The C4I Operational Centre has been collaborating with the International Maritime Bureau (IMB) since July 2020.

On 23rd July 2020, the Centre established communication with MDAT-GOG representatives, followed by an additional communication with IMB representatives on 28th September 2020. This collaboration aims to systematically track piracy and armed robbery incidents within the Gulf of Guinea (GoG) since the beginning of the year. By leveraging its operational capabilities, the Centre enhances the accuracy of tracking piracy and armed robbery events, ensuring reliable statistical reporting.

These statistics are crucial for supporting the Centre's comprehensive piracy analysis reports. According to IMB data, no piracy incidents were reported in the Nigerian EEZ. The report indicates one actual/attempted armed robbery incident in Nigerian territorial waters for 2024.

Piracy/sea robbery events at the GoG 2020-2024:

The high volume of maritime activities within Nigerian waters, compared to other Gulf of Guinea (GoG) nations, has historically correlated with a higher incidence of piracy and armed robbery against vessels. However, since 2022, Nigerian waters have consistently reported no piracy incidents, contributing to a renewed sense of security and restoring trust among ship owners and other stakeholders.

Below is a breakdown of maritime security incidents across African countries from 2020 to 2024 (IMB, 2024).

Table 1: Locations of ACTUAL and ATTEMPTED incidents, January - December 2020-2024

	Location	2020	2021	2022	2023	2024
S E ASIA	Indonesia	26	9	10	18	22
	Malacca Straits		1		1	1
	Malaysia	4	2	4	2	1
	Philippines	8	9	6	9	3
	Singapore Straits	23	35	38	37	43
	Thailand	1				
EAST ASIA	Vietnam	4	1	2	3	2
INDIAN SUB	Bangladesh	4		7	1	14
CONTINENT	India	6	2	3	4	2
SOUTH AMERICA	Brazil	7	3	5	1	
	Colombia	1	6		2	1
	Ecuador	5	4		1	
	Guyana			2		1
	Haiti	5	4	1		
	Mexico	4	1	1	1	
	Panama					
	Peru	8	18	12	14	
	Venezuela			3		
AFRICA	Angola	6	4	5	3	5
	Benin	11	2			1
	Cape Verde					1
	Cameroon		1		3	
	Dem. Republic of Congo		1	1		
	Dem. Rep. of Sao Tome & Principe	2	5			
	Egypt	2		1	1	
	Equatorial Guinea	3	2	2		4
	Gabon		4		1	1
	Ghana	9	5	7	6	2
	Guinea	5	3		2	1
	Gulf of Aden		1			1
	Ivory Coast	3		2	2	1
	Liberia	2	1	1		1
	Mozambique	4	1		2	
	Nigeria	35	6		2	1
	Sierra Leone			1	2	
	Somalia				1	7
	South Africa			1		
	The Congo	3	1		1	
	Togo	3				
	Iraq	1				
	Total at year end	195	132	115	120	116

Location of Actual and attempted Incidents, January-December 2020 – 2024

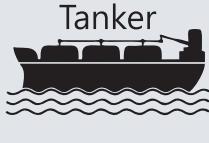
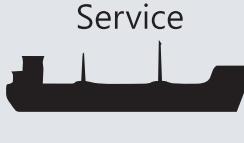
Between 2020 and 2024, Nigeria has recorded the most significant reduction in piracy incidents among all Gulf of Guinea (GoG) nations. This decline is primarily attributed to Nigeria's proactive implementation of preventive measures within its maritime domain, which surpasses the efforts made by other countries in the region.

The type of violence recorded among the vessels during attacks in 2024 is also documented. The table below shows that in Africa, hostage represented the highest type of violence, followed by kidnapping.

Types of Violence to Crew, January-December 2020-2024 Source: ICC (2024)

Location		Hostage	Kidnapped	Threatened	Injured
S E ASIA	Indonesia	31		1	
	Philippines			1	
	Singapore Straits	13		5	1
INDIAN SUB-CONT	Bangladesh	2		3	
AMERICA	Guyana			1	
AFRICA	Benin	6	1		
	Cape Verde	21			
	Equatorial Guinea		11		
	Ghana			1	
	Nigeria	3			
	Somalia	50			
Sub Total		126	12	12	1
Total					151

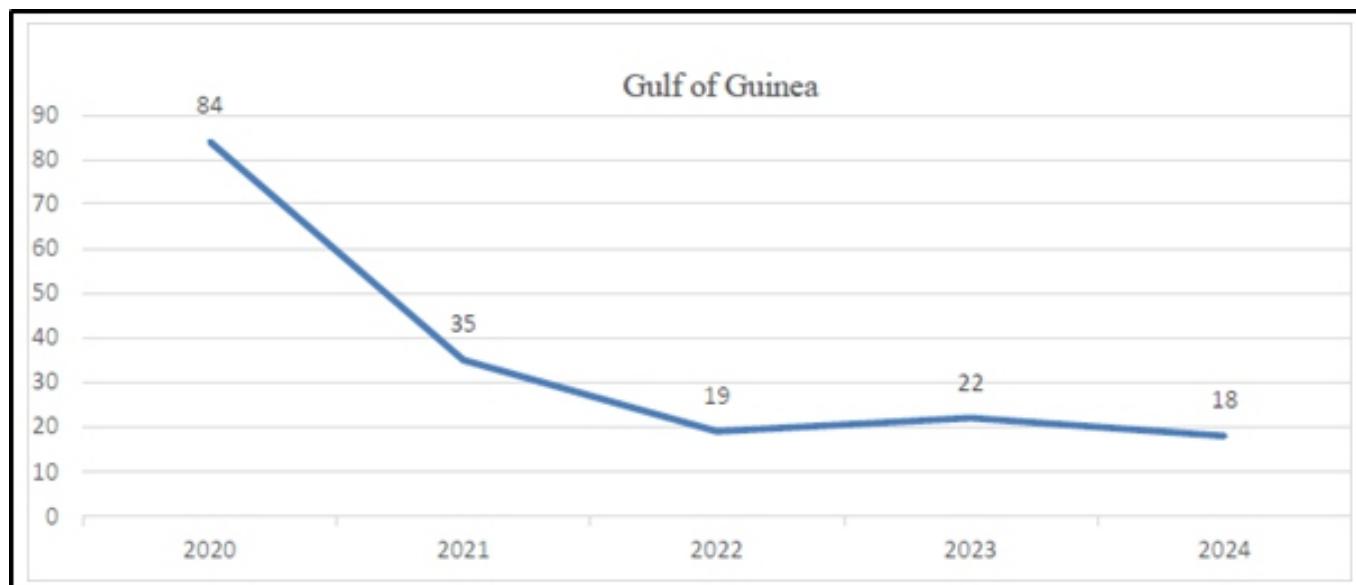
Breakdown of Piracy events on vessels within Nigeria EEZ:

		
0	0	0

There were no piracy events in Nigeria.

Nigeria has sustained its zero-piracy record through enhanced maritime security, international collaboration, legal reforms, and the Deep Blue Project. The Nigerian Navy has intensified patrols, deploying vessels to curb oil theft and illicit activities. Stronger ties with global partners, such as

India, have improved intelligence sharing and counter-terrorism efforts. The Deep Blue Project, launched by the Nigerian Maritime Administration and Safety Agency (NIMASA), has played a crucial role by integrating air, land, and sea assets to monitor and respond to maritime threats in real-time. Additionally, the Suppression of Piracy and Other Maritime Offences (SPOMO) Act has facilitated the prosecution of offenders, serving as a deterrent. Public-private security partnerships have further strengthened vessel protection, though regulatory challenges remain. These efforts have significantly improved maritime security and fostered safer trade routes.



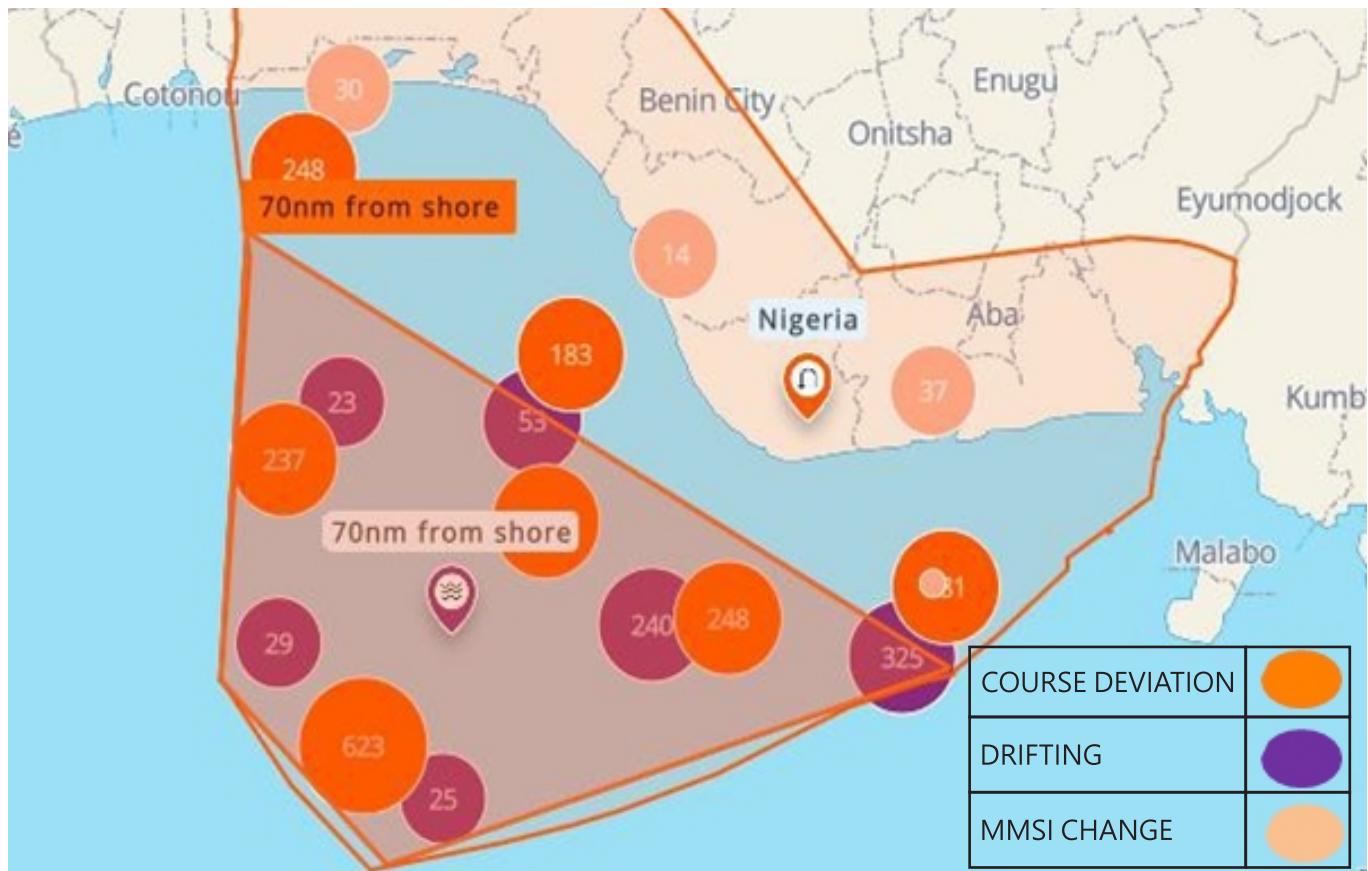
Distribution of the total number of reported incidents in the Gulf of Guinea (ICC, 2024)

Risky behaviours in the EEZ

Risky behaviours encompass all anomalies that may indicate unusual maritime activity. These include course deviations, dark activities, identity changes, prolonged drifting far from shore, and other irregular patterns. By monitoring these behaviours within the Nigerian Exclusive Economic Zone (EEZ), the Deep Blue Intelligence System enables users to analyse past vessel movements and receive real-time alerts on emerging threats.

Risky behaviours that occurred in the Nigerian EEZ in 2024:

Course Deviations	1,848
Vessels Drifting (70-200 NM offshore)	695
'Dark' activities	4,750
Flag/MMSI changes done in Nigerian waters	81



Risky behaviours in Nigeria's EEZ, 2024.

Summary

At the core of the Deep Blue is the C4I Operational Centre, which serves as the brain of the initiative. It is designed to gather intelligence, analyse data, and provide actionable insights, enabling faster and more accurate decision-making. Meanwhile, the offshore assets, including vessels and drones, act as the long-reaching arm of the decision-makers, implementing those insights to secure Nigeria's waters. The presence of these assets has brought a noticeable shift in the security landscape of Nigerian waters.

One of the Deep Blue's most notable successes is its role in reducing piracy in Nigerian waters. In 2024, the initiative achieved a zero-piracy rate for specific periods, thanks to its enhanced surveillance capabilities, coordinated naval patrols, and rapid enforcement measures. The Deep Blue Intelligence-sharing network has played a crucial role in

dismantling criminal syndicates involved in piracy and other maritime crimes, contributing to a safer environment for international shipping and trade, and ensuring the security of key shipping routes.

The Deep Blue Intelligence-sharing network has also been instrumental in securing Nigeria's oil-producing regions (such as Bonny Island), which have long been hotspots for illegal oil bunkering and theft. The deployment of maritime patrol vessels, drones, and other assets has significantly reduced illegal activities and protected vital offshore oil platforms. This has had a stabilising effect on Nigeria's oil industry, ensuring the continued safe transport of oil, which is central to the nation's economic stability. Moreover, the project's impact extends beyond Nigeria, as it fosters greater regional cooperation in the Gulf of Guinea, encouraging neighbouring countries to strengthen their maritime security frameworks through initiatives like the Gulf of Guinea Integrated Maritime Strategy (GGIM) and the Yaoundé Code of Conduct.

ISPS CODE IMPLEMENTATION

The Agency carried out its responsibilities as stipulated in Regulation 1 of the ISPS Code Implementation Regulations (ICIR) 2014. These include oversight on Port Facility Security Assessments (PFSA), Port Facility Security Plans (PFSP), Verification Inspection Exercises (VIE), and security audits.

1. Overview of 2024 Activities and Performance

As of 31st December 2024, the Code implementation recorded the following key achievements:

- **163 Port Facilities** on record; **139 operational** with **83 fully compliant**, **24 non-operational**.
- Conducted data collation and coastline audits, discovering **5 new facilities**.
- Renewed **46 RSO licences**, **37 GFC licences**, and registered **7 new GFCs** and **2 security vendors**.
- Assigned **83 RSOs** to **118 Port Facilities**.
- Conducted **3 onshore VIEs** and **2 offshore VIEs** with over **90% compliance** among operational facilities.
- Facilitated **101 security drills** and **7 exercises**.

- Investigated 7 significant security incidents out of 109 reported.
- Reviewed 227 SRPAI submissions and 990 DoS agreements.
- Participated in 6 PFSO forums, 6 port security meetings, and hosted 2 ICIC meetings.
- Collaborated with international partners, including USCG and IMSOT (UK), for peer reviews and strategy workshops.

2. Summary of Code Activities and Implementation (2022–2024)

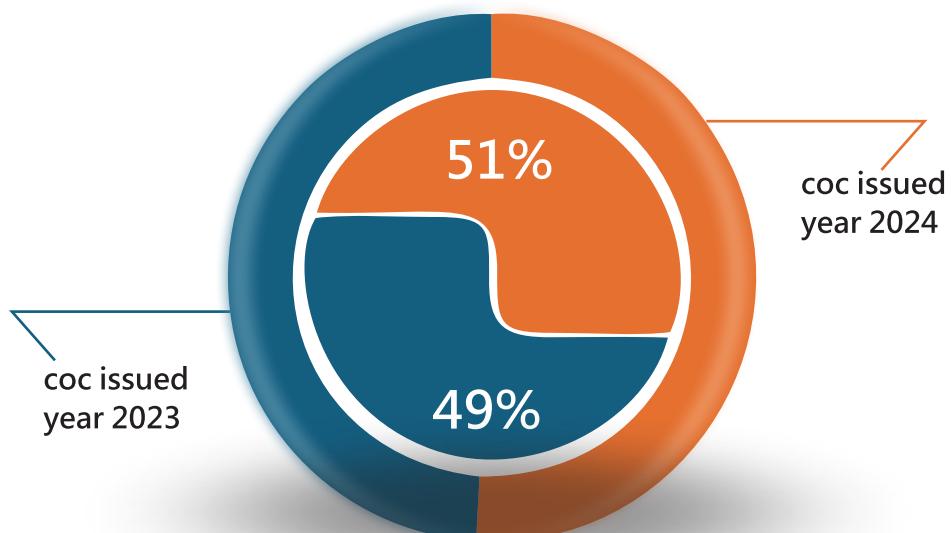
S/N	ACTIVITIES	2024	2023	2022
1	Data collation and Channel audit	5 new facilities were discovered	-	-
2	Registration of RSO, GFC and Security vendors Allocation of RSO to port facilities1 TO 109	46 RSOs licences. 30 GFC licenses were renewed, and 7 new registrations were added. Security vendor 2 83 to 118	40 RSOs, licences, 4 newly registered. 16 GFC 79 to 79	40 RSO, 16 GFC 91 TO 109
3	Preparation and approval of PFSA/PFSP	73	79	-
4	Verification Inspection Exercise	3 onshore, 2 offshore	1 onshore 1 offshore	2 ON-SHORE, 1 offshore
5	Drill and Exercise	101 drills, 7 exercises	82 drills, 45 exercises	83 drills, 8 exercises
6	Security incident investigation	109 were reported, 7 were investigated	116 were reported, 10 were investigated	8
7	Analysis of SRPAI	227	73	86
8	DoS	990	128	138
9	ICIC	2	1	

10	GCMS	1 was approved	-	-
11	PFSO Forum	6	-	-
12	Port security meeting	6	-	-
13	Regional collaboration	-	-	-
	International collaboration	5	4	2
	Security level change	-	-	-
	SoC issued	103	60	-

SEAFARER CERTIFICATION ISSUANCE OF CERTIFICATE OF COMPETENCY (COC)

- Certificate of Competency Examinations leading to the issuance of different categories of officers' CoCs to successful candidates were conducted at the Maritime Academy of Nigeria, Joemarine Nautical Institute and Charkin Maritime Academy. In this vein, 2,075 Certificates of Competency were issued to Seafarers in 2024. This figure is 2.5% higher than the total number of 2,025 CoCs issued in 2023.

COC ISSUED



CERTIFICATE OF COMPETENCY VERIFIED

- In 2024, 730 certificates were authenticated for shipping companies, manning agents, and other maritime administrations. Although this is a significant decrease from the 2,326 Certificates of Competency (CoCs) verified in 2023, the decline can largely be attributed to the introduction of the Agency CoC Verification Portal, which streamlines the verification process.

VERIFIED COC



REVALIDATION OF STCW CERTIFICATE OF COMPETENCY

- A total of 263 Certificates of Competency (CoCs) were revalidated in 2023 for extension of validity for an additional five years, compared to 284 CoCs revalidated in 2023. This indicates that the revalidation carried out in 2024 decreased by 4% compared to that of 2023.

REVALIDATION



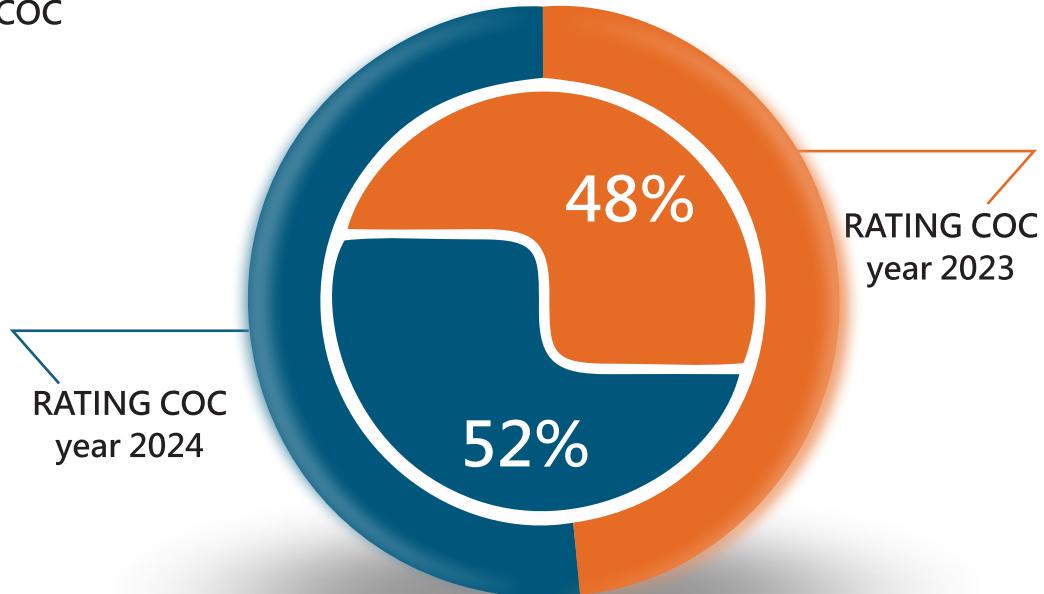
RATINGS FORMING PART OF WATCH & INLAND WATER CRAFTS CERTIFICATES OF COMPETENCY EXAMINATIONS.

During the period under review, examinations were conducted at the Warri, Lagos, Port Harcourt, and Calabar District Survey offices for the issuance of various categories of Certificates of Proficiency (CoP) and Rating Forms, which form part of the Watch CoC.

Out of a total of 1,627 candidates who took the examinations in various categories in 2024, 1,102 passed, representing a 68% pass rate. In 2022, the pass rate was 1165 out of 1519, representing 77%. The shortage of **Training Record Books (TRBs)** in 2024 has significantly contributed to the drop in the pass rate. The TRB is a crucial tool for structured learning, progress tracking, and competency development, particularly in maritime examinations.

Innovations aimed at enhancing the integrity of the Nigerian Seafarers Certification System, including the issuance of Digitalised Discharge/Record Books, the Development of a Seafarers Digital E-Portal, and a Document Management System, were implemented.

RATING COC



SUMMARY OF SEAFARERS CERTIFICATION EXAMINATION

C.o.C	No. of exams per year	4 CoC Exams conducted in 2024	100%	4 (CoC) Exams were scheduled for 2024	4 CoC exams were conducted in 2024 in accordance with the set target.
	4 Cert of Proficiency (CoP) Exams conducted in 2024	100%	4 CoP Exams were scheduled to take place in 2024	4 CoP Exams were successfully conducted at the Zones in 2024.	
	No. of Certs Issued	2,075	100%	100%	100% for all successful candidates
	No. of Certs Revalidated	263	100%	100%	Within one month of submission
	Verification	730	100%	100%	Within 24 hours of the request

COC PARAMETERS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ISSUED	313	184	119	144	173	94	169	202	177	137	218	145	2075
REVALIDATED	37	19	21	20	16	17	31	14	19	26	27	16	263
VERIFICATION	94	45	46	32	93	53	98	93	37	35	59	45	730
ENDORSEMENT	35	16	24	31	35	9	53	21	31	54	21	34	364
GRAND TOTAL	479	264	210	227	317	173	351	330	264	252	325	240	3,432

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
DISCHARGE BOOK ISSUED	LAGOS WZ	15 9	19 1	165	128	100	76	16 2	132	13 0	170	114	0	1,527
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	0	0	0	133	268	10 8	13	19	3 28	305	205	93	1,427
	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	15 9	19 1	165	261	368	18 4	17 5	151	41 3	475	319	93	2,954

DISCHARGE BOOKS ISSUED

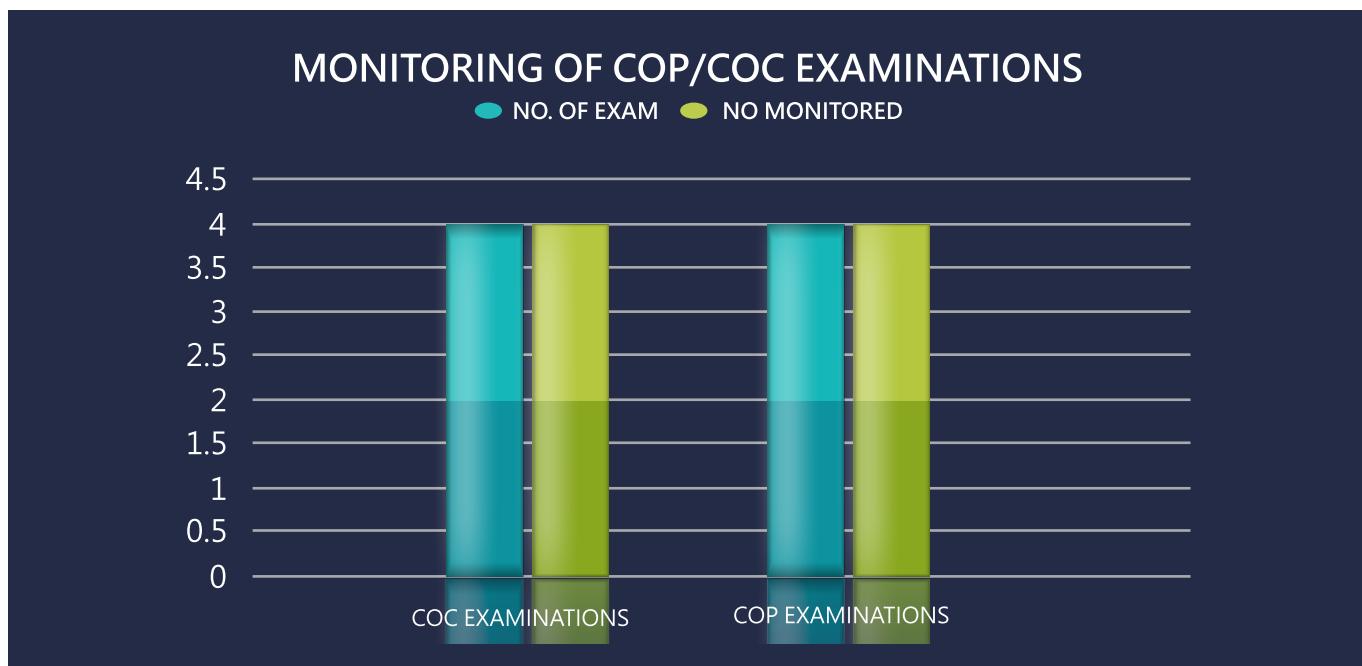
Activities	Scoring	Percentage (%)	Target/Min. Requirements	Remarks
Discharge Books issued	2,954	100%	100%	Issued to qualified applicants within one month of application

DETAILS OF MONTHLY COCs PROCESSED IN 2024

DETAILS OF DISCHARGE BOOKS ISSUED

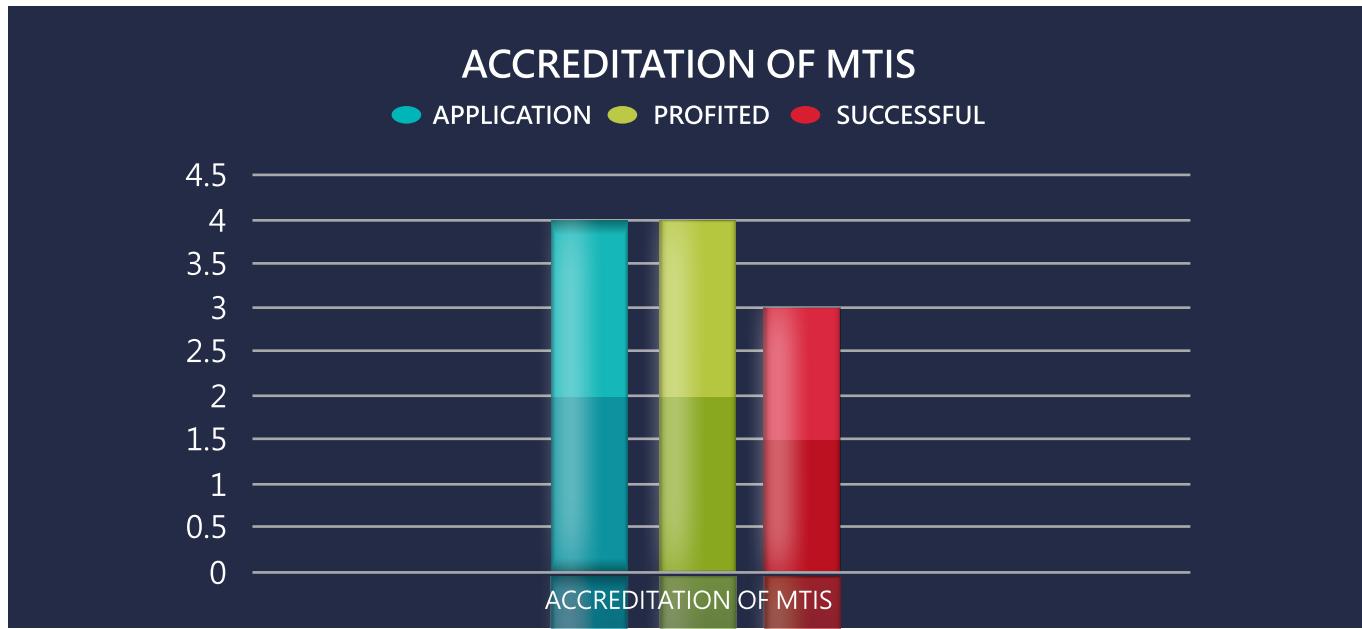
MONITORING OF CERTIFICATE OF COMPETENCY AND PROFICIENCY EXAMINATIONS

The Agency monitored all four certificates of competency and proficiency examinations, representing 100% of the examinations scheduled for the year 2024.



ACCREDITATION OF MARITIME TRAINING INSTITUTIONS (MTIs)

The Agency received applications from four MTIs. Proper profiling was carried out in accordance with the Agency's MSTC Guidelines, resulting in the provisional accreditation of three new maritime training institutions, which represent 75% of the applications received.



WITHDRAWAL OF ACCREDITATION

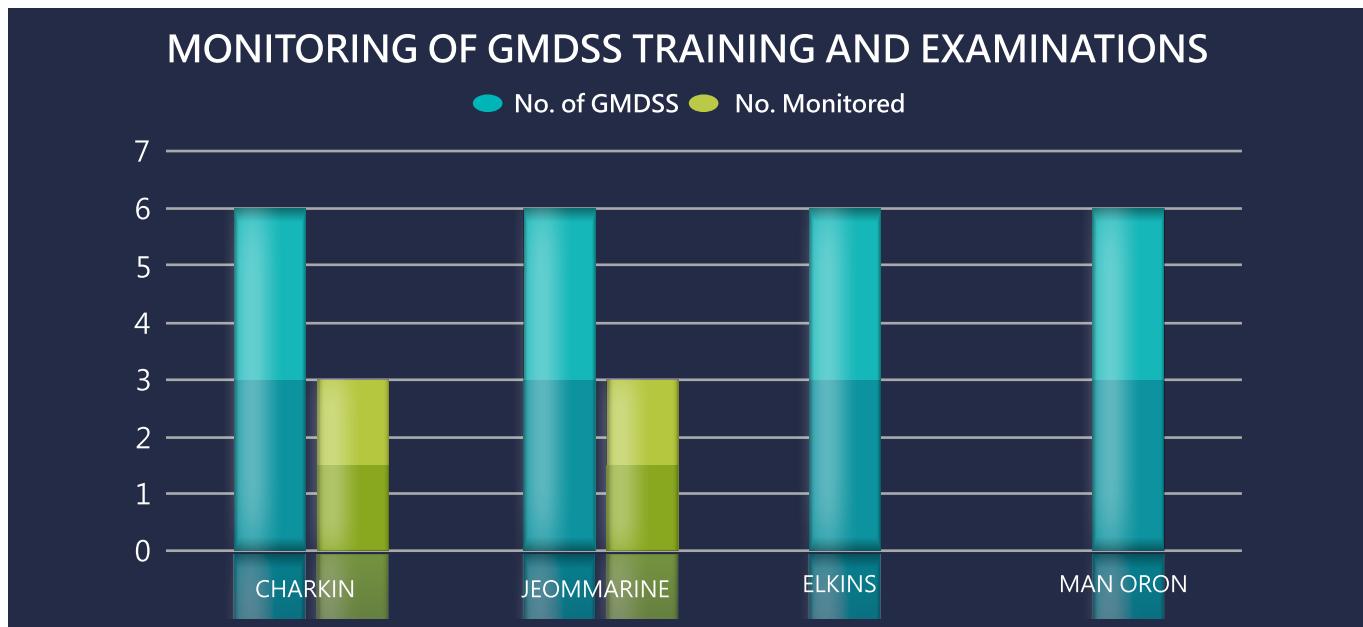
The Agency revoked the Accreditation of two MTIs due to non-performance and fraudulent activities.

NIGERIAN SEAFARERS DEVELOPMENT PROGRAMME (NSDP)

The Agency recorded measurable progress in the Nigerian Seafarers Development Programme (NSDP), including:

- Cadet sea-time placement arrangements;
- Signing of a training partnership with NLNG Ship Management Limited (NSML);
- Registration of new cadets for Certificate of Competency (CoC) examinations.

Description	Total
Cadets Placed for Sea Time	97
Cadets Registered for CoC Exams	22
Cadets Who Obtained CoC	12
Cadets Who Completed Sea-Time, Awaiting CoC	150



RATIFICATION OF STCW-F

Nigeria's accession to the International Convention of Standards of Training, Certification, and Watch-keeping for Fishing Vessel Personnel 1995.

SEARCH AND RESCUE (SAR) OPERATIONS

RMRC INTERVENTIONS/COORDINATION OF SAR ACTIVITIES IN NIGERIAN WATERS:

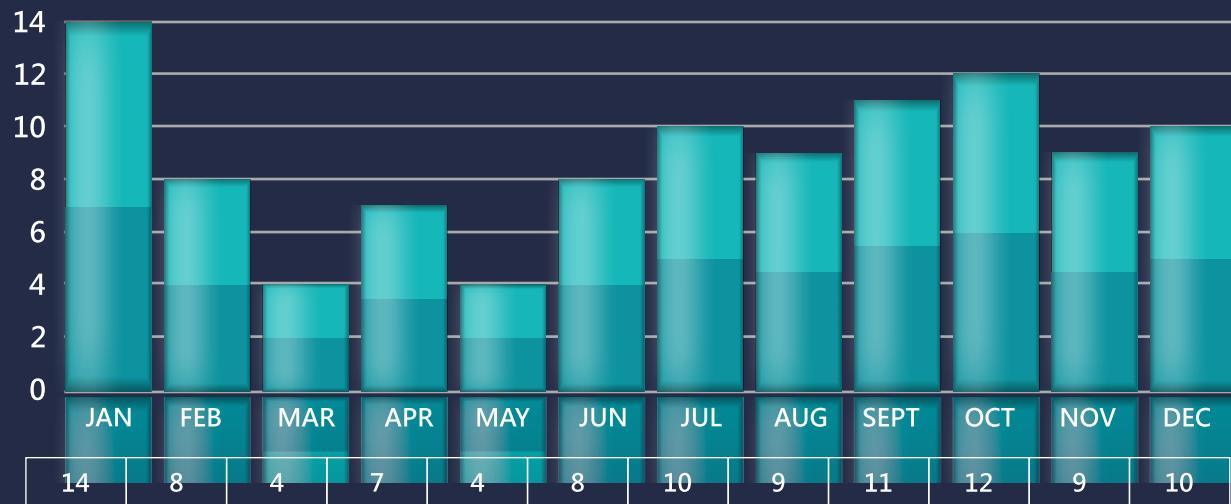
The RMRC conducts routine coordination of Search and Rescue (SAR) operations of reported incidents in our waters.

DETAILED REPORT OF MARITIME INCIDENTS

MONTH	PIRACY		SEA ROBBERY / KIDNAPPING	MEDVAC	MAN OVER BOARD	SINKING /TAKING IN WATER	406MHz ALERTS	OTHERS	TOTAL
	ATTACK	ATTEMPTED							
JANUARY	NIL	NIL	1(Kidnap)	NIL	NIL	NIL	10	3	14
FEBRUARY	NIL	NIL	NIL	NIL	NIL	2	4	2	8
MARCH	NIL	NIL	NIL	NIL	NIL	NIL	4	NIL	4
APRIL	NIL	NIL	NIL	NIL	NIL	NIL	7	NIL	7
MAY	NIL	NIL	NIL	NIL	NIL	NIL	3	1	4
JUNE	NIL	NIL	NIL	NIL	NIL	NIL	6	2	8
JULY	NIL	NIL	NIL	NIL	NIL	NIL	6	4	10
AUGUST	NIL	NIL	NIL	NIL	NIL	NIL	8	1	9
SEPTEMBER	NIL	NIL	NIL	NIL	NIL	1	10	NIL	11
OCTOBER	NIL	NIL	1(Kidnap)	NIL	NIL	NIL	5	4	10
NOVEMBER	NIL	NIL	NIL	NIL	NIL	NIL	7	2	9
DECEMBER	NIL	NIL	NIL	NIL	NIL	NIL	8	2	10
TOTAL	NIL	NIL	2	0	0	3	78	21	104

NOTE THAT "OTHERS" INCLUDE: STOWAWAY, COLLISION, UNSPECIFIED DSC ALERT, BROKEN MAST, FIRE ONBOARD, UNSPECIFIED IMMARSAT ALERT, UNSPECIFIED DISTRESS ALERT, LOSS OF ENGINE AND DRIFTING, BOAT MISHAP, HELICOPTER CRASH AND PERSONAL LOCATOR BEACON (PLB).

SUMMARY OF MARITIME INCIDENTS 2024



SUMMARY OF MARITIME INCIDENTS

Reduction in Maritime Incidents: There was a reduction in Piracy and armed robbery incidents in our waters from 2021 to 2024. This was due to the collaboration with the NAVY, deployment, and the use of the Agency's GMDSS, RMAC, C4i system, and SAR intervention boats. These systems improved initial alerting time when emergencies occur; they also improved the RMRCC's response time to distress alerts and other emergencies in our waters. See attached data summary.

SUMMARY OF 2024					
Activities	Scoring	Percentage (%)	Target/Min. Requirements	Remarks	
Search and Rescue	Incidence		The ideal is nil.	-	
	Piracy	1		Number foiled by MGC/ Navy interventions – 0	
	Regional	0			

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
SEARCH & RESCUE	INCIDENCE	14	8	4	7	4	8	10	9	11	10	9	10	104
	PIRACY	1	0	0	0	0	0	0	0	0	0	0	0	1
	GRAND TOTAL	15	8	4	7	4	8	10	9	11	10	9	10	105

STATUS OF NIMASA'S VESSEL FLEET

The Agency has 18 vessels in its fleet, 11 of which were recently constructed and purchased. Three vessels were recently repaired and returned to service, while four are still undergoing repair.

Under listed is a breakdown of their names and types.

S/N	NAME	TYPE
1	MV MILLENNIUM 1	Search & rescue/ utility
2		Pollution control
3	NIMASA BAYELSA	Utility
4	NIMASA BENUE	Utility
5	CARVER YACHT	Luxury
6	MV OFURE	Search & Rescue
7	MV MILLENNIUM II	Search & Rescue
8	AMAECHI	Armoured patrol boats
9	BUHARI	Armoured patrol boats
10	SAMBO	Armoured patrol boats
11	JAMOH	Armoured patrol boats
12	GBEMISOLA SARAKI	Armoured patrol boats
13	MAGDALENE AJANI	Armoured patrol boats
14	JAÁFARU	Armoured patrol boats
15	LAWAL KAITA	Staff Passenger Boats
16	FOLASHADE YEMI – ESAN	Staff Passenger Boats
17	CHIEF OTUNBA KUNLE	Staff Passenger Boats
18	BOSS MUSTAPHA	Staff Passenger Boats

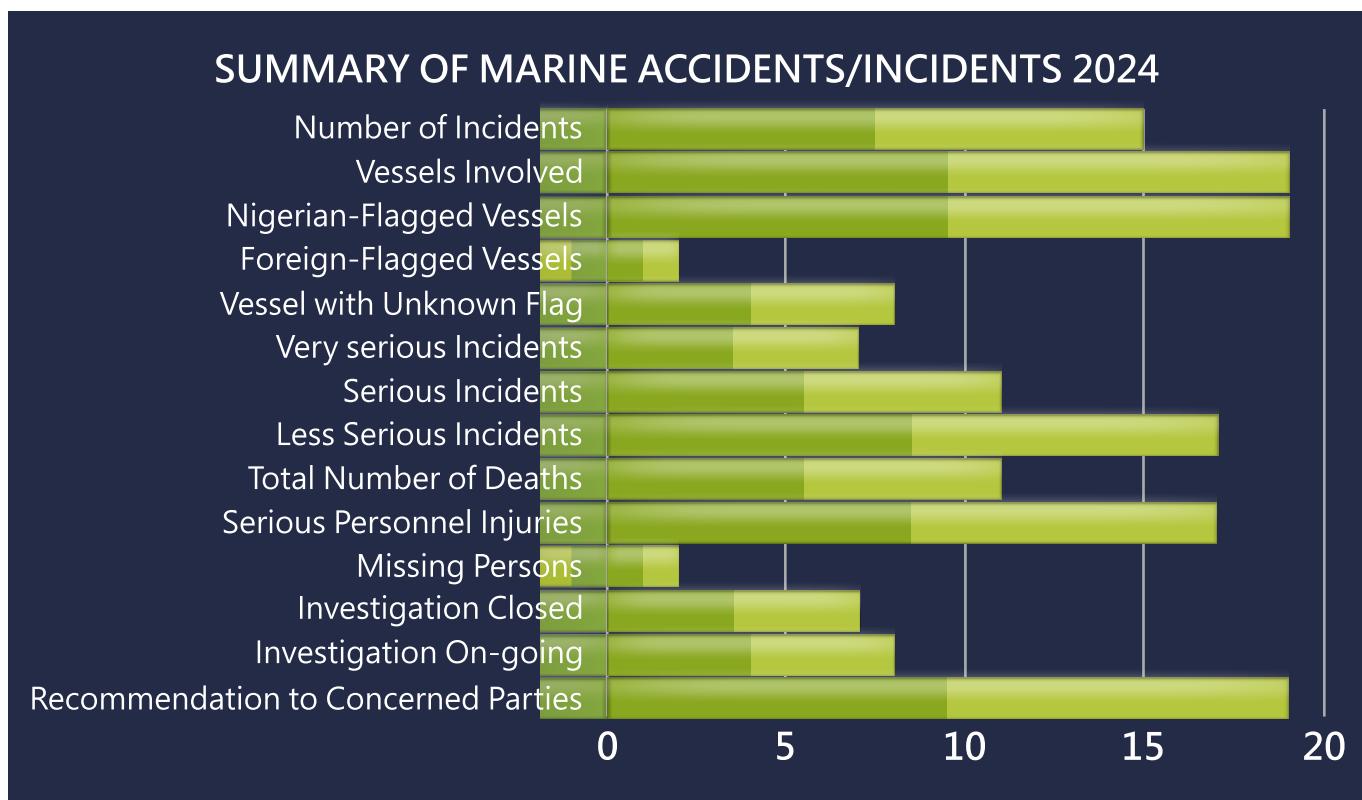
INVESTIGATION OF MARINE ACCIDENTS/INCIDENTS

The Agency conducts safety investigations into marine accidents and incidents in line with the International Maritime Organisation (IMO) Casualty Investigation Code [Resolution MSC.255 (84)]. Upon receipt of notifications of marine accidents and incidents, safety investigations are conducted to unravel their causal factors, identify lessons learned, and make necessary recommendations aimed at averting reoccurrences.

As shown in the attached accidents/incidents database, the summary of reported marine accidents and incidents in 2024 is tabulated below:

Items of Summary	Number of Items
Number of Incidents	15
Vessels Involved	19
Nigerian-Flagged Vessels	14
Foreign-Flagged vessels	03
Vessel with Unknown Flag	02
Very serious Incidents	08
Serious Incidents	07
Total Number of Deaths	11
Serious Personnel Injuries	17
Missing Persons	02
Investigation Closed	07
Investigation ongoing	08
Recommendations to Concerned Parties	19

- * Very Serious Incidents: Incidents leading to death(s), loss of vessel or severe pollution of the marine environment.
- * Serious Incidents: Incidents leading to serious injuries of persons, compromise in vessels' structural integrity, immobilisation of vessels, pollution of the marine environment, etc.
- * Less Serious Incidents: Incidents aside from very serious and serious incidents.



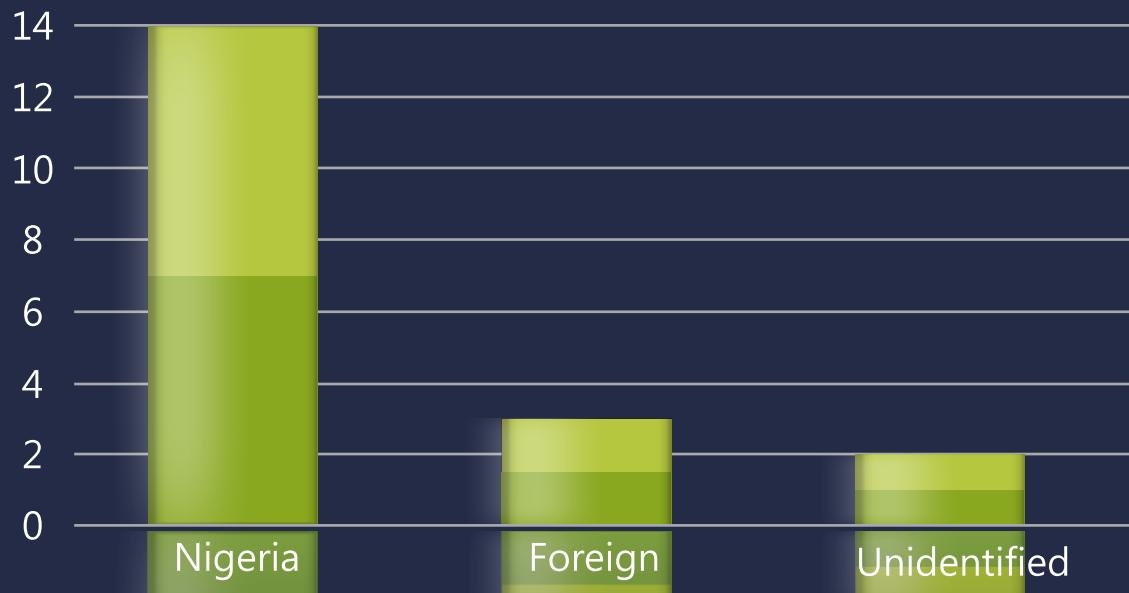
TREND ANALYSIS OF MARINE ACCIDENTS/INCIDENTS

As shown in the attached database, there were 15 marine accidents/incidents involving 19 vessels. For clarity of analysis, these accidents/incidents are classified by Flags, incident types and vessel types as below:

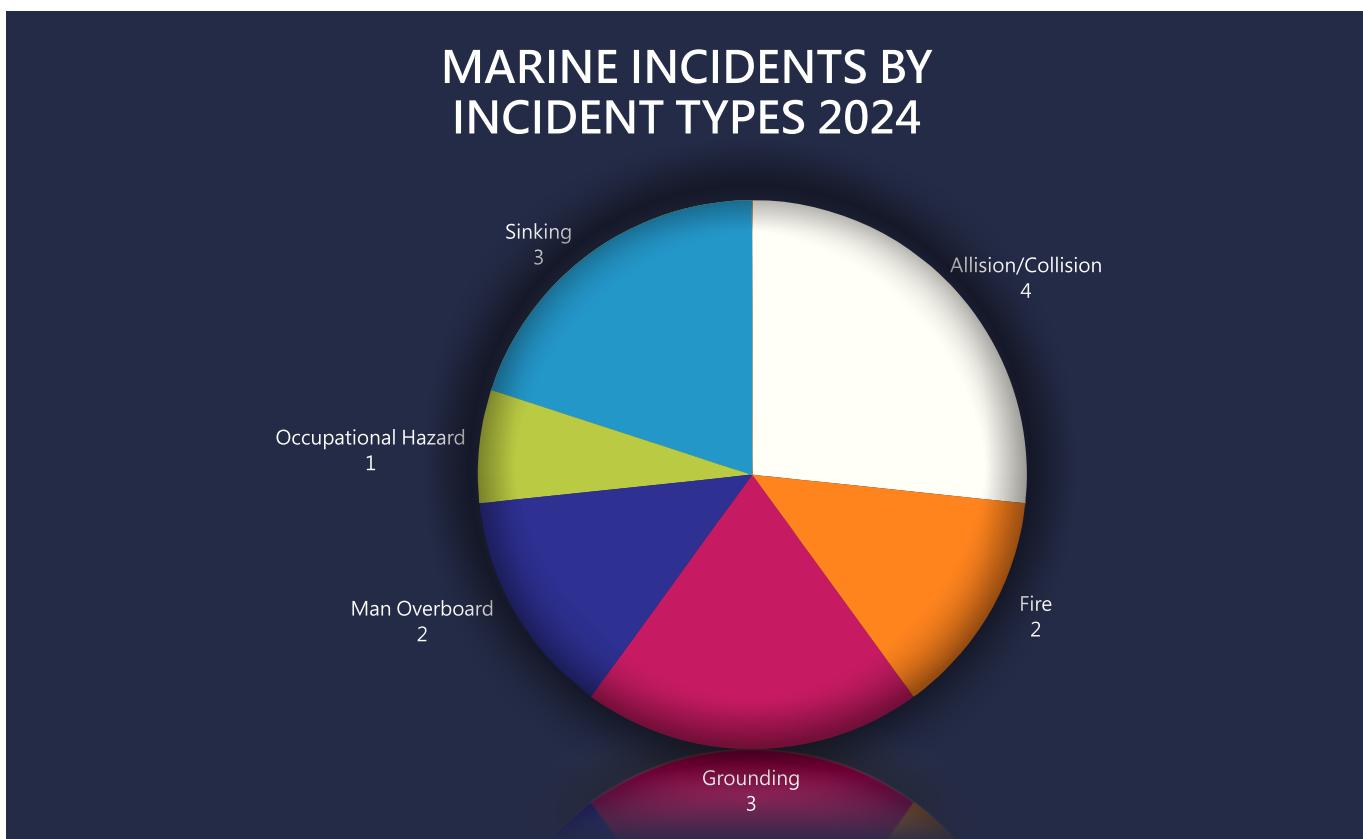
MARINE INCIDENTS BY VESSEL FLAGS

Flag of vessel	Number of vessels	% Contribution
Nigeria	14	10.5%
Foreign	03	73.7%
Unidentified	02	15.8%

MARINE INCIDENTS BY VESSEL FLAGS 2024

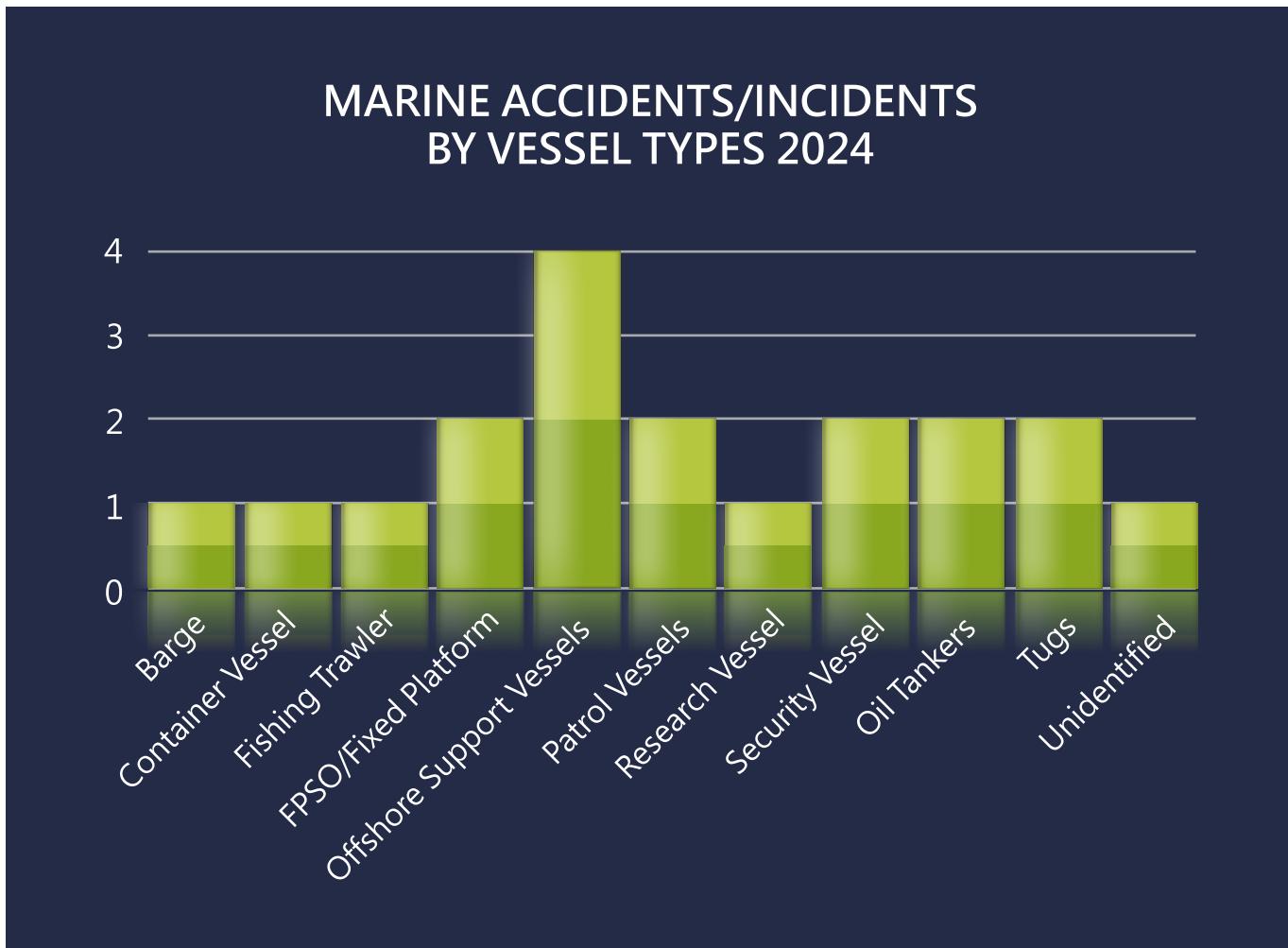


Type of Marine Incident	Number of Occurrences	% Contribution
Allision/Collision	04	26.7%
Fire	02	13.3%
Grounding	03	20.0%
Man Overboard	02	13.3%
Occupational Hazard	01	06.7%
Sinking	03	20.0%



MARINE ACCIDENTS/INCIDENTS BY VESSEL TYPES

Type of Vessels	Number of Vessels	% Contribution
Barge	01	05.3%
Container Vessel	01	05.3%
Fishing Trawler	01	05.3%
FPSO/Fixed Platform	02	10.5%
Offshore Support Vessels	04	21.1%
Patrol Vessels	02	10.5%
Research Vessel	01	05.3%
Security Vessel	02	10.5%
Oil Tankers	02	10.5%
Tugs	02	10.5%
Unidentified	01	05.3%



ACHIEVEMENTS ON MARINE ACCIDENT INVESTIGATION (MAI)

Safety Investigations of Marine Accidents/Incidents: The Agency investigated eight very serious and seven serious accidents and incidents in the year under review. Seven of the investigated accidents/incidents have been closed, while eight are ongoing.

Collaboration with Substantially Interested States: The Agency collaborated with Transport Malta and Ghana Maritime Administration on the safety investigations of the incident involving Malta-flagged Container carrier (MSC PORT GDYNIA) and a Nigerian-registered Tanker (MT APARNA).

IMO GISIS Notifications/Submissions: We made 22 notifications and submitted 19 final report submissions to the IMO through the GISIS, which puts Nigeria far ahead of any other African nation in terms of notifications and submissions of marine accident reports.

Communication of Safety Recommendations to Concerned Parties: The Agency communicated all approved recommendations to the relevant parties for implementation. The safety recommendations are necessary modifications to the concerned Company's or shipboard's operations, processes, procedures and systems to address the gaps identified during safety investigations. The Agency made 19 such safety recommendations in the year under review.

Development and Production of Safety Bulletins/Flyers: The Agency produced safety bulletins and flyers in response to an incident involving FPSO TRINITY SPIRIT. The safety bulletins serve as a means of disseminating lessons learned from investigated marine accidents/incidents to ship owners/operators, as well as ship crews, to prevent reoccurrences.





NIMASA





MARITIME LABOUR SERVICES

The Agency sustained its mandate to regulate and manage maritime labour activities, encompassing seafarers, dockworkers, and their employers, as empowered under Section 27(1) & (2) of the NIMASA Act, 2007. Guided by strategic objectives, the Agency focused on enhancing labour standards, increasing seafarer placement, advancing capacity development, and ensuring industry-wide compliance in alignment with the goals of the Marine and Blue Economy Policy.

POLICY AND REGULATORY FRAMEWORK DEVELOPMENT

Progress was made in strengthening the legal and operational framework for maritime labour through the ratification, domestication, and amendment of key ILO and IMO conventions. The status of relevant instruments is as follows:

- **Ratified:**
 - Occupational Safety and Health (Dock Work), Convention C.152 (1979)
 - Work in Fishing Convention, C.188 (2007)
- **Domesticated:**
 - Maritime Labour Convention (MLC), 2006
 - STCW Convention (2010 Amendments)
 - Dock Work Convention, C.137 (1973)
 - Occupational Safety and Health Convention, C.155 (1981)
 - Seafarers' Identity Documents Convention, C.185 (2003)
- **Amended:**
 - MLC, 2006
- **Ongoing Review:**
 - Maritime Labour Regulations (e.g. Stevedoring Regulations, 2014)

These efforts form part of a broader legal integration process aligned with the National Marine and Blue Economy Policy.

Digitalisation of Registration and Documentation

The Agency has upgraded its maritime labour E-registration platform to enhance documentation and provide real-time data access for seafarers, dockworkers, employers, and operators. The platform demonstration has been completed, and the formal launch is scheduled for 2025.

Key achievements under this initiative are outlined below:

Seafarers Registration, Placement and Documentation

Description	Total
Nigerian Seafarers Placed Onboard Vessels	4,910
Cadets Placed	67
Seafarers Registered	2,879
Cadets Registered	408
Cabotage Manning Applications Processed	1,974
Port and Flag State Inspections (MLC, 2006)	61

Seafarers' Employers and Manning Agents

Description	Total
Manning Agents Registered	12
Seafarers' Employers Registered	0
Manning Agents' Licences Renewed	30
Seafarers' Employers' Licences Renewed	4

Dock Labour Employers and Workers

Description	Total
Stevedoring Companies Registered	6
Stevedoring Company Licences Renewed	17
Terminal/Jetty Operators Registered	1
Terminal/Jetty Operator Licences Renewed	4
Dockworkers Registered (Ongoing E-Platform Exercise)	4,303

Industrial Relations and Labour Harmony

To sustain industrial peace and maintain productive maritime labour relations, several proactive measures were undertaken:

1. Strategic tripartite meetings were held to resolve disputes and promote collaboration between operators, employers, and labour unions.
2. The signing of Collective Bargaining Agreements (CBAs) for Seafarers (2023–2025) and Dockworkers (2023–2026) was facilitated through the National Joint Industrial Council (NJIC).
3. There were no strikes or industrial disruptions recorded during the year.
4. Out of 28 industrial disputes reported, 22 were resolved; and eight of 10 accident-related cases were concluded.

Labour Disputes and Accidents Reported

Description	Total
Accident Cases Reported	10
Accident Cases Resolved	8
Industrial Disputes Reported	28
Industrial Disputes Resolved	22

Notable Milestones

- Minimum standards for offshore, coastal, and fishing sectors are under review.
- Preparatory work began for the 2024–2026 Collective Bargaining Agreements (CBAs).
- The maiden **Dockworker Day Celebration** was held to honour the contributions of dockworkers and union leaders across the industry.
- A curriculum was developed on **Maritime Autonomous Surface Ships (MASS)** to prepare seafarers for emerging maritime technologies, in collaboration with the Maritime Safety and Seafarers Standards team.
- The Agency successfully hosted the **2024 Day of the Seafarer** after several years of inactivity.
- Nigeria's statutory maritime labour report was submitted to the ILO following a successful tripartite meeting held by the ILO.
- Improvements were introduced to the Cabotage manning application processing to enforce foreign crew replacement plans.

POLLUTION RESPONSE AND MARINE ENVIRONMENTAL PROTECTION

The Agency has sustained its commitment to protecting Nigeria's marine environment through effective pollution response, enforcement of regulatory compliance, and the promotion of environmentally responsible shipping practices. Several strategic activities were undertaken to ensure alignment with international conventions and national regulations, while advancing innovation and collaboration to create a cleaner and safer maritime ecosystem.

Pollution Response Activities

The Agency responded to multiple marine pollution incidents during the year, deploying personnel to investigate causes, assess impacts, and recommend mitigation measures. Notable incidents included:

- **Oil spill involving FPSO Britannia-U at Ajakpa Field (OML 90)**
- **Pollution incident involving the vessel Sweet Mirin at Eko Atlantic**
- **Participation in Pre and Post Impact Assessment (PIA) studies for the Egina FPSO offshore Port Harcourt, including sampling and laboratory analysis**

These activities enabled accurate assessments of pollution events and supported the implementation of appropriate corrective and preventive measures.



MEM officer participating in the EGINA PIA Study - Sampling Activities



Egina PIA report review workshop by relevant stakeholders, including NIMASA, in Abuja

Marine Pollution Laboratory Operations

The Agency's Marine Pollution Laboratory at the Nigerian Maritime Resource Development Centre (NMRDC), Kirikiri, Lagos, played a vital role in pollution response and environmental surveillance. Two major scientific assessments were carried out:

- Water Quality Monitoring of Kirikiri Waters (Badagry Creek): Physicochemical parameters were within acceptable limits; however, elevated levels of heavy metals, including barium, chromium, lead, and nickel, were observed, indicating potential threats from industrial and marine pollution.
- Microbial Analysis of Treated Water at NMRDC: The results indicated microbial contamination beyond permissible limits, prompting recommendations for immediate remediation.

These findings underscore the need for enhanced monitoring and pollution control measures to protect both aquatic biodiversity and human health.



MEM officers during sample collection for water quality monitoring at Kirikiri waters



MEM officers during sampling analysis at the NIMASA Marine Pollution Laboratory at NMRDC, Kirikiri, Lagos

Port and Offshore Waste Reception Management

In compliance with MARPOL requirements, the Agency carried out regular monitoring and evaluation of waste reception systems at Nigerian seaports. Key efforts included:

- **Daily Inspections** of Port Reception Facilities (PRFs) in Lagos, Onne, Port Harcourt, Calabar, and Warri
- **Collection of Ship Waste Data**, including 2,113,648 kg of garbage and 11,312 CBM of oily waste received from 2,503 ship calls in Lagos alone. See tables below:

Lagos

YEAR	SHIP TRAFFIC (NO. OF VISIT)	GARBAGE (KG)	OIL (CBM)
2023	2,482	1,906,794	13,087
2024	2,503	2,113,648	11,312

Port Harcourt

YEAR	SHIP TRAFFIC (NO. OF VISIT)	GARBAGE (KG)	OIL (CBM)
2023	303	61,199	1,000
2024	285	63,288	601

Onne

YEAR	SHIP TRAFFIC (NO. OF VISIT)	GARBAGE (KG)	OIL (CBM)
2023	534	66,919	1,239
2024	607	79,059	1,327

Calabar

YEAR	SHIP TRAFFIC (NO. OF VISIT)	GARBAGE (KG)	OIL (CBM)
2023	152	25,213	140
2024	127	27,751	139

Warri

YEAR	SHIP TRAFFIC (NO. OF VISIT)	GARBAGE (KG)	OIL (CBM)
2023	505	48,488	821
2024	468	59,491	429

QUARTERLY INSPECTION OF THE USAGE OF PORT RECEPTION FACILITIES

Similarly, five port locations (Lagos, Port-Harcourt, Onne, Calabar and Warri) across the three operational zones of the Agency were visited for inspection every quarter by officers of the Agency alongside representatives of the Federal Ministry of Marine and Blue Economy, and the Nigerian Ports Authority to ensure adequate provision and usage of the facilities.



Group picture of PRF inspectors during a quarterly inspection at the African Circle Pollution Management Limited (ACPML) facility in Lagos.



Officers participating in a quarterly inspection in Port Harcourt

TYPES AND AVAILABILITY OF FACILITIES AT THE VARIOUS LOCATIONS

S/N	FACILITY/ EQUIPMENT	FUNCTION	AVAILABILITY AT EACH LOCATION
1	Granulators	For crushing glass bottles or containers into different sizes. It can be crushed into pebbles and fine sand.	Available in all zones
2	Sorting Plant	Locations for segregation and sorting of wastes.	Available in all zones
3	Garbage Trucks	Used for collecting municipal solid waste and Garbage waste from trucks.	Available in all zones
4	Incinerators	Used for burning solid and liquid wastes produced during the ship's operations	Available in all zones except Warri.
5	Waste Compactor truck	Used for the collection and transportation of solid waste to a solid waste treatment facility, such as a landfill or transfer station.	Available in all zones
6	Waste Collection Barge	Used for collecting a large quantity of liquid waste where vehicular access is impossible.	Available in all zones
7	Tankers	For the evacuation of liquid wastes from vessels, such as oily mixtures and Noxious Liquid Substances.	Available in all zones
8	Bailers	Used for compressing PET bottles into bales.	Available in all zones
9	Drum beaters	Used to crush empty metal drums into small flat disks.	Available in all zones
10	Weight scanner	For scanning the weight of waste before and after processing.	Available in all zones
11	G-Force Plant Oily Waste Separators	For purifying or recycling liquid waste.	Available in all zones

12	Liquid storage tanks	Used for storing oil residue mixtures.	Available in all zones
13	Skid steer loader	(Bob Cat S130) For carriage of heavy equipment and waste.	Available in all zones

Highlighted are some of the functional equipment sites at the various Ports across the multiple locations/zones.



Waste Incinerator



Garbage compactor for waste collection



Sorting Plant



African Circle Pollution Management Limited's new site is under construction in Lagos.

PROVISION OF OFFSHORE WASTES RECEPTION FACILITY (OWRF)

The Agency commenced the management and collection of waste from offshore ships and marine installations through the engagement of two service providers for the provision of Offshore Waste Reception services, namely African Circle Pollution Limited (ACPML) for the Western and Central Zones, and XPO Marine Services Limited for the Eastern Zone.

This engagement supports the provision of standard facilities for managing offshore waste in compliance with MARPOL requirements for environmentally sound waste handling and disposal from offshore platforms, thereby ensuring a cleaner marine environment.

DEPLOYMENT AND IMPLEMENTATION OF DIGITAL MARINE ENVIRONMENT MANAGEMENT COMPLIANCE TRACKING PORTAL SOLUTION.

The Agency deployed and implemented the Digital Compliance Tracking Portal Technology Solution, developed to track/enforce full compliance with the requirements of the IMO Conventions with respect to the statutory Certificates and Documentations to be carried on board vessels and other maritime operators within the Nigerian marine Environment.

With the deployment of the portal, all statutory certificates/documents issued to stakeholders are tracked for validity, and vessels are monitored for full compliance status. Notifications and alerts are sent to stakeholders for the renewal of expired documents.

The institutionalisation of a strict “All or None Compliance policy” further improved stakeholders’ compliance with statutory requirements of the IMO-MEPC and the overall performance of the Agency during the period under review.

Certifications and Regulatory Compliance

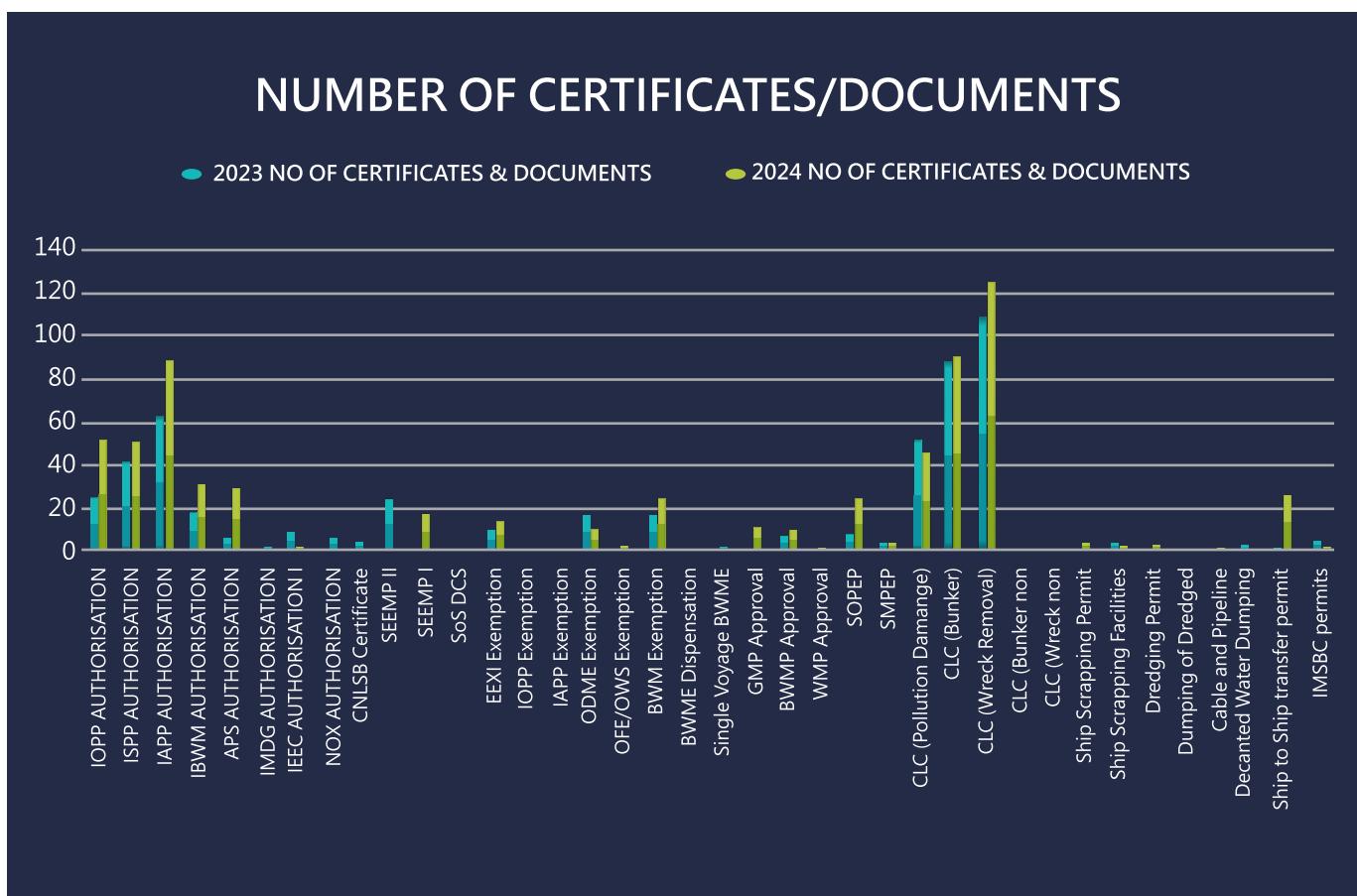
To support regulatory compliance, the Agency processed and issued 682 Marine Environment Management Statutory Certificates and Authorisations in 2024, an increase from 527 in 2023. These documents ensure that vessels operating in Nigerian waters meet international environmental protection standards.

Breakdown is given below:

S/N	CERTIFICATES & DOCUMENTS	2023 NO OF CERTIFICATES & DOCUMENTS	2024 NO OF CERTIFICATES & DOCUMENTS
1.	IOPP Authorization	25	52
2.	ISPP Authorization	42	51
3.	IAPP Authorization	63	89
4.	IBWM Authorization	18	31
5.	AFS Authorization	6	29
6.	IMDG Authorization	2	0
7.	IEEC Authorization	9	2
8.	NOX Authorization	0	6
9.	CNLSB Certificate	4	1
10.	SEEMP II	24	0
11.	SEEMP I	1	18
12.	SoC DCS	1	0
13.	EEXI Exemption	10	14
14.	IOPP Exemption	0	0
15.	IAPP exemption	0	0
16.	ODME Exemption	17	10
17.	OFE/OWS Exemption	0	3

18.	BWM Exemption	17	24
19.	BWME Dispensation	1	0
20.	Single Voyage BWME	2	0
21.	GMP Approval	0	11
22.	BWMP Approval	7	10
23.	WMP Approval	1	2
24.	SOPEP	8	24
25.	SMPEP	4	4
26.	CLC (Pollution Damage)	52	46
27.	CLC (Bunker)	89	91
28.	CLC (Wreck Removal)	109	125
29.	CLC (Bunker Non-Convention Vessels)	1	0
30.	CLC (Wreck Non-Convention Vessels)	0	0
31.	Ship Scrapping Permit	0	4
32.	Ship Scrapping Facilities	4	2
33.	Dredging Permit	0	3
34.	Dumping of dredged material	0	0
35.	Cable and pipeline corridor permit	0	2
36.	Decanted Water Dumping Permit	3	0
37.	Ship-to-Ship transfer permit	2	26
38.	IMSBC permits	5	2
TOTAL		527	682







CABOTAGE OPERATIONS



The implementation of the Coastal and Inland Shipping (Cabotage) Act, 2003, remained a key area of focus for the Agency in 2024. The Act aims to ensure the exclusive use of Nigerian-owned, Nigerian-crewed, Nigerian-built, and Nigerian-registered vessels in the country's coastal trade. During the year under review, the Agency advanced several initiatives and activities aimed at strengthening indigenous participation, enhancing compliance, and improving operational oversight.

Operational Activities and Engagements

The Agency undertook key activities, including:

- Interfacing with International Oil Companies (IOCs) for improved document reconciliation and regulatory compliance.
- Organising external and internal stakeholder forums, with participation from key industry players such as BOAN, NITOA, NSML, NISA, and LTT Coastal and Marine Services Ltd.
- Holding strategic sessions with industry stakeholders to promote compliance with the Cabotage Act.
- Conducting an internal gap analysis audit to identify strengths and weaknesses in Cabotage operations.
- Engaging 12 Primary Lending Institutions (PLIs) on the operational modalities for actualising the Cabotage Vessel Financing Fund (CVFF) disbursement.
- Undertaking a comparative review of four Nigerian shipyards and four regional shipyards in the Gulf of Guinea to assess competitiveness and inform future shipbuilding policy direction.

Cabotage Operational Summary

The Agency's oversight and enforcement activities across the Western, Central, and Eastern Zones are detailed below:

Enforcement Activities from Head Office, Western, Central, and Eastern Zones (2023 & 2024)

S/N	Description	2023 Report	2024 Report	Variance	% Variance
1	Number of Vessels Boarded	814	810	-4	-0.49%
2	Number of Vessels with Cabotage Registration	389	392	3	0.77%
3	Number of Vessels without Cabotage Registration	219	205	-14	-6.39%
4	Wholly Nigerian Owned / Bareboat / Joint Venture	475	526	51	10.74%
5	Foreign-Owned Vessels	337	282	-55	-16.32%
6	Number of Nigerians Onboard the Vessels	14,646	12,396	-2,250	-15.36%
7	Number of Foreigners Onboard Vessels	3,952	4,228	276	6.98%
8	Number of Nigerian-built Vessels	10	18	8	80.00%
9	Number of Foreign-Built Vessels	792	784	-8	-1.01%
10	Number of Vessels Detained	10	5	-5	-50.00%
11	Number of Vessels Released	1	5	4	400.00%

Consent to Sell and Delete (2024)

S/N	Month	Consent to Sell	Consent to Delete	Notification to Lay Up
1	January	NIL	NIL	NIL
2	February	1	1	1
3	March	17	3	0
4	April	8	4	1
5	May	7	2	1
6	June	1	3	0

7	July	NIL	NIL	NIL
8	August	0	13	4
9	September	7	3	0
10	October	8	7	0
11	November	13	8-	NIL
12	December	8	7	NIL
Total		70	51	7

Key Achievements

- Significant progress was made toward operationalising the CVFF through the engagement of 12 PLIs and the appointment of legal, financial, and technical consultants.
- An 84% increase in wholly Nigerian-owned vessels processed was recorded—rising from 170 in 2023 to 320 in 2024.
- A 9% reduction in the number of foreign seafarers onboard Cabotage vessels was observed.
- The number of registered vessels engaged in the Cabotage trade increased by 27%.
- A comparative analysis between Nigerian and regional shipyards provided strategic insights for enhancing Nigeria's domestic shipbuilding capacity.



NIMASA



02

chapter

MARITIME LEGISLATION AND REGULATIONS

MARITIME LEGISLATION AND REGULATIONS

The Agency achieved key milestones in reinforcing the national maritime legal framework, aligning with global regulatory standards, and strengthening consultations with sector stakeholders. Focus areas included the ratification of international conventions, the development and harmonisation of maritime regulations, and legislative reforms.

Compliance with International Maritime Conventions

To strengthen Nigeria's obligations under international maritime law and align domestic frameworks with global standards, the Agency initiated the ratification of six significant International Maritime Organisation (IMO) instruments:

- The 2005 Protocol to the Convention for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf (SUA Protocol 2005)
- The International Convention on Standards of Training, Certification, and Watchkeeping for Fishing Vessel Personnel (STCW-F)
- The Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances Other Than Oil (Intervention Protocol 1973)
- The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
- The 1996 Protocol to Amend the Convention on Limitation of Liability for Maritime Claims (LLMC Protocol 1996)
- The 2002 Protocol to the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea (PAL Protocol 2002)



The ratification processes for three of these conventions—SUA Protocol 2005, STCW-F, and Intervention Protocol 1973—were successfully concluded in 2024 with the formal deposition of the instruments at the IMO Headquarters by a delegation led by the Honourable Minister of Marine and Blue Economy and the Director General of the Agency.

COMPLIANCE WITH INTERNATIONAL CONVENTIONS

Development and Review of Maritime Regulations

In accordance with the Merchant Shipping Act, the Agency facilitated the comprehensive review and development of maritime regulations. An Inter-Ministerial Committee reviewed a total of 53 regulations covering areas such as maritime safety, marine environmental protection, and maritime labour standards.

Following a harmonisation and consolidation exercise, the regulations were streamlined to 48, with certain regulations under the Maritime Labour Convention merged into a unified document. An additional six (6) regulations are being held in view pending the passage of the Merchant Shipping Bill and the NIMASA Bill.

The harmonised regulations are currently undergoing standardisation, proofreading, and quality control as coordinated by the

Federal Ministry of Justice, ahead of gazette publication.

Review of Enabling Legislation

The Agency supported legislative reforms targeting its three principal laws:

- Nigerian Maritime Administration and Safety Agency (NIMASA) Act, 2007
- Merchant Shipping Act, 2007
- Coastal and Inland Shipping (Cabotage) Act, 2003

The House of Representatives passed the NIMASA Bill, while the Merchant Shipping and Cabotage Bills progressed to second reading in the National Assembly.

Stakeholder Consultations and Dispute Resolution

The Agency continued to promote Alternative Dispute Resolution (ADR) as a mechanism for reducing litigation and preserving stakeholder relationships. In 2024, a total of 11 matters were identified and approved by Management for out-of-court settlement.

Additionally, the Agency engaged extensively with stakeholders throughout the legislative and regulatory review processes. These engagements helped incorporate industry perspectives, enhance buy-in, and foster compliance readiness within the maritime community.



NIMASA







NIMASA



03

chapter

INFRASTRUCTURE DEVELOPMENT



INFRASTRUCTURE DEVELOPMENT



The Agency conceived key Projects through a Public-Private Partnership (PPP) model to address the infrastructure gap in the maritime sector. It is worth noting that PPPs are characterised by long-term phases, including Identification, Procurement, Implementation, and Handback.

The Agency recorded significant achievements in respect of two key projects, namely:

- Provision of Offshore Waste Reception Facility (OWRF) for Eastern Zone,
- Provision of the Offshore Waste Reception Facility (OWRF) project for Western and Central Zones.

The Contract Agreements for the two OWRF projects were signed, and the implementation phase has commenced. The Agency flagged off the Eastern Zone Offshore Waste Reception Facilities project on 1st March 2024. Similarly, the Western and Central Zone flag-off took place on 15th March 2024. The Agency appointed Independent Assessors for the projects.

S/N	PROJECT	STATUS
1.	NIMASA Floating Drydock	<ul style="list-style-type: none"> • FEC Approval obtained. • Awaiting the Signing of the Concession Agreement.
2.	a) Offshore Waste Reception Facility (OWRF) for Eastern Zone, and b) Offshore Waste Reception Facility (OWRF) for Central/Western Zone	Sites handed over, and the operation commenced.
3.	Ballast Water Management	Awaiting Engagement of Transaction Adviser.
4.	Management of Search and Rescue Base Clinic	Feasibility Study done, awaiting engagement of Transaction Adviser









04

chapter

HUMAN CAPITAL AND CAPACITY BUILDING



HUMAN CAPITAL AND CAPACITY BUILDING



Workforce Overview

- The Agency continued to invest in its human capital in 2024. Workforce planning focused on balancing skills and personnel across units. Strategic redeployment was used to align staff with organisational needs, with 41 staff members redeployed in Q2 and 34 in Q3. This redeployment helped reposition the Agency's workforce, ensuring that skills and competencies matched evolving operational requirements and replacing ad hoc transfers with a structured approach.
- To maintain a credible and competent workforce, the Personnel & Records Unit also strengthened credential verification. The certificate verification exercise targeted 75 certificates; 38 certificates were verified in Q2, 22 in Q3 and 10 in Q4. Verifying qualifications reduces the risk of fraudulent credentials and assures that staff possess the skills claimed at

recruitment. Staff grievances were addressed through a formal complaints resolution process; 85% of staff complaints were resolved in the first three quarters, improving to 90% in Q4, reflecting a maturing internal dispute management mechanism.

TRAINING AND CAPACITY BUILDING

The Agency's Training Unit delivered a broad portfolio of courses designed to build technical and managerial capacity. In 2024, 348 agency-wide training programmes were planned, and 113 local trainings were delivered between 15th January and 16th December, 2024. These trainings were part of the 2023/2024 schedule and its reviewed version. The programmes targeted a wide range of skills—technical, managerial and leadership—and were facilitated by both in-house experts and external consultants.

The training schedule yielded strong participation, with 1,328 staff members attending without repetition, providing

broad coverage across grade levels. To monitor the quality and impact of these programmes, the unit conducted post-training evaluations and collected reports. 564 post-training evaluations and 428 post-training reports were completed. These feedback mechanisms helped assess learning outcomes and informed future course design. Overall, 33% of the approved agency-wide local trainings were implemented. Training sessions were organised efficiently, with four to six programmes conducted per week across various venues, maximising facility utilisation and minimising disruption to operations.

Knowledge Transfer Sessions (KTS)

Knowledge transfer remained a priority for capacity building. The Agency conducted 18 Knowledge Transfer Sessions (KTS), attracting a total of 1,658 participants. KTS events enable cross-departmental sharing of lessons learned and best practices. Post-session evaluations indicated high engagement, with 718 feedback submissions. Regular KTS sessions foster a culture of continuous learning and help diffuse expertise across the organisation.

Competency Model and Personal Development Plans

An Agency wide competency model was deployed to align training with strategic

goals. During its implementation, it became clear that competency assessments for staff in grades 13–16 were not effective at measuring proficiency; the model, therefore, underwent review. Concurrently, the Training Unit launched a comprehensive Training Needs Assessment (TNA) to identify individual skill gaps and tailor development plans for each employee. This initiative ensured that training resources were directed toward areas of greatest need and that staff received personalised development opportunities.

Outcomes and Next Steps

The 2024 training efforts demonstrate the Agency's commitment to human capital development. With over 1,328 staff trained and feedback mechanisms in place, the Agency now has a robust dataset to refine future programmes. The knowledge transfer sessions and competency assessment reviews illustrate a shift from ad hoc training to a more strategic, data-driven approach. However, the modest implementation rate (33 %) of approved trainings suggests that scheduling or resource constraints limited execution; addressing these gaps and implementing the proposed Training Administration Management System (TAMS) could enhance training delivery and tracking.

Continued emphasis on verification of credentials, strategic redeployment and



resolution of staff concerns supports a professional, motivated workforce. Combined with targeted learning programmes and a revised competency model, these efforts will develop the skills and capabilities necessary to fulfil the Agency's mandate.

The Agency's 2024 human capital efforts centred on structured redeployments—41 staff moved in Q2 and 34 in Q3—to align skills with organisational needs. We also verified staff credentials, validating 38 certificates in Q2, 22 in Q3, and 10 in Q4, while resolving 85% of complaints in the first three quarters and 90% by year-end.

The Agency scheduled 348 programmes and delivered 113 local sessions, training 1,328 staff across diverse disciplines. Post-course monitoring generated 564 evaluations and 428 reports, with approximately 33% of the approved programmes implemented. Knowledge Transfer Sessions further promoted institutional learning through 18 events, which attracted 1,658 participants and garnered 718 feedback submissions. Although a competency model rollout revealed measurement gaps, a comprehensive training needs assessment has been launched to tailor individual development plans to address these gaps. Overall, the Agency is developing a data-driven workforce development framework that, once fully implemented, will enhance its capacity to fulfil its mandate.

GENDER EQUALITY AND INCLUSION INITIATIVES

In alignment with global best practices and the Agency's unwavering commitment to equity, diversity, and inclusion, concerted efforts have been made to ensure balanced gender participation within the workforce. The Agency continues to champion policies that foster an inclusive and enabling environment for both male and female employees across all operational levels.

The gender composition showed that: - Female representation stood at 33.2% - Male representation was 66.8%

Although the workforce remains male-dominated, the Agency has maintained gender-sensitive workplace policies and a merit-based promotion structure that supports professional advancement regardless of gender.

At the leadership level, the Agency recorded a progressive milestone. Out of ten directors in 2024, four were women, a clear demonstration of growing female representation at the helm of affairs. This development reflects the Agency's commitment to providing equal opportunities in leadership and decision-making roles.

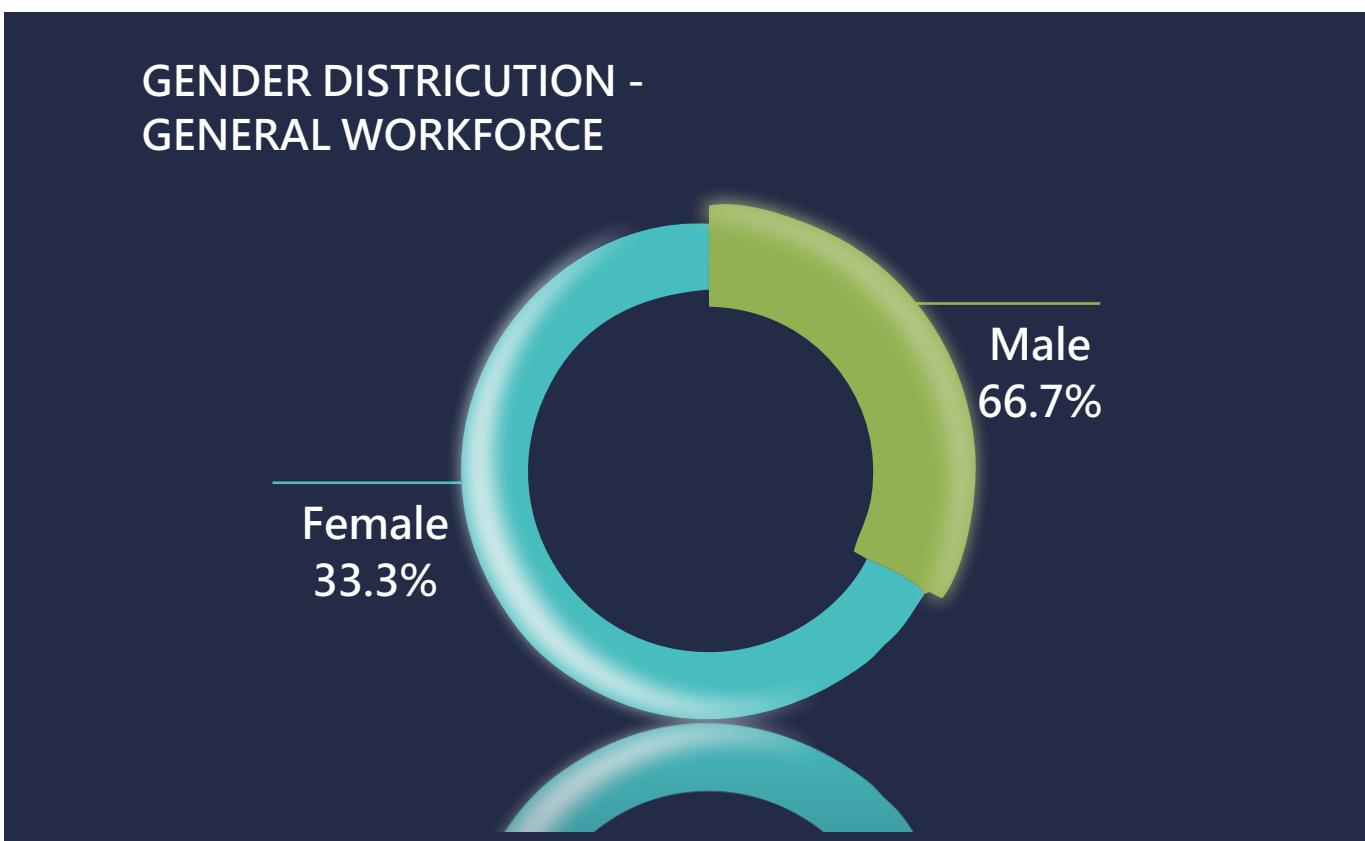
Furthermore, the Agency has ensured the equitable representation of personnel



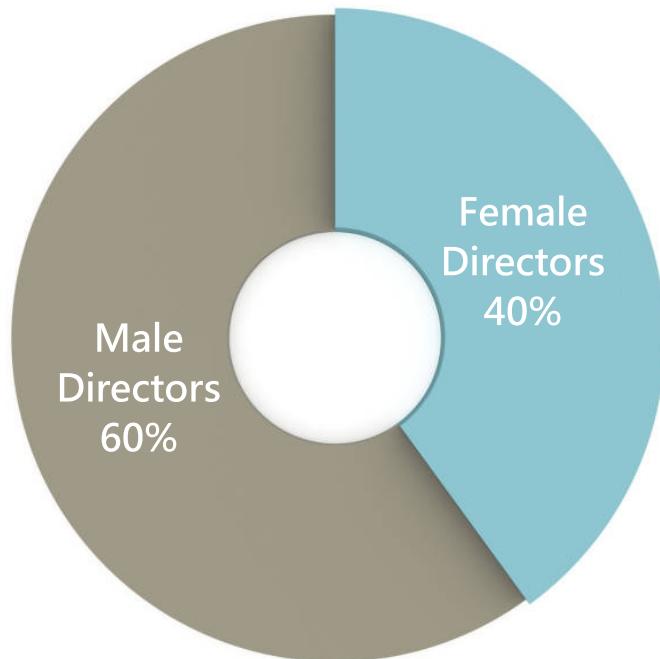
across all states of the Federation, strictly adhering to the principles of the Federal Character Commission. This approach promotes national inclusivity and reflects the country's diversity within the Agency's human capital architecture.

The Agency is also proud to note that the current President of the Women's International Shipping and Trading Association (WISTA) Nigeria Chapter is a serving staff member of the Agency. This underscores the leadership role played by the Agency in promoting gender advocacy within the maritime sector. The Agency continues to provide institutional support to WISTA and other female-led professional organisations.

In furtherance of its commitment to female empowerment and early career development, the Agency also initiated a special maritime-themed essay competition exclusively for female secondary school students. This initiative aims to raise awareness, inspire interest in maritime careers, and encourage young girls to envision themselves as future leaders in the marine sector.



GENDER DISTRIBUTION - IN AGENCY LEADERSHIP







05

chapter

ENVIRONMENTAL SUSTAINABILITY



ENVIRONMENTAL SUSTAINABILITY

Marine Conservation Efforts

As part of its commitment to environmental sustainability, the Agency has adopted a strategic and science-driven approach to marine conservation. Through a combination of international best practices, regulatory frameworks, and field-level actions, the Agency is working to protect and restore Nigeria's marine and coastal ecosystems while supporting the sustainable use of ocean resources.

Marine Protected Areas (MPAs) and Marine Spatial Planning (MSP)

In collaboration with relevant stakeholders, the Agency supports the development of MPAs and broader MSP initiatives. These frameworks aim to:

- Protect Ecologically and Biologically Sensitive Areas (EBSAs)
- Minimise spatial conflicts among marine users such as fisheries, shipping, oil and gas, and conservation interests

- Sustain ecosystem services, including fish spawning, nutrient cycling, and carbon sequestration
- These efforts contribute to achieving global commitments under SDG 14, particularly the target of protecting at least 10% of coastal and marine areas.

Environmental Sensitivity Index (ESI) Mapping

To support informed decision-making and emergency preparedness, the Agency coordinates ESI mapping across Nigeria's coastline. This initiative:

- Classifies coastal and marine areas based on their vulnerability to oil spills, dredging, and marine litter
- Identifies critical habitats such as mangroves, coral reefs, and fish breeding grounds
- Informs environmental planning, impact assessments, port development, and spill response strategies

Preliminary Site Assessments (PSAs) and EIA Integration

Before approving maritime infrastructure projects such as dredging and port expansions, the Agency mandates PSAs to:

- Assess baseline ecological conditions of project areas
- Evaluate potential impacts on biodiversity and coastal communities
- Recommend mitigation measures and environmental buffers
- PSA outcomes are fully integrated into the Environmental Impact Assessment (EIA) process to ensure regulatory compliance and environmental integrity.

Pollution Prevention and Control Measures

a. Marine Litter and Plastic Management

Under the National Marine Litter and Plastic Action Plan (MAP-ML+P), the Agency:

- Coordinates a multi-agency National Taskforce on marine litter and plastic waste
- Enforces Garbage Management Plans (GMPs) and Waste Management Plans (WMPs) for vessels
- Requires shipboard waste logbooks and conducts audits of port reception facilities in line with MARPOL Annex V
- Deploys trained Marine Litter Marshals—community volunteers

involved in cleanup campaigns and public education in Lagos, Rivers, Delta, Cross River, Akwa Ibom, Osun, and other coastal areas

b. Oil Spill and Waste Response Readiness

ESI maps and PSA outcomes serve as key tools for spill response coordination, infrastructure siting, and prioritisation of cleanup actions.

Ballast Water Management and Invasive Species Control

In line with the Ballast Water Management (BWM) Convention, the Agency:

- Oversees the approval and inspection of BWM Plans for vessels operating in Nigerian waters
- Prevents the introduction of invasive aquatic species through the regulation of ballast water discharge
- Partners with international bodies, including the IMO and MTCC-Africa, to strengthen national capacity

Ship Recycling and Green Shipping Initiatives

To support cleaner shipping and circular economy principles, the Agency:

- Facilitates Nigeria's alignment with the Hong Kong Convention on ship recycling



- Promotes alternative energy solutions and retrofitting of vessels for reduced emissions and improved waste management
- Advocates for green ship technologies to advance carbon reduction goals in the maritime sector

Environmental Compliance Portal

A dedicated digital compliance portal was developed to:

- Track ship-level environmental documents such as GMPs and BWM Plans
- Enable real-time reporting and regulatory enforcement
- Enhance coordination among stakeholders, including vessel operators, inspectors, and policy makers
- The portal strengthens transparency and enhances the Agency's ability to meet international environmental obligations.

Conservation Beyond National Jurisdiction (CBNJ)

The Agency actively contributes to global efforts for the conservation of marine biodiversity in areas beyond national jurisdiction, including:

- Participation in the ongoing BBNJ Treaty negotiations
- Collaboration with international organisations on deep-sea ecosystem protection and high seas governance

INITIATIVES ON DECARBONISATION AND GREEN SHIPPING

Climate Change and Emission Reduction Initiatives

In response to the global push for shipping decarbonisation, the Agency implemented several forward-looking initiatives:

- Lagos Offshore Compliant Fuel Oil Bunker Hub Project: In partnership with Tudel Global Investment Ltd, the Agency initiated the development of an offshore bunker facility to provide cleaner fuel alternatives to vessels operating in West and Central Africa
- LEAP Project (Task One): Collaborating with University College London, the Agency collected and analysed emissions data from vessels at Nigerian ports. The results were presented at COP29 in Baku, Azerbaijan, to highlight Africa's role in driving zero-emissions shipping
- Pilot Partnership with Sea Transport Services Nigeria Ltd: This included:
 - Testing of Oxytane Fuel Additives to reduce GHG emissions and fuel consumption
 - Implementation of the JCOMM Voluntary Observing Ship (VOS) Scheme for offshore meteorological data collection to support marine weather forecasting and navigational safety.

HEALTH SAFETY AND ENVIRONMENT (HSE)

The Agency remained steadfast in its commitment to safeguarding the health and well-being of its personnel, maintaining a safe work environment, and ensuring environmental sustainability. The Agency's HSE activities in 2024 were guided by its overarching vision and mission to operate responsibly and in line with international standards.

HSE Objectives

The Agency pursued the following core HSE objectives:

- Protect Employee Health and Safety: Ensure a safe and healthy work environment for all staff
- Provide an Accident-Free Work Environment: Identify and mitigate hazards to prevent accidents
- Maintain Regulatory Compliance: Adhere to all relevant health, safety, and environmental laws and standards
- Improve HSE Culture: Foster a proactive safety culture across the Agency.
- Reduce Environmental Impacts: Minimise the Agency's environmental footprint through continuous improvement initiatives

Key Achievements in 2024

- Reviewed and updated the Standard Operating Procedures (SOPs) to strengthen workplace safety

- Conducted quarterly emergency evacuation drills and monthly routine random alcohol and drug tests
- Developed a comprehensive HSE Induction Handbook for staff and stakeholders.
- Distributed Personal Protective Equipment (PPE) to selected personnel across operational zones

Performance Metrics

The Agency adopted a strategic and proactive approach toward ensuring an accident-free work environment, achieving an 85% average success rate across key HSE performance indicators:

Metric	Success Rate
Identification of potential hazards	84%
Resolution of identified hazards	87%
Monthly toolbox/safety meetings	83%
Safety alerts and lessons learned are shared	86%

Regulatory Compliance

NIMASA ensured strong adherence to statutory and industry regulations through the following actions:

- Conducted quarterly fire safety inspections at all Agency facilities.
- Performed monthly SSHE (Safety, Security, Health & Environment) walkthrough inspections in Lagos offices.
- Successfully closed out compliance issues flagged by the House of Representatives Committee on Safety Standards and Regulations at the Agency's headquarters.

Promoting a Strong HSE Culture

The Agency continued to build a positive safety culture by:

- Strengthening daily advocacy via digital platforms and social media
- Organising monthly in-person HSE seminars for staff
- Presenting quarterly awards to recognise exemplary safety practices

Environmental Performance

NIMASA took deliberate steps to minimise environmental impacts and improve sustainability outcomes:

- Commenced preparations for the annual HSE Audit, with procurement processes for engaging a reputable consultant scheduled to conclude in Q1 2025.
- Initiated the restoration of the Nigerian Maritime Development Resource Centre (NMDRC) and proposed sustainable maintenance of its environs.
- Cleared over 80 tonnes of long-abandoned construction waste at the 4, Burma Road Apapa site, enhancing environmental and operational aesthetics.

06

chapter

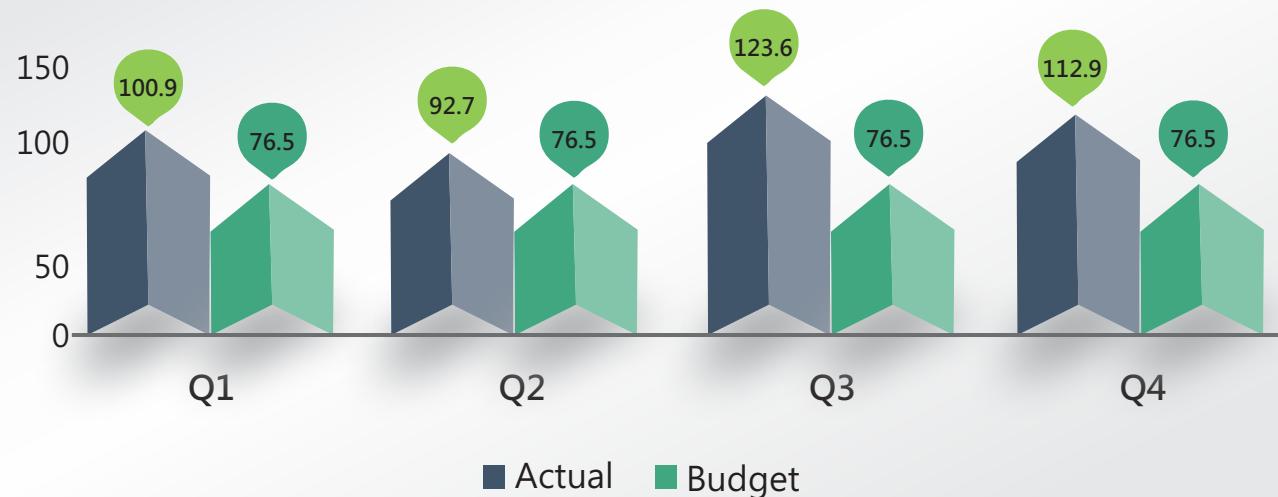
FINANCIAL PERFORMANCE

REVENUE COLLECTIONS

2024 Revenue Collections Compared to Budget - Quarter 1 to Quarter 4 (NGN'bn)

Year	Q1	Q2	Q3	Q4	TOTAL	Variance
2024 Revenue	100.9	92.7	123.6	112.9	430.1	
2023 Revenue	36.3	43.8	55.9	62.6	198.6	117%

2024 REVENUE COLLECTIONS COMPARED TO BUDGET



Forex Rate: (CBN average rate Jan – Dec 2024)

- .USD: NGN1,534.82
- .GBP: NGN1,924.20
- .EUR: NGN1,594.34

Total revenue collection in 2024 was NGN430.1 billion, representing a 140.6% increase beyond the budgeted revenue of NGN306 billion (post-conversion to Naira).

There was also a 216.6% increase in revenue collections for 2024 compared to 2023, which stood at NGN 430.1 billion and NGN 198.6 billion, respectively.

The reason for the rise in the Naira's value is a result of the adverse foreign exchange rate being witnessed in the economy during the period under review.

N:B

Revenue is reported net of Cabotage Collections and Refunds.

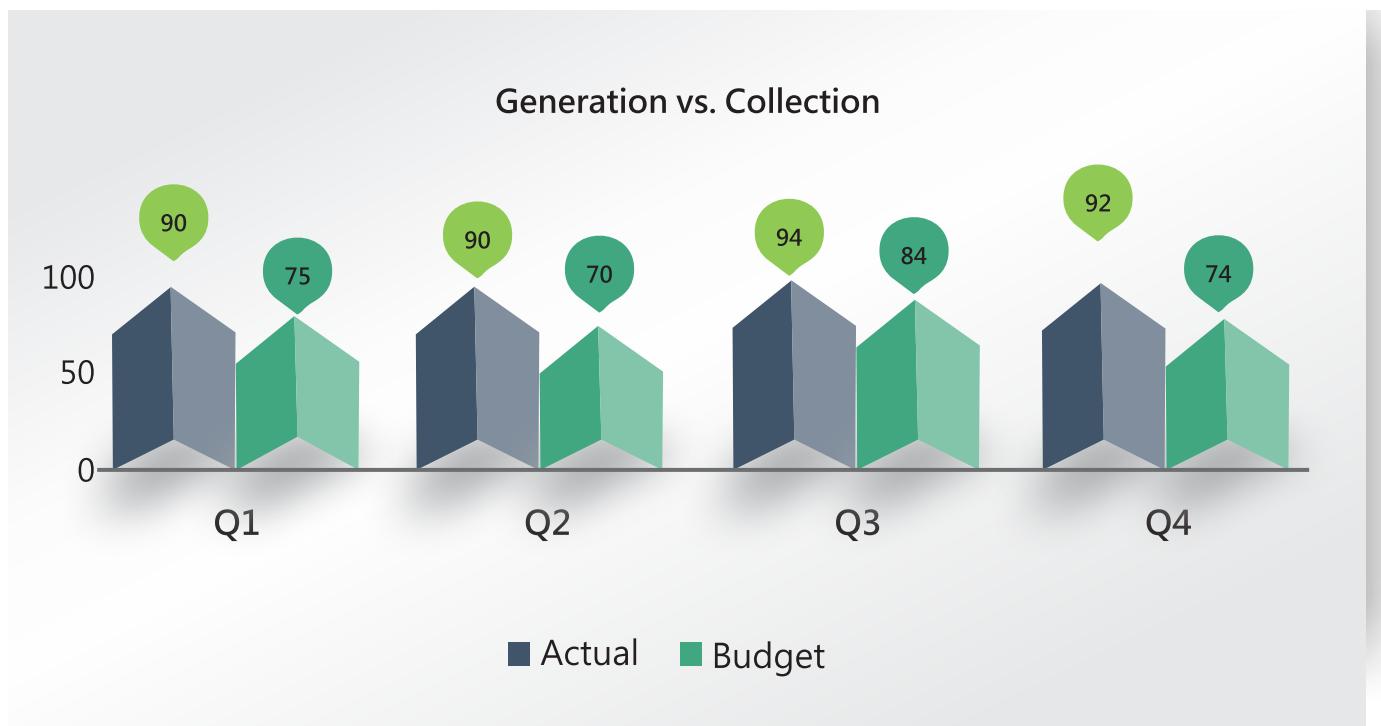
B. BILLING CONTROL REPORT:

2024 Revenue Generation vs. Collection (NGN'm)

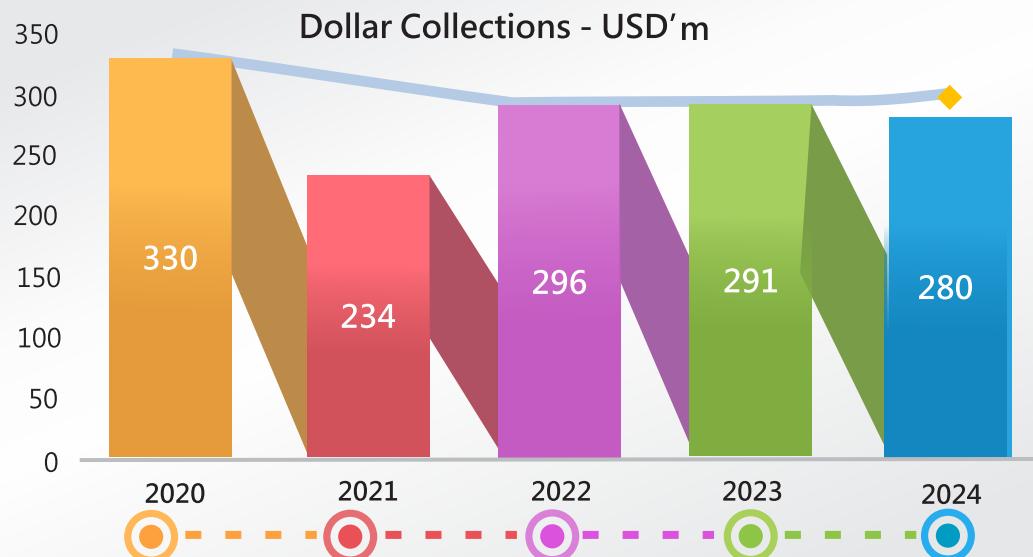
Type	Q1	Q2	Q3	Q4	TOTAL
Generation (NGN'm)	356	229	248	585	1,418
Collection (NGN'm)	2,303	1,488	1,492	2,296	7,579
Variance (NGN'm)	1,947	1,259	1,244	1,711	6,161

2024 Revenue Generation vs. Collection(USD'm)

Type	Q1	Q2	Q3	Q4	TOTAL
Generation (USD'm)	89.77	90.02	93.57	92.36	365.72
Collection (USD'm)	74.81	69.75	83.69	73.83	302.08
Variance (USD'm)	14.96	(20.27)	(9.88)	(18.53)	(63.64)

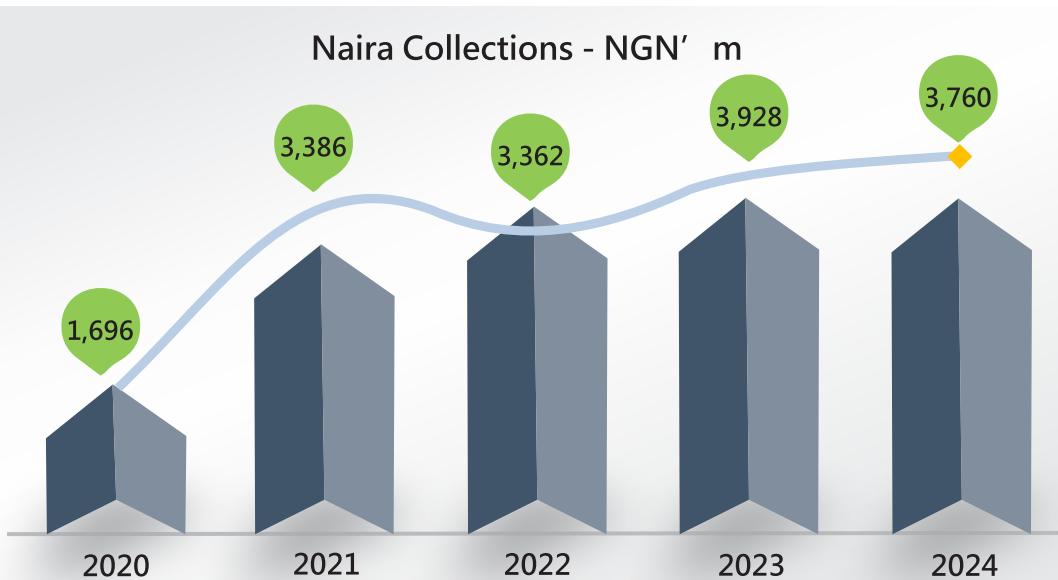


Type	Q1	Q2	Q3	Q4	TOTAL
Dollar Collections - USD' m	330	234	296	291	280



Summary of Five-Year Revenue Collection (NGN' m).

Type	Q1	Q2	Q3	Q4	TOTAL
Naira Collections - NGN' m	1,696	3,386	3,362	3,928	3,760



Revenue is reported net of Cabotage Collections and Refund

- The Agency experienced a slight decline in its 2024 Dollar revenue Collections compared to 2023, which was indicative of the impact of the global downturn on shipping activity levels. It was also a result of the adverse effects of the floated exchange rate policy by the FGN, which stifled access to forex by Shipping Companies.
- There is a slight drop in Naira revenue collections in 2024 compared to 2023, due to lower shipping activities in the country.

The Billing Control Team reviewed 16,976 files in 2024.

Files Treated					
Type	Q1	Q2	Q3	Q4	TOTAL
Dry Cargo	832	819	893	853	3,397
Wet Cargo	463	434	427	467	1,791
Cabotage	491	190	932	2,507	4,120
SPL	1,340	1,154	1,061	1,273	4,828
Maritime Labour	97	163	1,083	1,009	2,352
Final Bill	-	-	-	-	-
Offshore	141	115	118	114	488
TOTAL	3,364	2,875	4,514	6,223	16,976

C. STATUTORY REMITTANCES:

S/N	ITEM	AMOUNT(USD)	AMOUNT(NGN)
1	50% Direct Deduction by OAGF into CRF	230,806,888.64	1,724,587,668.64
2	Maritime Academy of Nigeria (MAN) Oron	-	2,091,861,054.85
	TOTAL	230,806,888.64	3,816,448,723.49

TAXES (VAT, WHT, STAMP DUTIES, AND PAYE)

S/N	ITEM	AMOUNT(USD)
1	VALUE ADDED TAX (VAT) - FIRS	3,323,999,276.00
2	WITHHOLDING TAX (WHT) - FIRS	2,366,963,088.00
3	STAMP DUTIES - FIRS	455,677,705.00
4	PAY AS YOU EARN (PAYE) - SIRS	310,924,142.00
5	WITHHOLDING TAX (WHT) - SIRS	77,228,740.00
	TOTAL	6,534,792,951.00

TAXES (VAT, WHT, STAMP DUTIES, AND PAYE)

VAT	WHT (FIRS)	STAMP DUTY	PAYE (SIRS)	WHT (SIRS)
3.3 billion	2.3 billion	455 million	310 million	77 million

Total Remittance to tax authorities:

N6.53 billion.





NIMASA



07

chapter

STAKEHOLDER ENGAGEMENT AND CONSULTATION

STAKEHOLDER ENGAGEMENT AND CONSULTATION

The Agency carried out the following stakeholder engagements and consultations:

1. Safety awareness campaigns were held at Ijegun-Egba Ferry Terminal and Marina Jetty, Badagry, on 12th September 2024 and 19th September 2024, respectively.

International Engagements

- Participation in International Maritime Forums

BILATERAL AGREEMENT WITH MARITIME ADMINISTRATIONS

The Agency initiated the process of establishing a Bilateral Agreement with 16 Administrations. Other diplomatic approaches are being explored to address the challenges of mutual recognition of the Nigerian CoC.











08

chapter

SERVICOM



SERVICOM

The Agency reinforced its commitment to citizen-centred service delivery and enhanced customer experience across the maritime sector. The focus remained on promoting transparency, efficiency, and stakeholder satisfaction in line with the Federal Government's Service Compact (SERVICOM) framework.

Key Achievements

1. Enhanced Customer Experience and Stakeholder Engagement
 - o Upgraded the Maritime Stakeholders' Experience Contact Centre (MSECC) to operate 24 hours on weekdays, significantly improving responsiveness.
 - o Established a mini-MSECC at the Agency's Corporate Headquarters to further ease stakeholder access.
 - o Achieved a positive Customer Satisfaction Score (CSAT) of 75%, reflecting increased stakeholder confidence in service delivery.

- o Upgraded the Headquarters reception to international standards, including the deployment of Customer Self-Service Kiosks to simplify complaint and feedback lodgment.

2. Improved National Service Performance and Recognition

- o Attained a Tier 1 High Performer rating (83%) in the National SERVICOM Annual Assessment, a remarkable improvement from Tier 3 (53%) in 2023.
- o Received the National SERVICOM Special Recognition Award, with the Director General also receiving the CEO Award for Commitment to Citizen-Centred Service Delivery.

3. Strengthened Service Frameworks and Compliance

- o Launched and implemented the Revised Service Charter and updated

Service Level Agreements (SLAs) to reflect operational changes and improve accountability.

- o Conducted periodic customer satisfaction surveys at headquarters and zonal offices to monitor service quality and stakeholder perception.
- o Ensured compliance with the Open Government Partnership (OGP) Third National Action Plan (2023–2024), enhancing transparency and accountability in service delivery.
- o Submitted quarterly performance reports to the National SERVICOM Presidency and the Annual Freedom of Information Report to the Federal Ministry of Justice.

4. Optimised Service Response and Efficiency

- o Recorded significant improvements in service metrics at the help desk:
 - First Assign Time improved by 71.12%,
 - First Response Time improved by 23.29%,
 - Average Response Time improved by 1.85%, and
 - Average Resolution Time improved by 0.66%.
- o Successfully managed 8,217 service tickets, with 8,215 resolved and only 2 outstanding, demonstrating operational efficiency and stakeholder responsiveness.



NIMASA



09

chapter

CORPORATE
SOCIAL
RESPONSIBILITIES
(CSR)

CORPORATE SOCIAL RESPONSIBILITIES (CSR)

Corporate Social Responsibilities within NIMASA are pivotal to advancing the Agency's local and international collaborations, human capital development, and strategic external engagements. This function reinforced NIMASA's visibility and impact both locally and internationally through targeted interventions and technical cooperation initiatives.

Key Activities and Achievements

Facilitated CSR interventions, including security support, solar light installations, hospital equipment donations, educational support, and items for Internally Displaced Persons (IDPs) across all 36 states and the FCT.

Implemented the employee of the Month / Employee of the Year (EoM/EoY) Award Scheme for 2024, and proposed a Strategic Grooming and Succession Planning Programme for non-management staff.

Successfully coordinated the World Maritime Day Essay Competition 2024, promoting youth engagement in the maritime sector.

Facilitated technical training abroad for three operational staff at no cost to the Agency, through JICA-supported Capacity Enhancement for Coast Guard Officers (CSI Course 2024) in Kuantan and Kuala Lumpur, Malaysia.







10

chapter

OUTLOOK
FOR 2025



OUTLOOK FOR 2025

Strategic Priorities

The Agency will intensify efforts to consolidate gains and deepen impact across regulatory, operational, and service domains. The strategic thrusts are anchored on institutional strengthening, digital transformation, capacity development, stakeholder engagement, and compliance with international maritime standards.

Key Strategic Priorities Include:

- **Strengthening Flag and Port State Control Regimes**

Achieve and surpass the IMO benchmark of inspecting at least 15% of foreign-flagged vessels calling at Nigerian ports, while developing a more robust casualty investigation system and enforcement mechanism.

- **Digitalisation and Process Automation**

Implement full digitalisation of Cabotage compliance, ship

registration, and seafarers' certification systems. The development of an e-portal and a document management system for seafarers, along with an electronic vessel tonnage calculator, will further streamline operations.

- **Operationalisation of the Cabotage Vessel Financing Fund (CVFF)**

Partner with Primary Lending Institutions (PLIs) to activate the disbursement of CVFF for fleet expansion and enhancement of indigenous capacity in shipbuilding and vessel ownership.

- **Reform of the Legal and Regulatory Framework**

Facilitate the passage of the NIMASA Bill, Merchant Shipping Act amendments, and Cabotage Act revisions. Begin phased implementation of the newly gazetted consolidated maritime regulations.



- **Marine Environment and Conservation Initiatives**

Launch pilot Marine Protected Areas (MPAs), roll out the National Marine Spatial Planning (MSP) policy, and operationalise a Marine Waste Monitoring System to support sustainable ocean governance.

- **Capacity Development and Certification**

Conclude certification processes for Maritime Training Institutes (MTIs), support wider CoC examinations and sea-time opportunities under the NSDP, and enhance certification integrity through digital discharge book systems.

- **Enhanced Stakeholder Engagement and Transparency**

Expand SERVICOM channels through AI-integrated customer support platforms, additional mini-MSECCs in zonal offices, and quarterly stakeholder feedback mechanisms.

- **Corporate Social Responsibility (CSR) & Regional Cooperation**

Broaden CSR initiatives to address emerging social and environmental challenges, strengthen West African maritime partnerships, and deepen Nigeria's participation in IMO Technical Cooperation Programmes.

Risk Assessments and Planning

In anticipation of dynamic global maritime risks and national security challenges, the Agency has outlined forward-looking risk mitigation strategies and adaptive planning approaches:

- **Search and Rescue (SAR) Readiness**

Deepen collaboration with the Deep Blue Project for real-time integration of assets into the MRCC/SAR system. Improve equipment readiness, response times, and coordination frameworks.

- **Vessel Safety and Monitoring**

Roll out proposals for risk profiling and categorisation of vessels at anchorages and off-port limits. Issue guidelines on detention and declaration of scrap vessels to enhance navigational safety.

- **Navigation Hazard Mitigation**

Stock Isolated Danger and Special Mark Buoys for immediate deployment to wreck and hazard sites to ensure rapid maritime incident containment and safer passage.

- **Cabotage Enforcement and Waiver Management**

Intensify vessel audits and compliance enforcement across all zones, while progressively reducing



waivers to incentivise the use of Nigerian crew and vessels.

- **Closeout of IMO Audit Deficiencies**

Implement corrective actions required to close gaps identified in the IMO Member State Audit Scheme (IMSAS), ensuring full international compliance and strengthening the organisation's reputation.

Emerging Trends and Technology

To remain competitive and future-ready, the Agency will leverage cutting-edge technologies and embrace global maritime trends that drive innovation, sustainability, and efficiency:

- **Digital Maritime Governance**

Deploy centralised electronic platforms for monitoring vessel activities, waiver applications, and compliance reporting. Integrate AI-based analytics for real-time performance tracking and strategic insights.

- **Green Shipping and Port Sustainability**

Develop a national strategy for low-carbon shipping and green port operations, in alignment with global decarbonisation efforts and the BBNJ

(Biodiversity Beyond National Jurisdiction) treaty.

- **Seafarers' Digital Identity**

Continue digital transformation of seafarers' discharge books and certification systems to enhance global acceptance and mitigate forgery.

- **Maritime Spatial Intelligence**

Expand Environmental Sensitivity Index (ESI) mapping to inland and underserved coastal areas. Launch a Marine Waste Monitoring System that consolidates pollution data for rapid policy response and informed decision-making.

- **Data-Driven Legal and Regulatory Tools**

Establish automated platforms for tracking gazetted regulations, domestication updates, and risk-based compliance assessments.

- **Service Optimisation Technologies**

Enhance SERVICOM service delivery using self-service kiosks, digital feedback loops, and AI-powered chat tools to improve citizen satisfaction and complaint resolution metrics.





NIMASA



11

chapter

APPENDICES AND SUPPLEMENTARY MATERIALS

- Gallery of Key Events
- Glossary of Terms

APPENDICES AND SUPPLEMENTARY MATERIALS



GALLERY OF KEY EVENTS



L-R: ED, Operations, NIMASA, Engr. Fatai Taiye Adeyemi; ED, Maritime Labour and Cabotage Services, Jibril Abba; Former President, Dockworkers Union, Comrade Uzor Ije Ukaumuna; President General, Maritime Workers Union of Nigeria, MWUN, Comrade Adewale Adeyanju and Chairperson, Seaports Terminal Operators of Nigeria, STOAN, Princess Vicky Haastrup; Pioneer President, Dockworkers Union, Comrade Joshua Ogunleye and Chairman National Association of Stevedoring Operators, NASO, Bolaji Sumonu, during the 2024 Day of the Dockworker celebration in Lagos.



L-R: Nigeria's Alternate Permanent Representative at the International Maritime Organization (IMO), William Bwala; Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dayo Mobereola; Director Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata; and SA-DG (Administration and Operations) NIMASA, Olatunji Ahmed, during the 7th Association of African Maritime Administrations (AAMA) conference in Dar es Salaam, Tanzania. R: Nigeria's Alternate Permanent Representative at the International Maritime Organization (IMO), William Bwala; Director-General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dayo Mobereola; Director Maritime Safety and Security, Federal Ministry of Marine and Blue Economy, Babatunde Bombata; and SA-DG (Administration and Operations) NIMASA, Olatunji Ahmed, during the 7th Association of African Maritime Administrations (AAMA) conference in Dar es Salaam, Tanzania.



Minister of Marine and Blue Economy, (FM M&BE) Adegboyega Oyetola, CON (4th left); Permanent Secretary, FM M&BE, Olufemi Oloruntola (3rd left); Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dayo Moberola (2nd left); Managing Director, Nigerian Inland Waterways Authority (NIWA), Bola Oyebamiji (left); Executive Secretary, Nigerian Shippers' Council (NSC), Akutah Pius Ukeyima, MON (right); Director, Fisheries and Aquaculture, FM M&BE, Wellington Omoragbon (2nd right); Managing Director, Nigerian Ports Authority (NPA), Dr Abubakar Dantsoko (3rd right) and Director, Maritime Safety and Security, FM M&BE, Babatunde Bombata during a validation workshop on the development of the national policy on marine and Blue Economy in Lagos.



M-R: Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Dayo Moberola; Honourable Minister of Marine and Blue Economy, Adegboyega Oyetola, CON; Secretary General, International Maritime Organisation, IMO, Arsenio Dominguez; Ag. High Commissioner of Nigeria to the United Kingdom, Ambassador Mohammed Maidugu and Director, Maritime Security and Safety, Federal Ministry of Marine and Blue Economy during the depositing of the three Instruments of Accession to International Maritime Organization (IMO) Conventions signed by President Bola Tinubu, GCFR at the headquarters of the IMO in London



L-R: Hon. Olaitan Williams, President of Ocean Ambassadors Foundation; Adaora Nwonu, WIMOWCA Nigeria ExCo; Nneka Obianyor, WIMOWCA Nigeria Secretary General; Mrs. Rollens MacFoy, President of WIMA-Nigeria; Barr. Oritsematosan Edodo-Emore, President of WIMOWCA Nigeria; Jibril Abba, Executive Director of Maritime Labour and Cabotage Services, representing the DG of NIMASA; Princess Margaret Inam of WILAT; Dr. Odunayo Ani, President of WISTA Nigeria; Juliana Saka of Nigeria Shippers Council, Vivian Chimezie, DG of the Nigerian Chamber of Shipping; Obiageli Benjamin, Assistant Secretary of WIMA Nigeria; and Jennifer Eneh, DD Cabotage Registration NIMASA, cutting the cake during NIMASA's celebration of the International Day for Women in Maritime at NIMASA Maritime House, Apapa, Lagos.



L-R: Nneka Obianyor, Special Adviser (Technical) to the Director-General; Rakiya Lamai, Head of SERVICOM; Chris Amakulo, Director of Shipping Development; Gloria Anyasodo, Coordinator of the Western Zone; Jibril Abba, Executive Director of Maritime Labour and Cabotage Services, representing the Director-General of NIMASA; Dr. Odunayo Ani, Head of Internal Audit; Jide Owonubi, Head of Reform Coordination and Strategic Management; Navy Commander Salihu Ibrahim, representing the Maritime Guard Commander; and Olamide Odusanya, Director of Financial Services, were present during NIMASA's commemoration of the International Day for Women in Maritime.



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Dayo Mobereola (left) exchanging pleasantries with the Chairman/CEO Genesis Worldwide Shipping Company, Captain Iheanacho while SA-DG NIMASA, Administration and Operations, Olatunji Ahmed, looks on during the commemoration of the 2024 World Maritime Day in Lagos.



Permanent Secretary, Federal Ministry of Marine and Blue Economy, Oloruntola Olufemi (middle); Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Dr Dayo Mobereola (2nd left); President, Nigerian Chamber of Shipping, NCS, Aminu Umar (Left); Managing Consultant/CEO Samuelson, Tony Epelle (left); presenting an award to David Joshua Okwudiri from Maritime Academy of Nigeria, MAN, Oron (2nd right), the winner of an essay competition organised by the NIMASA, during the commemoration of the 2024 World Maritime Day in Lagos.



Permanent Secretary, Federal Ministry of Marine and Blue Economy, FM M&BE Oloruntola Olufemi (3rd right); Director, Maritime Security and Safety, FM M&BE, Babatunde Bombata (2nd right); Director General, Maritime Administration and Safety Agency, NIMASA, Dr Dayo Mobereola (right) Nigeria's Alternate Permanent Representative to the IMO, William Bwala (left); Vice President, Association of Marine Engineers and Surveyors, AMES, Engr. Emmanuel Ilori (2nd left) and Director Special Duties, FM M&BE, Vivian Nwosu (3rd left) during the commemoration of the 2024 World Maritime Day in Lagos.



L-R: Vice Chairperson, ENL Consortium Dr. Vicky Haastrup; former Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Ade Dosunmu; Director General, NIMASA Dr. Dayo Mobereola; Executive Director, Finance and Administration, Chudi Offodile; Executive Director Maritime Labour and Cabotage Services Mr. Jibril Abba and Former Director General, National Maritime Authority, NMA, Architect Ferdinand Agu during the launch of the reviewed minimum wage document for Nigerian Seafarers in Lagos



GLOSSARY OF TERMS

MARITIME RELATED DEFINITIONS AND ABBREVIATIONS

G	L	O	S	S	A	R	Y
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					

COMMONLY USED ACRONYMS AND ABBREVIATIONS

AAMA	Association of African Maritime Administrations
ABS	American Bureau of Shipping
AIS	Automatic Identification System
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
GoG/MCF-SHADE	Gulf of Guinea Maritime Collaboration Forum of Shared Awareness Deconfliction
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
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
LW	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
NCCS	New Cabotage Compliance Strategy
NCDMB	Nigerian Content Development Monitoring Board
NEMA	National Emergency Management Agency
NIMET	Nigerian Meteorological Services
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
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
STOAN	Seaport Terminal Operators Association of Nigeria
TVET	Technical Vocational Education & Training
USCG	United States Coast Guard
VIE	Verification Inspection Exercise







Annual Report
& Accounts of the
Nigerian Maritime
Administration &
Safety Agency

NIMASA

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