



**NIMASA**



**ANNUAL  
REPORT  
2023**



**NIMASA**

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# WHO WE ARE ?



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

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

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

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

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

## 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.





# Vision

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

AFRICA

VISION

## Mission

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





# core Values

CAPITEL - D



Commitment



Accountability



Professionalism



Integrity



Teamwork



Excellence



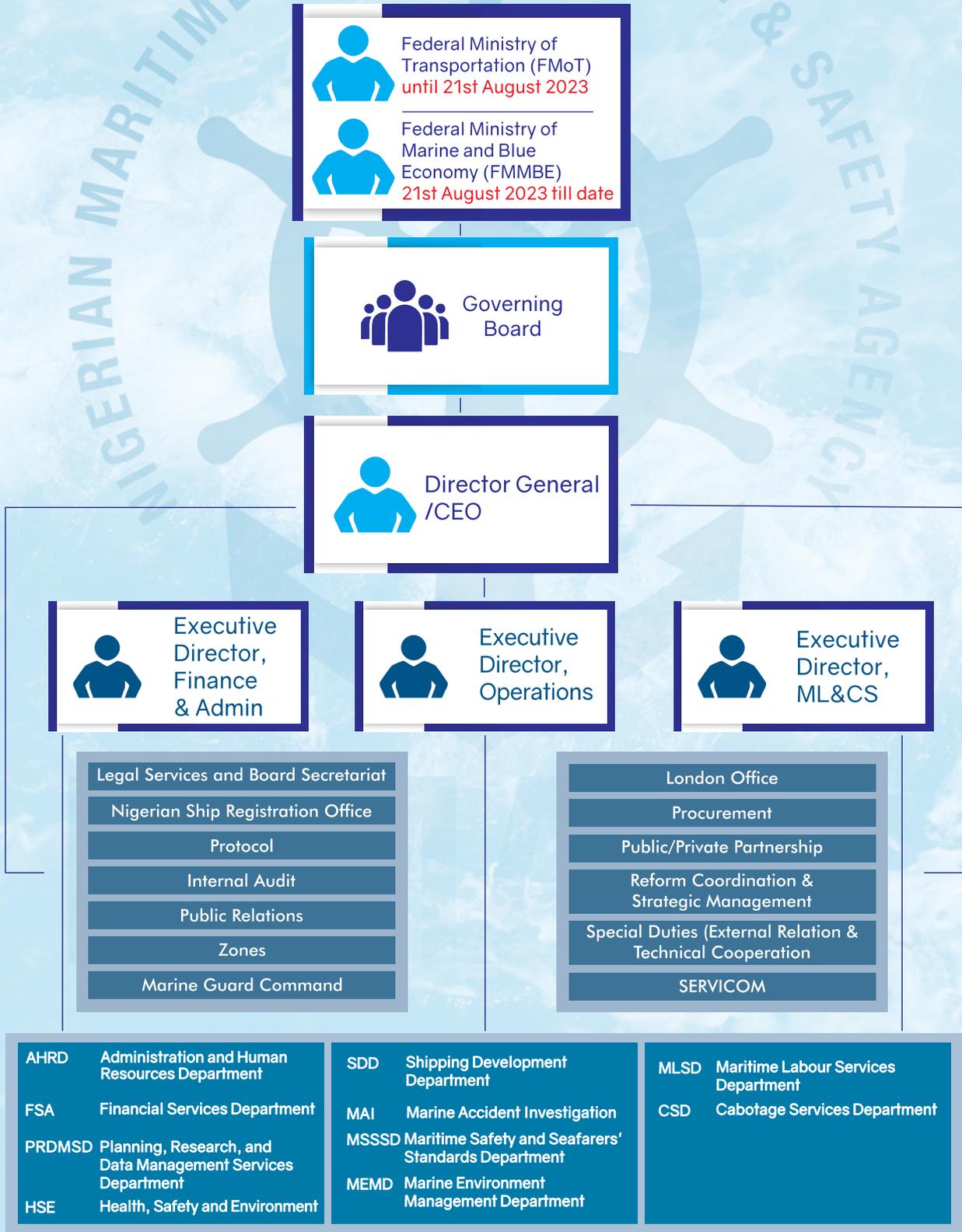
Leadership

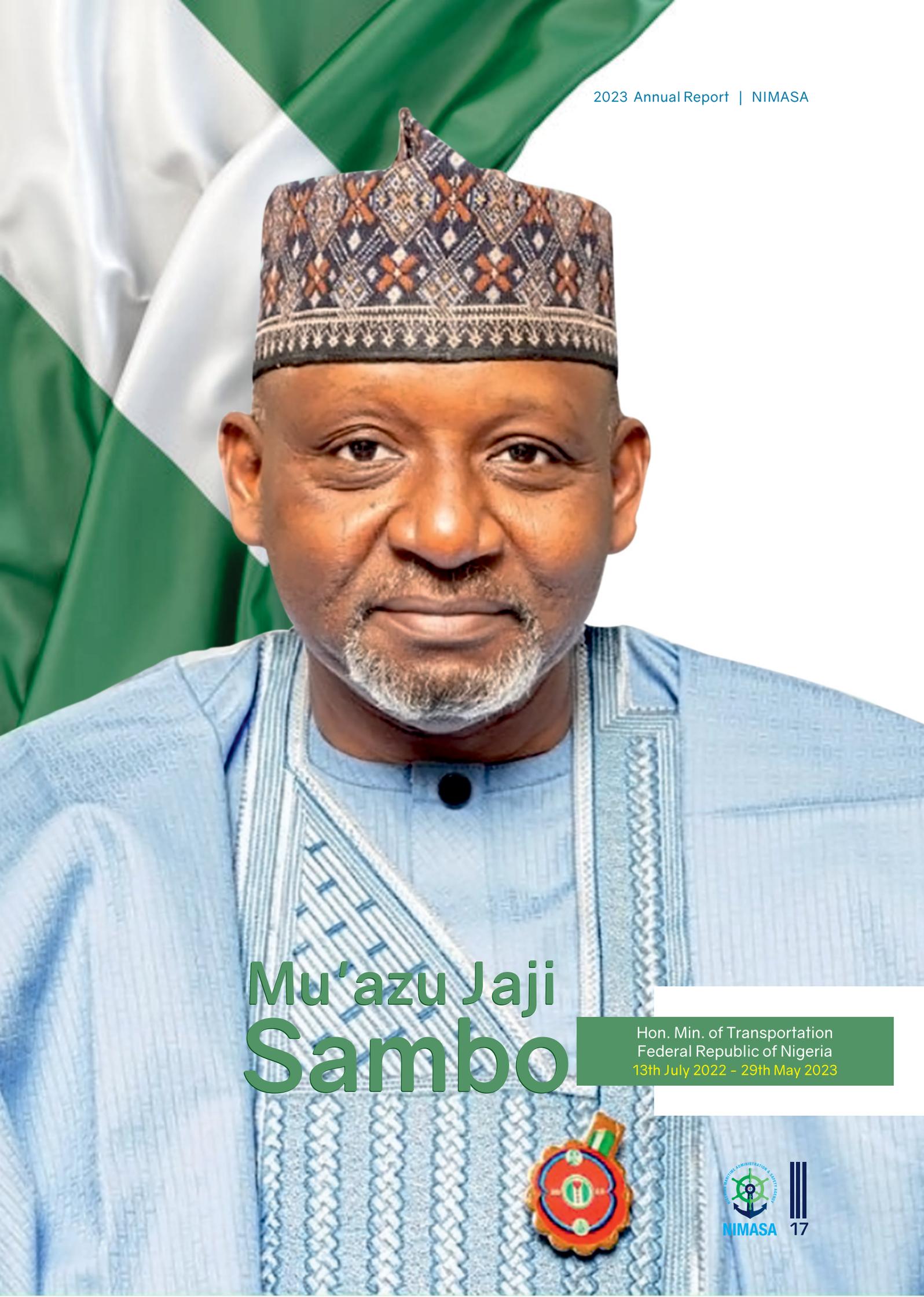


Discipline



# Organisational Structure





# Mu'azu Jaji Sambo

Hon. Min. of Transportation  
Federal Republic of Nigeria  
13th July 2022 - 29th May 2023



NIMASA



17



Adegboyega Isiaka  
**Oyetola**  
(CON)

Hon. Minister of Marine and Blue Economy  
Federal Republic of Nigeria  
21st August 2023 till date



Governing Board



**Honourable Asita Honourable**  
Chairman



**Rt. Hon. Kola Adefemi**  
Member



**Muhammad D. Abubakar**  
Member



**Hassan Rasaq Mahmud**  
Member



**Babatunde Sule**  
Representative of FMoT



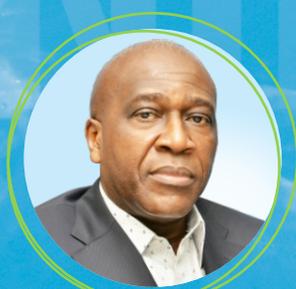
**Rear Admiral Solomon Onyilo Agada**  
Representative, Nigerian Navy



**Mrs Juliana Anti Adebambi**  
Representative of Fed. Min.  
of Labour & Employment



**Dr. Bashir Yusuf Jamoh**  
Director General/CEO



**Mr. Chudi Offodile**  
Executive Director, F&A



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



**Shehu Ahmed**  
Executive Director, Operations

Executive  
Management Team



**Dr. Bashir Yusuf Jamoh**  
Director General/CEO



**Mr. Chudi Offodile**  
Executive Director,  
Finance & Administration



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



**Shehu Ahmed**  
Executive Director, Operations





## Director General's Statement



# A New Direction

Significant organisational changes marked 2023. President Bola Ahmed Tinubu's administration moved NIMASA from the Federal Ministry of Transportation to the newly created Federal Ministry of Marine and Blue Economy. In a joint commitment with the new Ministry, NIMASA signed a four-year performance bond, pledging to turn the tide of socioeconomic fortune by leveraging our maritime assets for national prosperity and marking significant strides in pursuing a safer, more secure, and sustainable maritime sector.

One of the year's most notable achievements has been the successful implementation of the Deep Blue Project, a comprehensive initiative designed to combat piracy, armed robbery, and other illicit maritime activities in the nation's waters. This successful implementation underscores our

In maritime administration, we have streamlined some processes, embraced digitalisation, and enhanced transparency.

unwavering commitment to protecting our maritime domain and assures stakeholders of our dedication to safeguarding the lives and livelihoods of those who depend on it.

In addition to our security efforts, we have made significant strides in enhancing maritime safety standards. We have intensified our focus on ensuring compliance with international regulations, conducted comprehensive inspections of vessels, and implemented robust training programmes for seafarers. These measures improve the safety of navigation and reinforce our reputation as a responsible maritime nation.

Furthermore, regarding environmental sustainability, we have taken proactive steps to mitigate the impact of shipping on our marine ecosystems, promoting cleaner fuels and encouraging eco-friendly practices. These measures, which reinforce our reputation as a responsible maritime nation, should make all stakeholders proud of our commitment to sustainable practices.

In maritime administration, we have streamlined some processes, embraced digitalisation, and enhanced transparency. These reforms have not only improved efficiency but also fostered a more conducive environment for investment and growth in the maritime sector, instilling confidence in stakeholders about the sector's future.

We have also actively engaged with our stakeholders regarding implementing the Cabotage Act 2003. We are paying attention to the disbursement of the CVFF and the resolutions reached to serve our esteemed stakeholders efficiently.

The United Nations approval of extending the Nigerian maritime border by 20 nautical miles is a landmark achievement that expands our maritime jurisdiction and opens new opportunities for resource exploration and economic development. This development is a significant milestone in Nigeria's maritime sector and will have far-reaching consequences for the country's economic growth and development.

As we look ahead, we remain steadfast in our commitment to a new direction for NIMASA. We will continue to invest in technology, build capacity, and strengthen partnerships to ensure our maritime domain's safety, security, and sustainability. We shall work diligently to unlock the full potential of our blue economy, creating jobs, generating revenue, and contributing to the overall development of our nation.

I would like to express my sincere gratitude to the dedicated staff of NIMASA, our partners in the maritime industry, and the government of Nigeria for their unwavering support. Together, we have set a new course for the Nigerian maritime sector, and I am confident that we shall continue to navigate these waters with determination, resilience, and a shared vision for a brighter future.

Thank you.

Dr. Bashir Yusuf  
Jamoh<sub>OFR</sub>





*DB ABUJA*



## Foreword

I am delighted to present the annual stewardship report of the Nigerian Maritime Administration and Safety Agency to our esteemed stakeholders and the general public. The fact that the maritime industry is globally interconnected allows for the impact of global events on regional and national maritime sectors. Shipping services, a major component of the maritime industry, are derived from global trade. Therefore, circumstances that influence global trade have direct or indirect impact on shipping and the maritime industry in general.

In 2023, the global maritime industry had its share of the influence of international events. The ongoing Russia-Ukraine war and the continued unrest in Gaza were some of the few significant challenges that impacted the global shipping and maritime landscapes. These conflicts disrupted trade routes, increased insurance costs, and led to delays in shipping schedules. However, some successes were recorded, evidenced by far-reaching resolutions and agreements made in furtherance of sustainable shipping and maritime trade, including significant announcements regarding safer shipping and a sustainable marine environment focusing on decarbonisation.

The meeting of the Marine Environment Protection Committee (MEPC 80) agreed on strategies to reduce GHG emissions from ships,

with an improved target. Another significant issue was the emphatic plea by the United Nations Climate Change Conference (COP28) to expedite global climate action. In the same vein, UNCTAD's position in its 2023 Review of Maritime Transport was a 'just and equitable transition' to decarbonised shipping. These global initiatives are a testament to our Agency's pivotal role in promoting sustainable global shipping trade and a healthy marine environment, a role that we are proud to play.

According to the International Maritime Bureau's report, the world witnessed a considerable rise in piracy attacks. Overall, 120 incidents of maritime piracy and armed robbery against ships were recorded as against 115 cases reported in 2022. This called for caution and strengthening of maritime security architecture at all levels because the number of crew taken hostage and kidnapped increased from 41 to 73 and from 2 to 14 in 2022 and 2023, respectively. However, no piracy incident was recorded in Nigerian waters during the period under review due to our consistent engagement and collaboration with relevant national and regional maritime security organisations.

The creation of the new Federal Ministry of Marine and Blue Economy by the President and Commander-in-Chief, Bola Ahmed Tinubu (GCFR), to oversee the affairs of the maritime industry was epoch-making and strategic for a closer focus on the development and sustainability of the

maritime sector in Nigeria. As the apex maritime regulator in Nigeria, focused on implementing policies and programmes that improve our maritime experience in line with global best practices, we have continued to build on our strategic direction of ensuring maritime safety and maritime security and exploring opportunities for developing shipping capacity

The Deep Blue initiative sustained our maritime domain awareness and response capability. The resultant effect is the shutdown of piracy attacks in Nigerian waters, with zero cases in 2023 against one case reported in 2022. This was achieved through a combination of increased patrols, improved intelligence gathering, and enhanced coordination with other maritime security organisations. Regarding maritime safety, we maintained our poise on Port State, Flag State, and Coastal State obligations to ensure that our flag vessels, coastal vessels, and foreign vessels that called our ports all met the minimum safety requirement. We conducted 474 port state inspections out of 3,778 foreign ship calls and 2065 flag state inspections. We inspected 895 vessels to ensure compliance with relevant conventions and regulations on the marine environment.

This report presents our activities in the marine environment and climate change-related matters. It is a well-known fact that climate action is at the front burner in global affairs, and we are leading the effort to power Green Maritime Africa, a platform consisting

of a wide array of maritime stakeholders galvanising efforts in line with the United Nations climate action. We adopted measures that support marine biodiversity preservation. In what would have been a major pollution incident, we promptly coordinated with other agencies to contain and control the oil spill incident involving Egina FPSO. Our offshore waste reception services to ships calling our waters are running.

In shipping development and capacity building, we have made significant strides. We recorded a moderate addition of 913,801.18 GRT to our flag tonnage from 462 vessels. Our commitment to human capital development is unwavering, as demonstrated by our signature project, the Nigerian Seafarers Development Programme. In 2023, 100 new students were enrolled in the scheme, 250 cadets were placed onboard vessels for sea time training, and 132 NSDP cadets were registered for CoC examinations with various Maritime Administrations. These achievements give us hope for the future of the maritime industry and the development of our human capital.

As a responsible organisation, we are focused on performing our core obligations and streamlining our business processes for improved service delivery. We supported our host communities and society in general by carrying out some strategic social services and interventions to the delight of the beneficiaries. We approach 2024 with the assurance that our efforts will surely yield the desired results for our maritime stakeholders and the Nigerian people in general.

CHUDI  
Offodile

Executive Director of  
Finance and Administration

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WAVE







## Our Performance at a Glance

Number of Piracy/  
Kidnap Incidents

0

Cargo  
Throughput (MT)  
163,232,709.31

Cargo Throughput  
(TEU) Containers

928,664

Port State  
Inspection

474

Flag State  
Renewal Inspection

1,429

Cargo Throughput  
(Vehicles)

156,664

Random Flag  
State Survey

472

Flag State  
Condition Survey

164

Certificate of  
Competency Issued

2,025

Certificate of  
Competency Verified

2,326

Certificate of  
Competency  
Revalidated

235

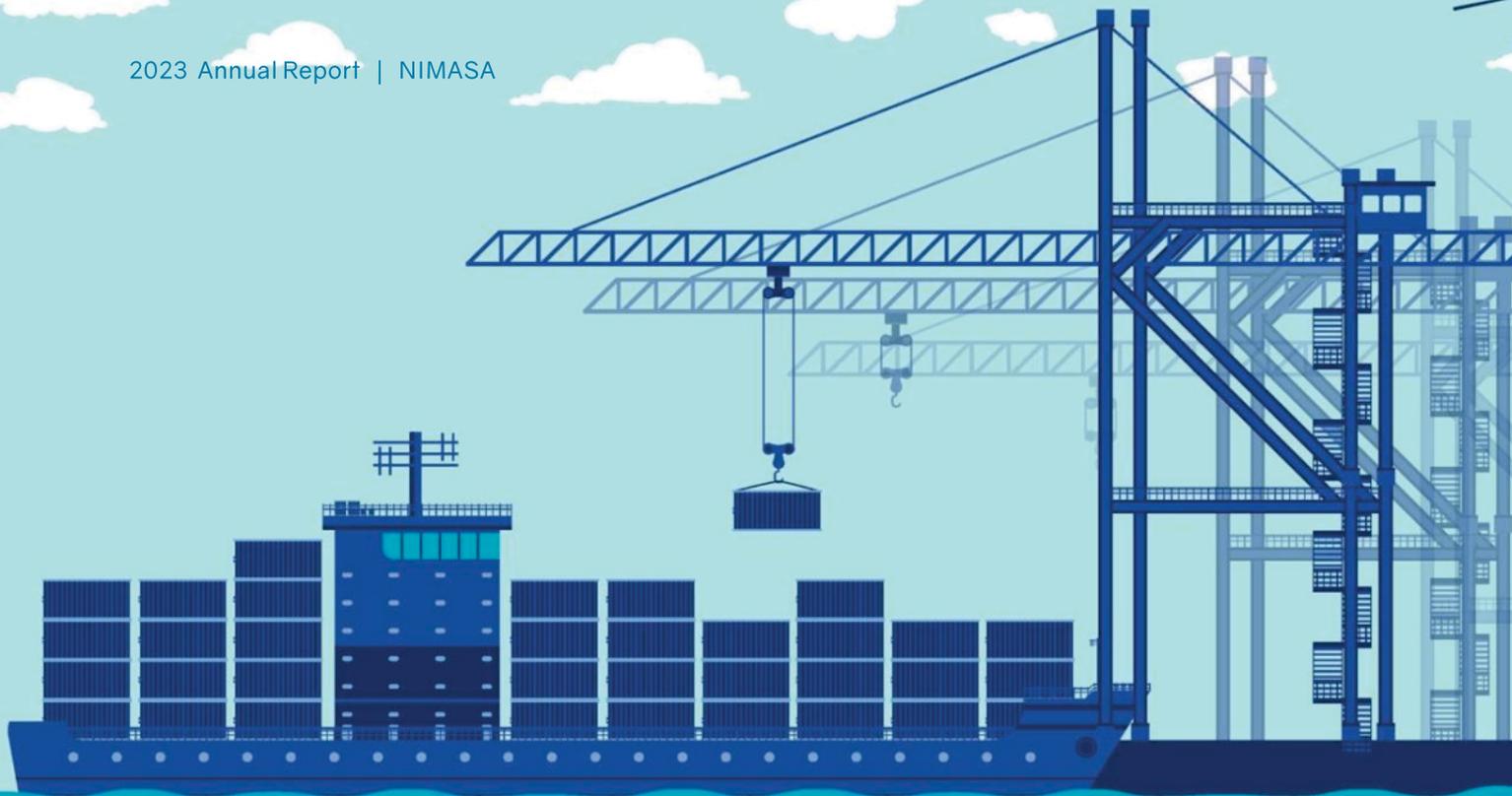
Emergency  
Incidents

13

International  
Vessel Calls

4,815





## Introduction to the 2023 ANNUAL REPORT

**W**e are extremely pleased by the recent revolution that has engulfed the Nigerian maritime domain. 2023 will remain epochal in the annals of Nigerian maritime development. It will be on record as the year the central government took a bold step to redefine and redesign the roadmap to liberate the nation's blue economy from a myriad of malignant challenges that threw down the gauntlet on optimising the Nigerian Marine resources.

The leap towards promoting sustainable exploration of Nigeria's ocean resources for economic growth and preservation of the marine ecosystem provoked the creation of a specialised ministry, the Ministry of Marine and Blue Economy, on 21st August 2023. The core mandate of the Ministry is to optimise the utilisation of maritime resources and address emerging issues and challenges.

This report, dubbed "A New Direction," categorises the sterling feat of the nation's marine and blue economy, in which NIMASA played a key and leading role. Hence, the Special Report feature centres on the strategy for implementing the nation's blue economy.

The year was remarkable to the Agency, mainly for two key events: the zero incident in piracy, which received a commendation from the International Maritime Bureau (IMB), and the Extension of the Nation's Continental Shelf by the United Nations Commission on the Limits of Continental Shelf (CLCS), by 20 nautical miles. The extension of the nation's Continental shelf, with potentials for hydrocarbon, gas, solid minerals, and a wide variety of sedentary species, will further bolster the country's energy and maritime economic fortunes.

This report, which chronicles the performance of the Agency in 2023, has five chapters. The first three chapters provide the activities of the Agency under the respective strategic pillars of the Tripod S Agenda of this Management – Security, Safety and Shipping Development and Capacity Building initiatives, respectively.

Chapter Four highlights the activities and achievements of the Agency's support services Departments and Units. The Agency's unaudited financial statement and account are provided in Chapter 5.

The Appendix features our 2023 Gallery of key events, maritime-related definitions, and abbreviations.

Our performance this year can be summarised thus: Number of International vessel calls – 4,815, Number of vessels boarded for compliance – 895, Number of vessels detained – 7, Cargo throughput (MT) – 163,232,709.31, Cargo throughput (TEU) Containers – 928,664. Cargo throughput vehicles – 156,664, Port State Inspection – 474, Flag State Renewal Inspection – 1,429, Flag State Condition Survey – 164, Certificate of Competency (C o C) issued – 2,025, Certificate of Competency revalidated – 235, Certificate of Competency verified – 2,326, Flag Registered Tonnage – 462 vessels totalling 913,801.18GRT, Zero Number of piracy/kidnap incidents, Emergency incidents – 13, Number of Staff promoted – 511.

The report of the C4i centre is also highlighted. This Centre is the heart and brain of Deep Blue, designated to integrate and share information with Deep Blue Assets and platforms to create the most accurate activity taking place in Nigeria's EEZ.

This is a testament to the benefits of Deep Blue assets in enhancing security and safety in the Nigerian maritime domain. 2023 remains the celebrated year of the Nigerian Maritime Sector and NIMASA's rebirth.







## Special Reports

### PREPARATORY WORKS TO THE COMMENCEMENT OF THE BLUE ECONOMY ACTUALISATION IN NIGERIA

**A**s the government's apex maritime regulatory agency, we have been committed to promoting and regulating the Nigerian maritime transportation sector since 1987. However, given the dynamic nature of the business environment and justifiable pressures, we have been evolving to meet the demands for creating an enabling environment for business growth and development, growth in government revenue, and the nation's prosperity. More so, NIMASA has been concerned with developing strategies to sustain the progress recorded in the industry and converting potentials to realities.

In 2007, the Agency reformed to take up the posture to address maritime safety and the broad scope of maritime administration with the mergers. A decade after (in 2017), NIMASA reevaluated its performance and subsequently rebranded to reposition for full transformational response to survey, inspection and certification; environment, security, emergency search and rescue initiatives; strategic digitalisation; capacity building and promotional initiatives; and structural and cultural reforms. Consequently, as of 2022, NIMASA integrated its approach to solving the issues in the sector to position the Agency for more effective responsiveness and better strategy. The Tripod: 'Security, Safety and Shipping development' redefined organisational strategy for a more inclusive, collaborative and advanced approach to the Nigerian economy's sustainable maritime transportation sector.

It is on this note that we are pleased to state that Nigeria, in 2022, became one of the few countries in the continent that have clearly defined a path to pursue the actualisation of their maritime economy, otherwise referred to as the 'blue economy', through years of dedicated processing cumulating in the signing into law of the National Maritime Strategy (NMS) document and implementation plan, by the former President and Commander in Chief, Muhammadu Buhari, GCFR.

This document, which now serves as the guide to the actualisation of Nigeria's blue economy, is envisioned to achieve Nigeria's economic prosperity, growth and development through the sustainable use of the nation's maritime resources in a safe and secure environment. It is to apply blue economy principles, environmental sustainability, essential elements of national power and collective global security imperatives while leveraging domestic and foreign inter-agency and stakeholder collaboration to promote Nigeria's economic prosperity, growth and development.

The NMS is premised on the core principles of protecting our strategic maritime interests, economic well-being, social freedoms, environmental sustainability, promotion of global citizenship, and the need for domestic and international collaboration. These principles drive effective governance in the maritime domain. Accordingly, Nigeria affirms its commitment to act environmentally friendly and sustainably in the pursuit of sea use for national development. It will uphold relevant international laws, including the United Nations Convention on Laws of the Seas (UNCLOS) 1982, to promote the conservation of the seas and marine resources and the preservation of aquatic biodiversity to further its economy. These values are inextricably linked to applying the principles of the blue economy to engender economic growth, social inclusion, and improved livelihoods in Nigeria through sustainable use of the nation's maritime domain and the exploitation of the resources therein. Nigeria shall promote collective security through domestic and international multi-agency collaboration and cooperation to maximise these benefits and contribute to global security, stability and prosperity.

Championing the objectification of this document in collaboration with the Nigerian Navy and all other relevant MDAs (Federal and State) and the Private Sector was a deliberate strategic preparation for the sustainable actualisation of the potential of Nigeria's blue economy. The Nigerian Maritime Strategy has six specific objectives:

- 1). To promote amendable legal and regulatory framework in Nigeria's maritime environment;
- 2). To promote practical Ocean and Maritime Governance in Nigeria;
- 3). To encourage the development of a Blue Economy in Nigeria;
- 4). To promote Environmental Sustainability in Nigeria's maritime environment;

- 5). To enable an effective Communication and Information Technology System in Nigeria's maritime environment; and
- 6). To promote a viable security and defence system in Nigeria's maritime environment.

None of these objectives can function independently and achieve desirable outcomes.

For objective three (3), which is our main focus, to achieve the common goals of sustainable and integrated development of the Blue Economy and to benefit from the suite of economic opportunities it offers, Nigeria is committed to certain deliberate actions such as:

- Encourage stakeholder collaboration to promote economic growth and national development through active citizens' participation and corporate linkages in maritime trade and resource exploitation.
- Promote legal and regulated trade and commerce in the maritime domain.
- Develop port facilities and operations to international standards to provide the infrastructural backbone for the Blue Economy.
- Develop internal waterways transportation facilities and systems.
- Leveraging innovation, information, technology, and global best practices, we will promote the secure and sustainable management of water resources and hydrological data.
- Facilitate strong coastal shipping to further the cabotage trade.
- Promote intermodal transportation system from the nation's ports and jetties.
- Develop inland dry ports to facilitate hinterland connectivity.
- Promote a strong Nigerian fleet for international seaborne trade.
- Develop national capacities to promote Nigeria as a maritime hub in shipping services and fleet management, international and domestic transshipments, ports and terminal management, maritime information technology, shipping registration and classification services, shipping logistics, financing, insurance and brokerage, and shipyard services.
- Expand and develop national capacities for shipyard services, repairs, docking, construction and equipment manufacturing.
- Develop linkages for acquiring national large-scale vessels for exploitation of fisheries in Nigeria.
- Promote maritime tourism as a viable business.
- Establish an effective traffic management system, including a ship reporting mechanism.
- Dredge the harbour channels, remove wrecks, and survey and chart waterways to improve shipping and vessel tonnage. Specific details and time frames are included.

- Strengthen Maritime Search and Rescue Coordination Centres (MRCCs) and implement Long-Range Identification Systems (LRITs), with specific details on which aspects of Nigeria's rescue coordination efforts require short-, medium-, and long-term interventions and timelines for implementation.
- Develop a business plan to promote indigenous maritime capacity and tonnage to grow the Nigerian economy.
- Enforce licenses and monitor framework for maritime commerce, including fisheries.
- Increase the exploration and exploitation of maritime resources, including fisheries, oil and gas, in an environmentally sustainable way.
- Improve the collection of taxes and levies on maritime activities.
- Generate funds by cooperating with other stakeholders, including foreign partners with shared global interests.
- Encourage adequate funding for various stakeholders to discharge their responsibilities while fostering sustainable cooperation.
- Establish a National Maritime Coordination Committee for the Blue Economy, chaired by NIMASA, as Nigeria's Maritime Administration (MARAD). The Committee shall conduct a resource accounting of Nigeria's ocean capital to ascertain the potential economic value of the Blue Economy. It shall also coordinate activities of relevant government agencies, stimulate the public's interest in implementing a Blue Economy Policy, and promote its curricular development and education.

In light of the preceding, the Agency is raising awareness and fostering collaboration with relevant Ministries, Departments, and Agencies (MDAs) at both federal and state levels, as well as with the private sector, to initiate the vital work of the National Maritime Coordination Committee for the Blue Economy. With the establishment of the Federal Ministry of Marine and Blue Economy (FMMBE) in August, the Agency is partnering with the Ministry to realise this objective. The FMMBE aims to institutionalise the Marine and Blue Economy as a vital component for economic sustainability and diversification in Nigeria.

Considering the Presidential Renewed Hope Agenda and the priorities set for the maritime sector within the Nigerian economy, the Ministry, in conjunction with the Agency, will coordinate the FMMBE's guiding policies. As we achieve these objectives in the upcoming year, the Agency will continue collaborating closely with the Ministry on preliminary goals.

## COMMAND, CONTROL, COMPUTER, COMMUNICATION AND INTELLIGENCE (C4I) CENTRE

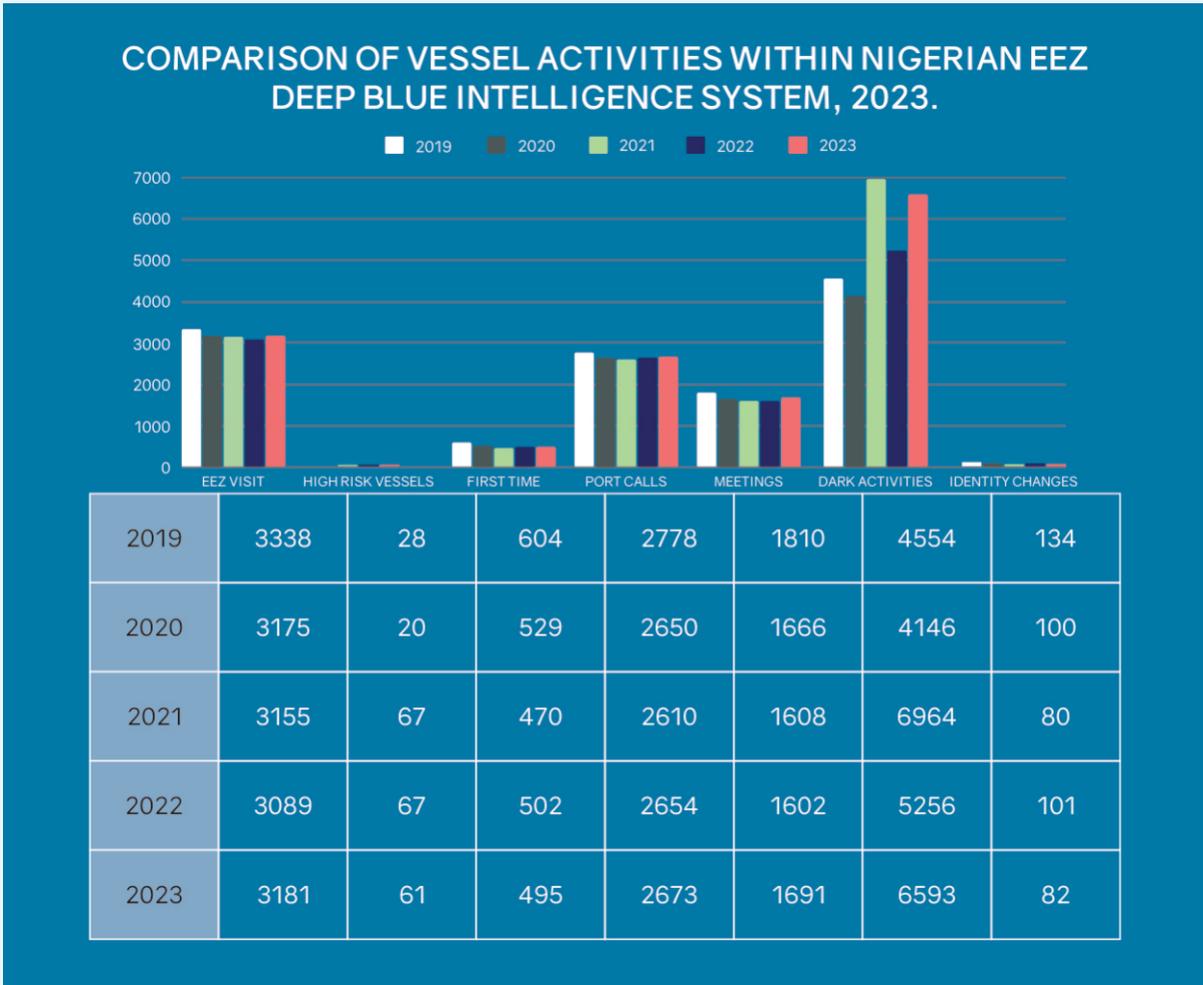
The C4i Centre is the heart and brain of Deep Blue, designated to integrate and share information with all Deep Blue assets and platforms to create the most accurate and high-quality maritime picture gathered from operational assets on air, ground, and sea.

The Centre monitors the Nigerian maritime domain, alerts, and records all activities taking place in the Nigerian EEZ. It cooperates with other National and International organisations, such as the Nigerian Navy, IMB, and MDAT GoG, respectively, to prevent illegal or unauthorised activities, enforce maritime regulations, and enhance the safety of lives at sea.

### Overview:

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

	Vessels entering the EEZ	3,181
	Vessels Entering the TW for the first time	495
	Vessels calling ports or offshore oil and gas facilities	2,673
	Meeting operations	1,691
	'Dark' activities (Vessels deliberately turning off transmission of AIS)	5,256
	Flag/MMSI changes done in Nigerian waters	82



As can be seen in the graph above, there is no remarkable general pattern in the activities. However, a slight increase was observed for EEZ visits, meetings, and dark activities when comparing 2022 and 2023.

### Trend Analysis – EEZ Visits

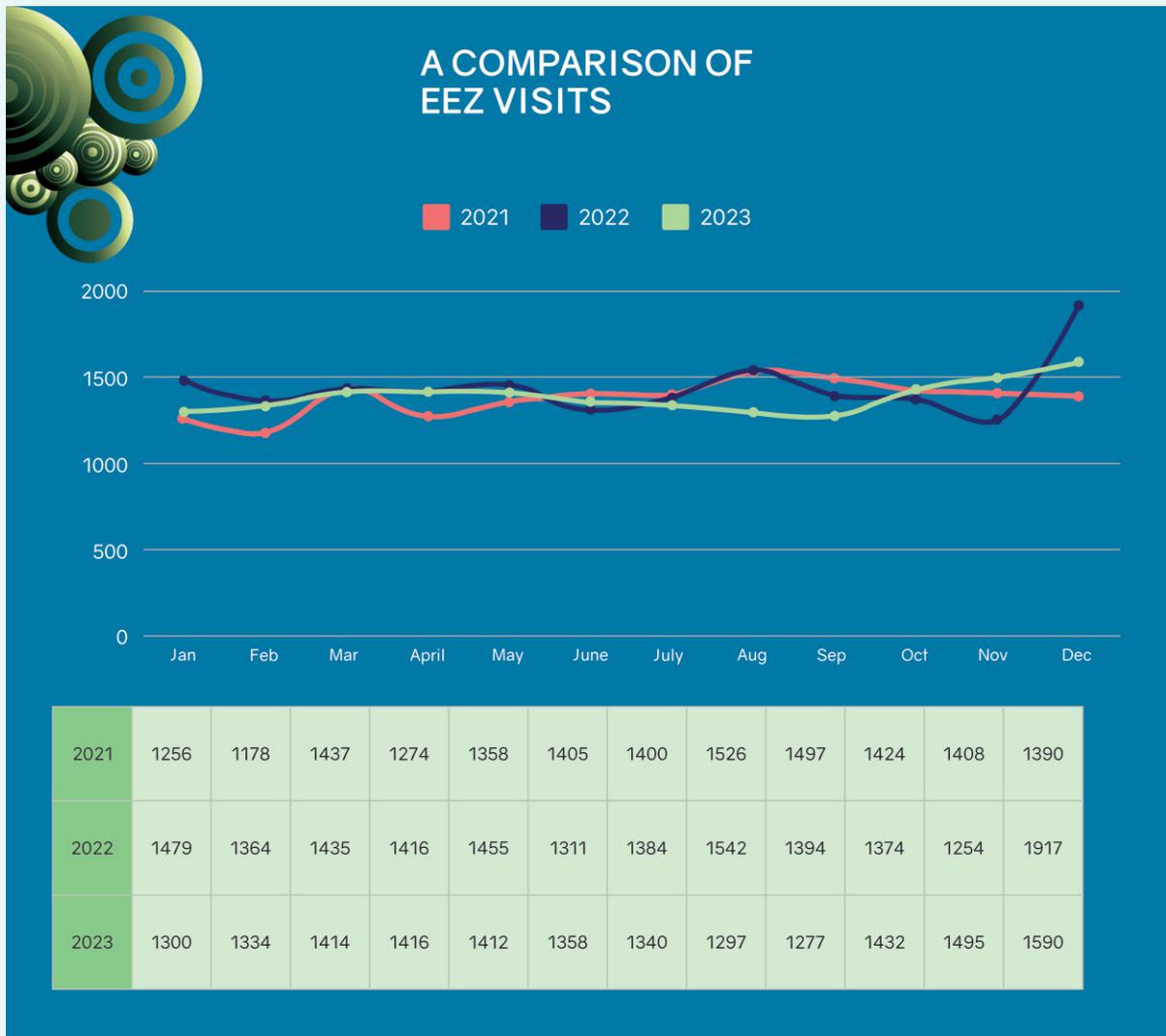
The Exclusive Economic Zone (EEZ) is an area of the sea in which a sovereign state has special rights regarding the exploration and use of marine resources. This area stretches from the coastline to 200 nautical miles from the state’s coastline. 2023, the Nigerian EEZ was extended from 200nm to 350nm.

- In total, **16,665** EEZ entrance activities were identified in 2023, conducted by **3,181** unique vessels.



A graph of EEZ visits in 2023, Deep Blue Intelligence system

- In 2023, the EEZ visits increased consistently between January and April, followed by a decrease that started in May and continued to September. However, an increase started in October and continued until the end of the year.



*A comparison of EEZ visits between 2021, 2022 and 2023, Deep Blue Intelligence system*

- In 2023, Nigeria experienced an increase of 6.92% in the Number of vessels entering its EEZ compared to 2022.

Breakdown of Meeting Operations within the Nigerian EEZ:



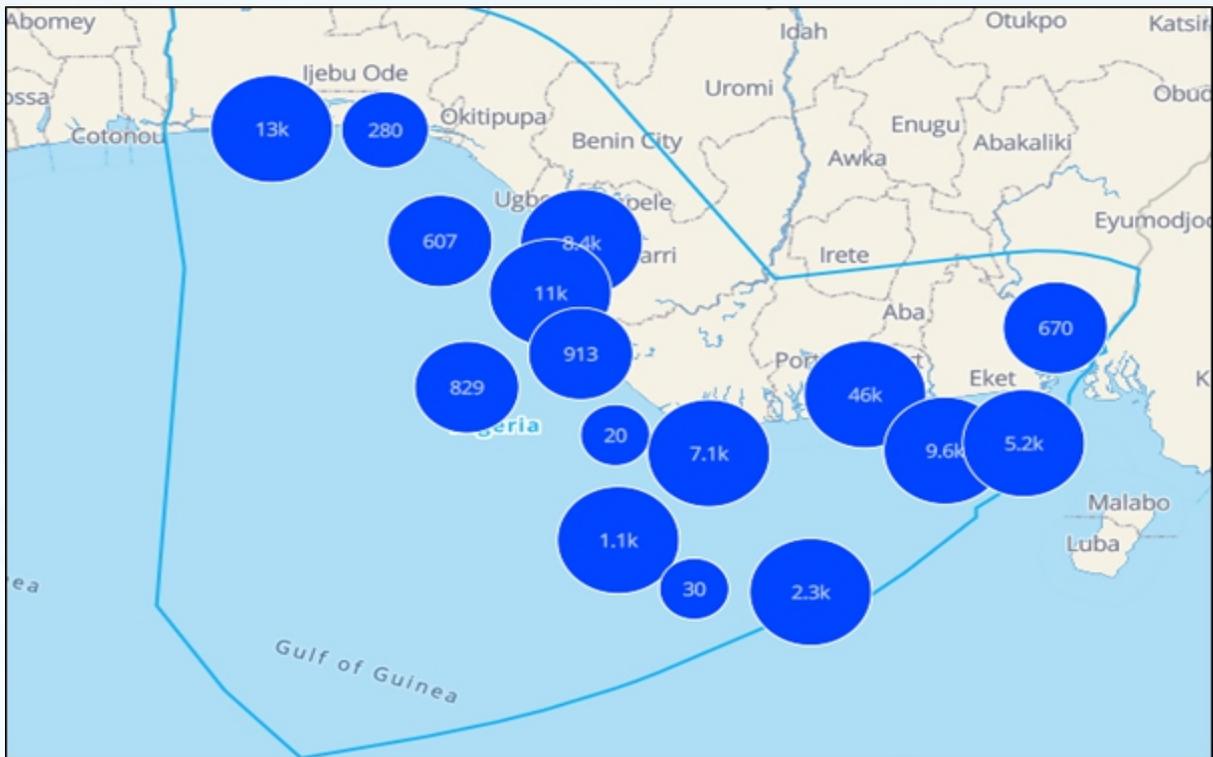
A graph of the top 10 flags that visited the Nigerian EEZ in 2023. Deep Blue Intelligence system

Trend Analysis – Port Calls

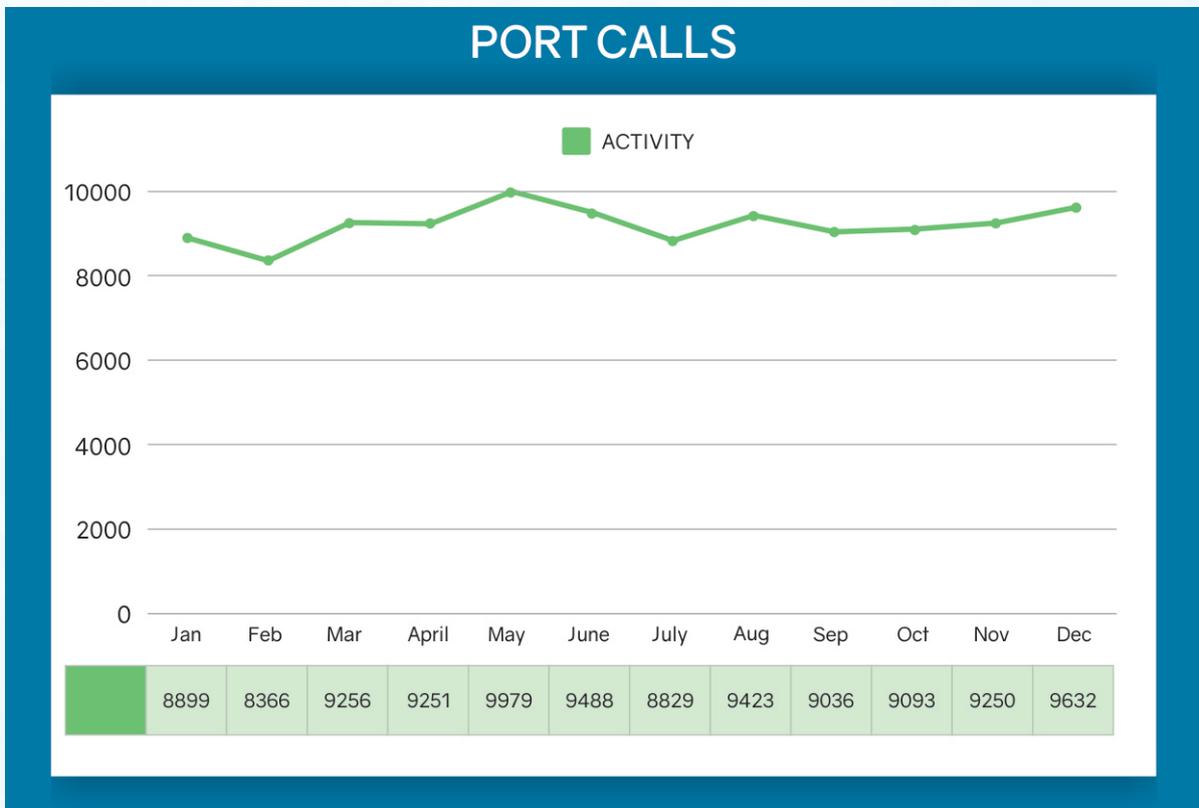
- In 2023, 110,502 port call activities in the Nigerian EEZ were conducted by 2,673 unique vessels.

Breakdown of Port Calls within the Nigerian EEZ:

Tanker	Cargo	Fishing	Service	Other
815	798	95	569	396

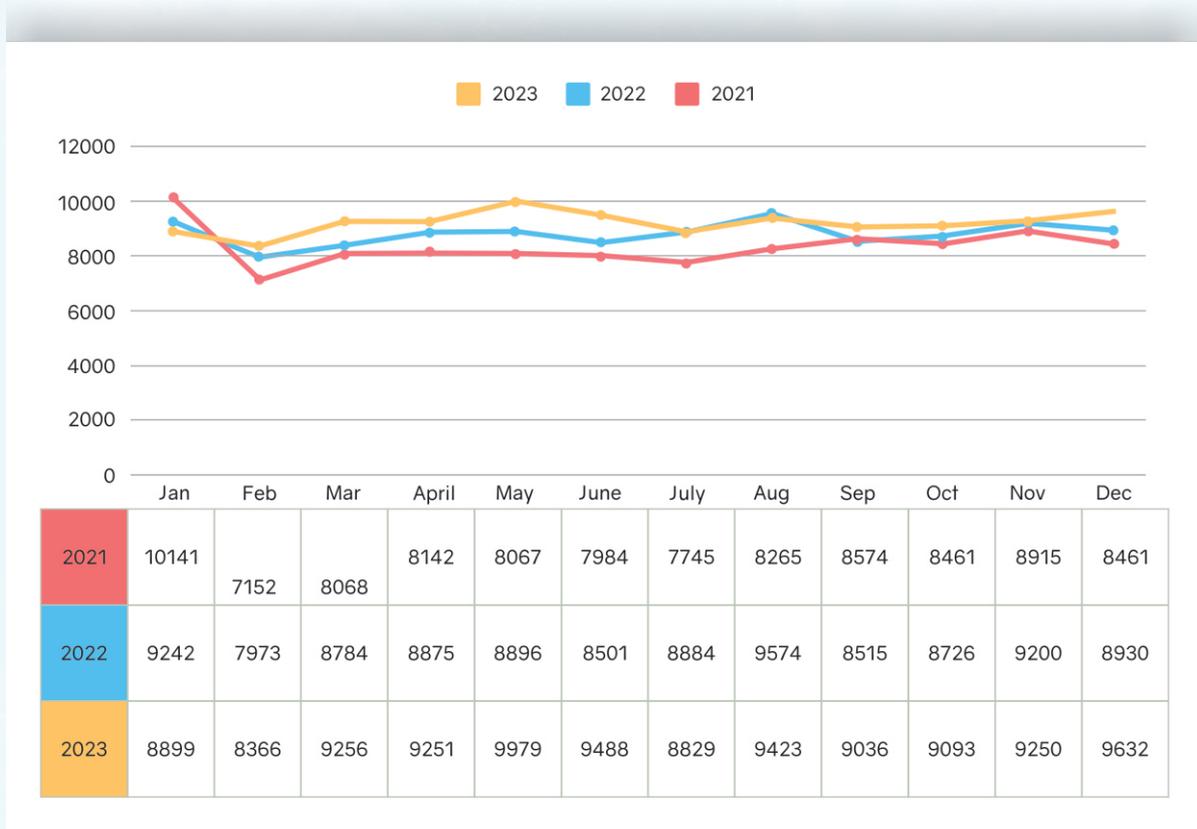


A cluster of Port calls within the Nigerian EEZ, Deep Blue Intelligence system, 2023.



A graph of Port Call activities in 2023, Deep Blue Intelligence System.

## COMPARISON OF PORT CALL ACTIVITIES BETWEEN 2021, 2022 AND 2023

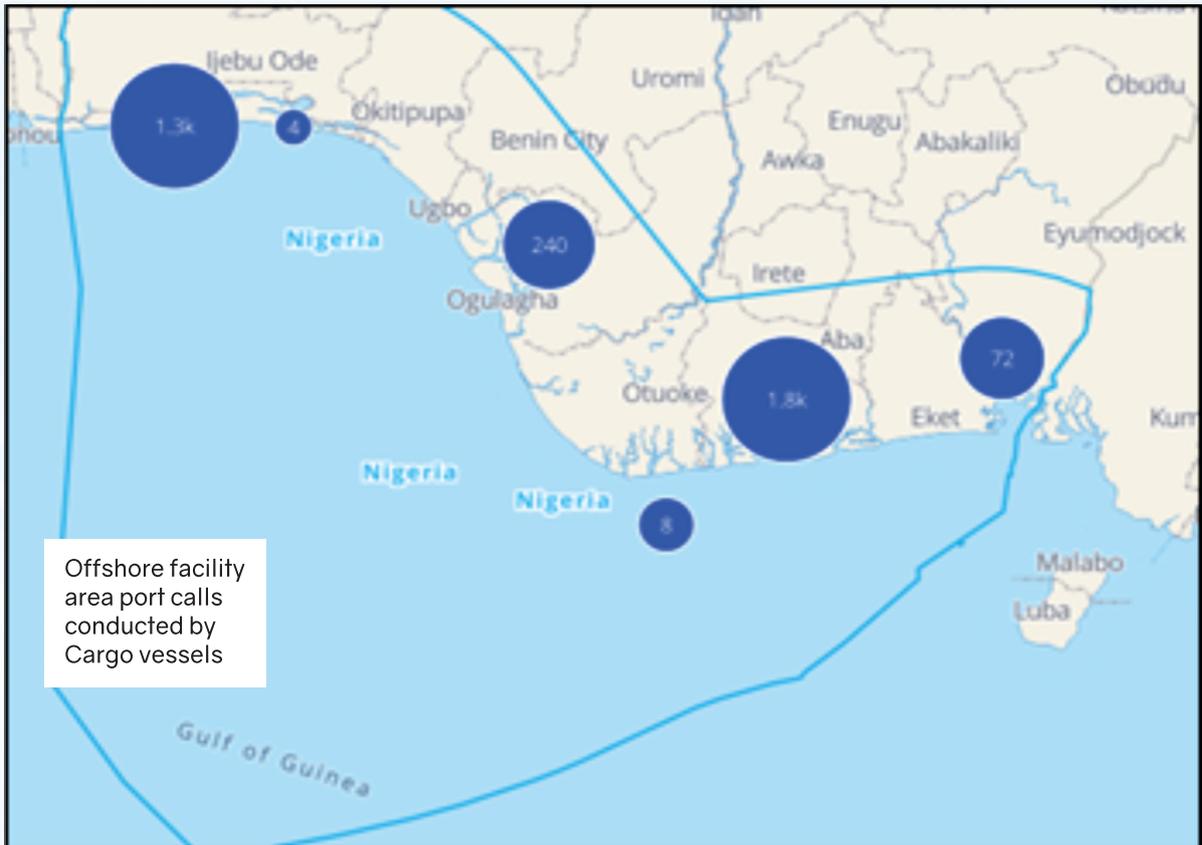


A comparison of port call activities between 2021, 2022 and 2023, Deep Blue Intelligence System.

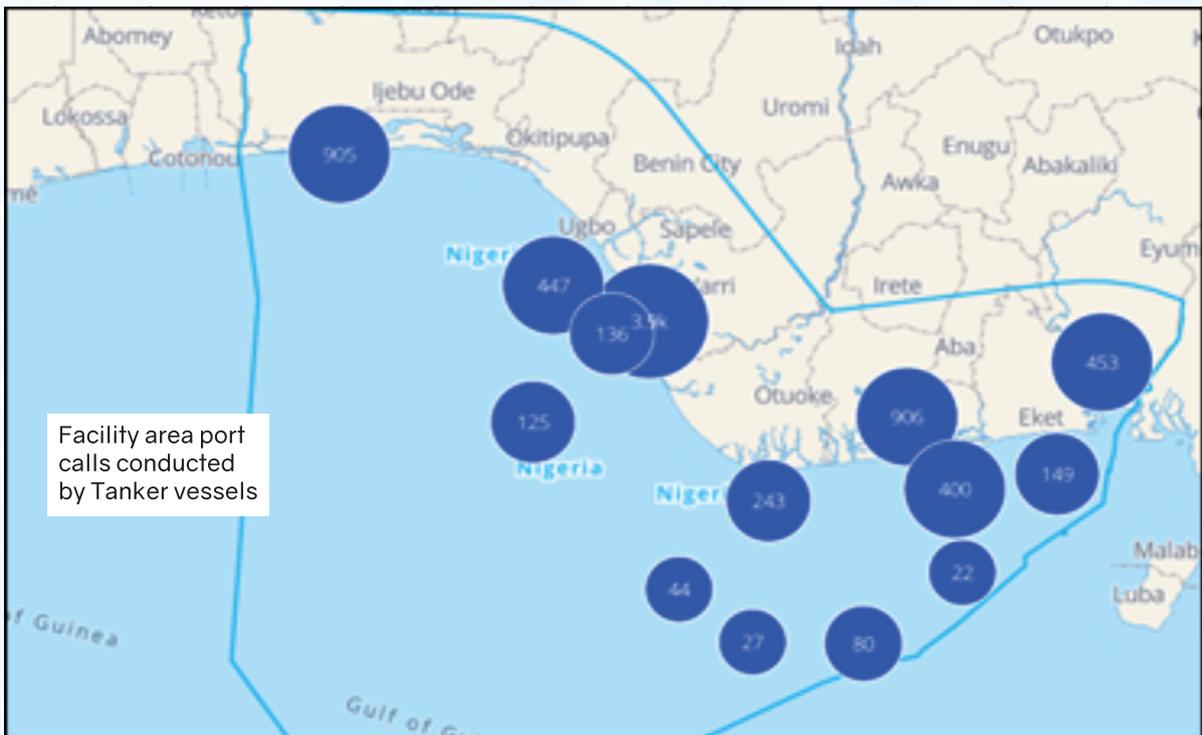
As can be seen, the Number of port calls in 2021, 2022 and 2023 maintained an almost similar pattern across the months.

Port call activities conducted by Cargo vessels in the Nigerian EEZ in 2023.

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.

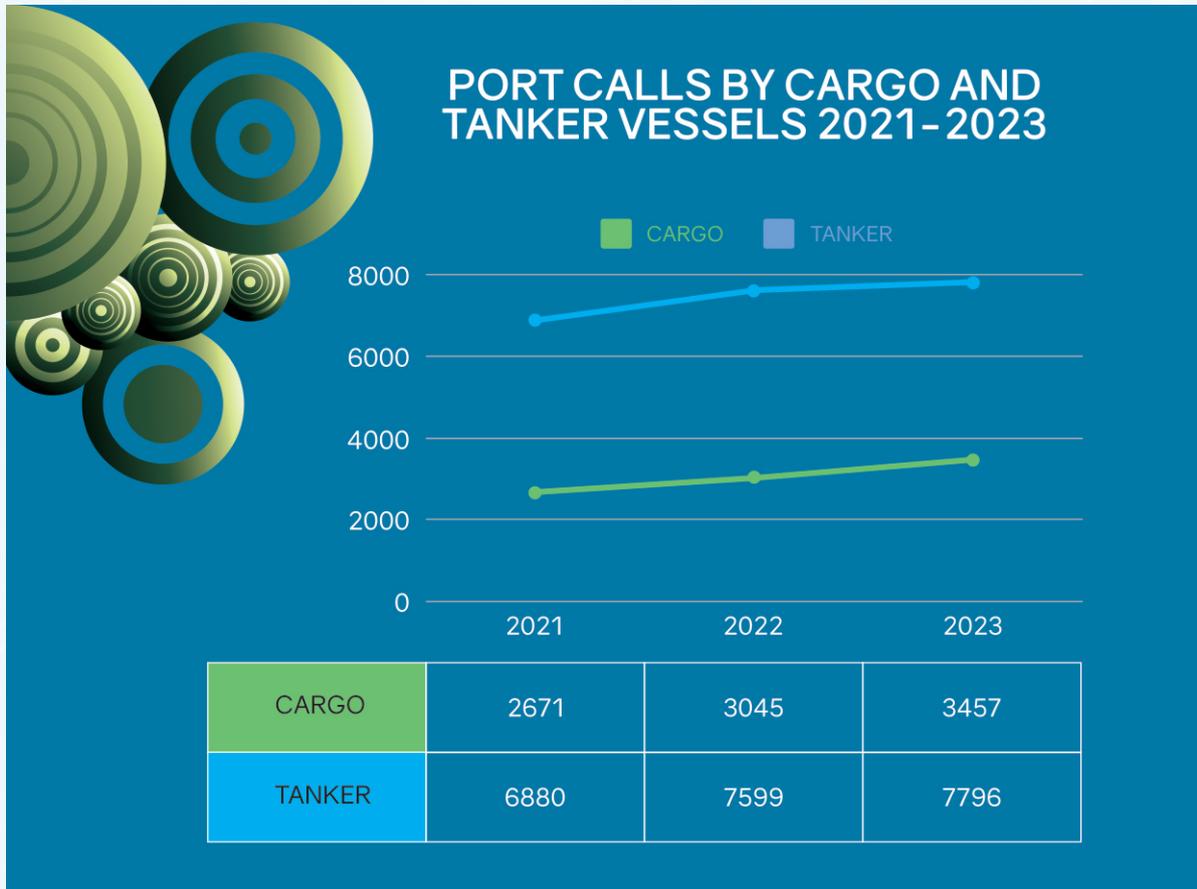


Port call activities conducted by Tanker vessels in Nigerian EEZ in 2023. Tankers calling ports in offshore facilities are considered as a normal behaviour



## PORT ANALYSIS

The line chart below presents the Number of port calls made by cargo vessels and tankers



Port Calls by Cargo and Tanker Vessels 2021- 2023, Deep Blue Intelligence System.

While tanker vessels made significantly more port calls than cargo vessels, the pattern has remained similar over the years, indicating that both classes may be affected by similar factors.

### Trend Analysis – Meeting Operations

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

In 2023, 15,814 meeting operations were identified in the Nigerian EEZ conducted by 1,695 unique vessels.

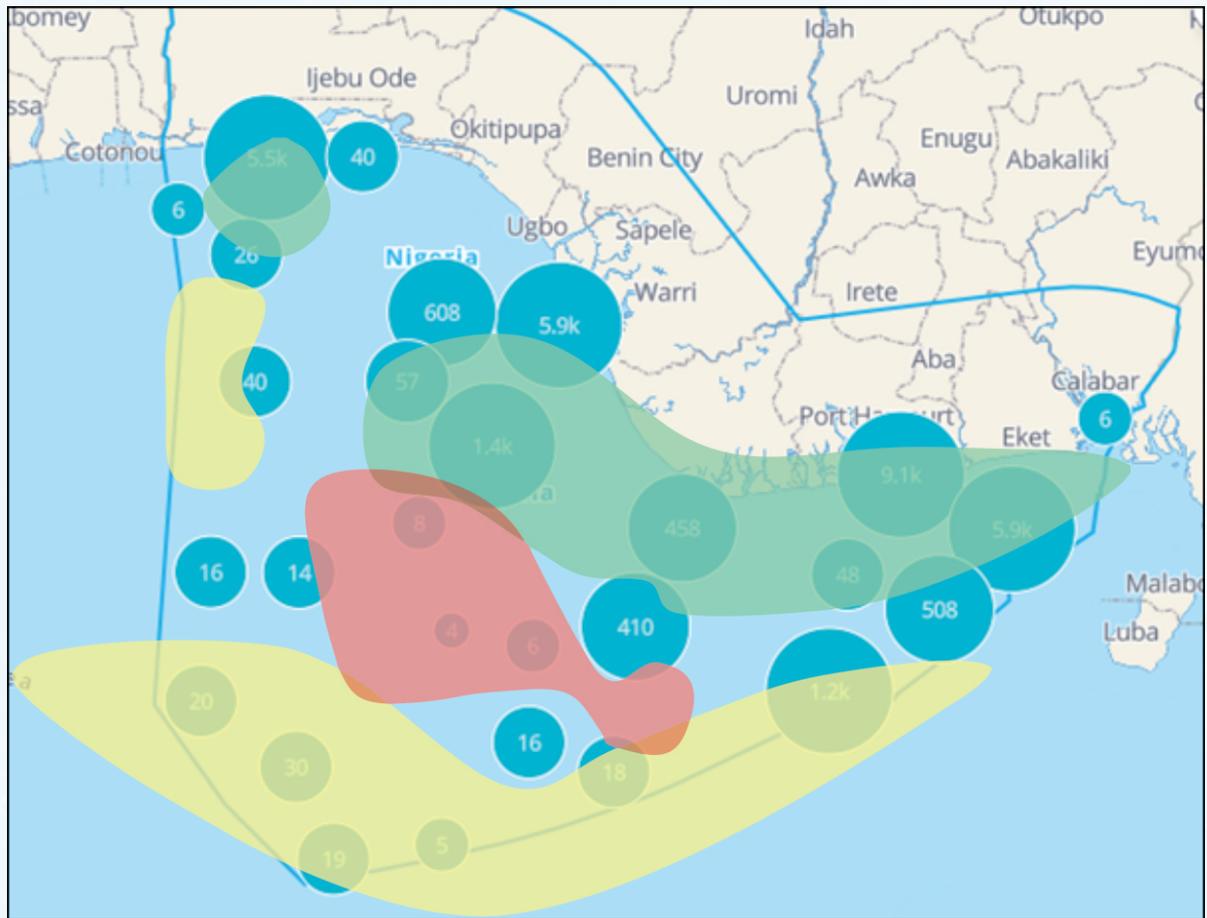
Tanker	Cargo	Fishing	Service	Other
				
803	321	34	324	213

## MONTHLY MEETING OPERATIONS



A Growth graph of monthly meeting operations, Deep Blue Intelligence system, 2023.

As can be seen in the graph above, there was an initial peak in April. This was followed by a significant fall in May, after which gradual increments were recorded. The month of December recorded the highest Number of meetings in the year.



A cluster of Meetings within the Nigerian EEZ, Deep Blue Intelligence system, 2023

Colour	Location	Risk level	Activity
	Meetings within facility areas and Port Waiting Areas	No Risk	<ul style="list-style-type: none"> <li>• Connection to a rig</li> <li>• Approved area</li> </ul>
	Meetings within port waiting areas	No Risk	<ul style="list-style-type: none"> <li>• Approved area</li> </ul>
	Meeting at the edge of the EEZ	Medium Risk	<ul style="list-style-type: none"> <li>• Usually for an escort purpose</li> </ul>
	Medium-High seas	High Risk	<ul style="list-style-type: none"> <li>• Anomalies</li> </ul>

Vessels conducting ship-to-ship operations in the medium/high seas area significantly indicate unauthorised or illegal activity such as unauthorised bunkering and oil smuggling. Although it is allowed by the law, meeting operations occurring in these areas must be carefully monitored by the authorities due to the risk level of the operation on the high seas and due to the possibility of an unauthorised or illegal activity that might be carried out.

## TREND ANALYSIS – DARK ACTIVITIES

In 2000, IMO adopted a standard requirement (as per SOLAS Regulations) that all ships carry Automatic Identification Systems (AIS) capable of automatically providing information about the ship to other ships and coastal authorities.

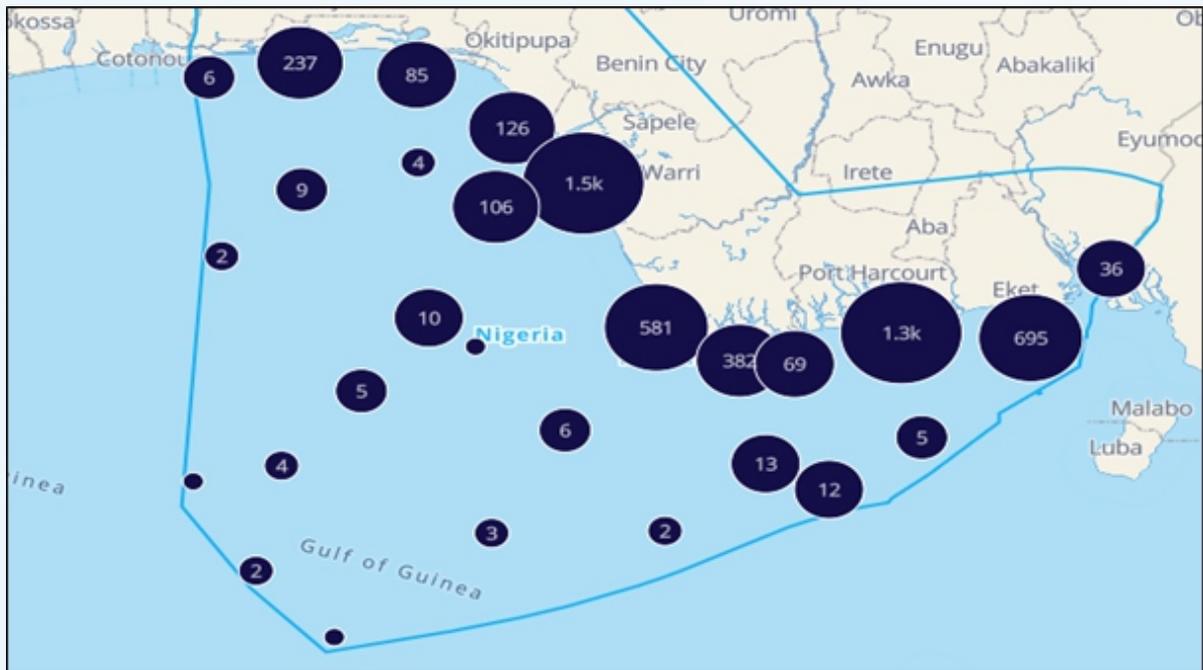
These Regulations, which came into effect in December 2004, made it mandatory for AIS to be fitted aboard all ships of 300 gross tonnages and upwards engaged on international voyages, cargo ships of 500 gross tonnages and upwards not engaged on international voyages and all passenger ships irrespective of size. Except agreed otherwise, the AIS fitted therein is always required to operate to protect navigational information.

AIS transmission is compulsory as a safety measure against collisions. Therefore, insurance companies, ports, and local authorities are taking AIS transmission very seriously.

- In 2023, 5,256 Dark Activities were conducted in the Nigerian EEZ by 562 unique vessels.

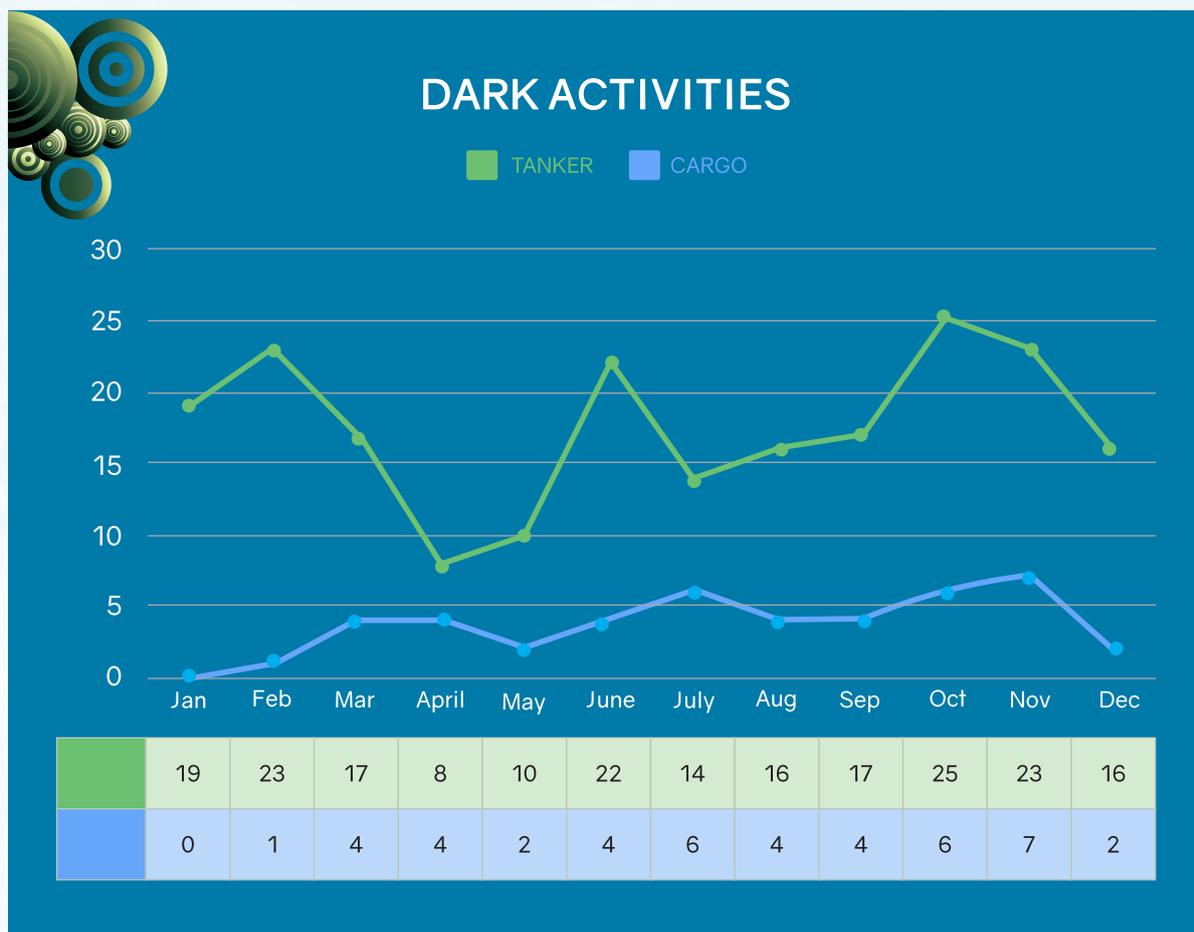
### Breakdown of Dark Activities within Nigeria's EEZ:

Tanker	Cargo	Fishing	Service	Other
				
60	20	76	207	199



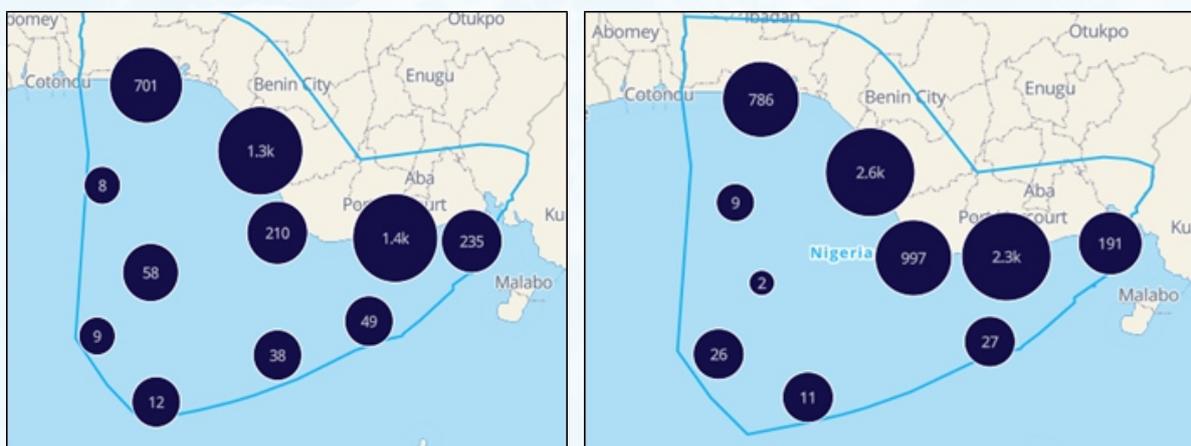
A cluster of Dark Activities within the Nigerian EEZ, Deep Blue Intelligence system, 2023

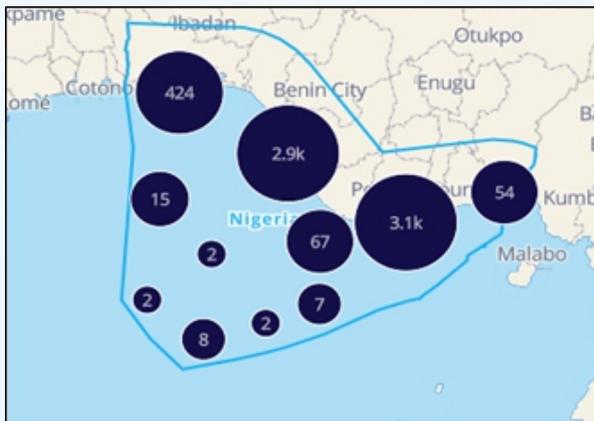
- The line chart below presents the Number of Dark Activities conducted within Nigeria's EEZ since January 2023, segmented by Cargo Vessels and Tankers (i.e. commercial operators).
- As the line chart shows, in 2023, both classes mentioned above experienced a significant decrease in Dark Activity.
- The Number of dark activities conducted by tankers was higher throughout the year, although both classes had similar patterns. For instance, both recorded increases in October and November and a decrease in December.



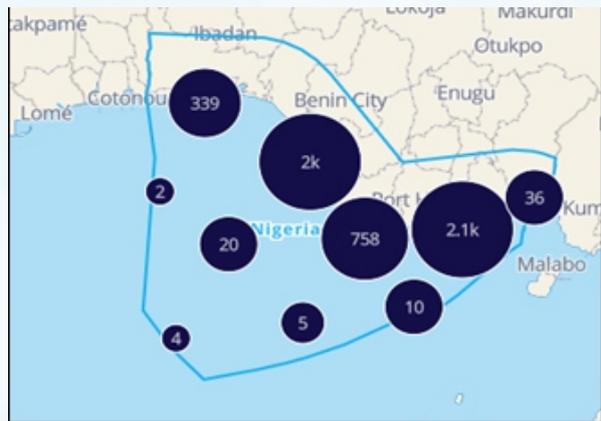
A graph of Dark Activities by cargo and tanker vessels in 2023, Deep Blue Intelligence System.

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.

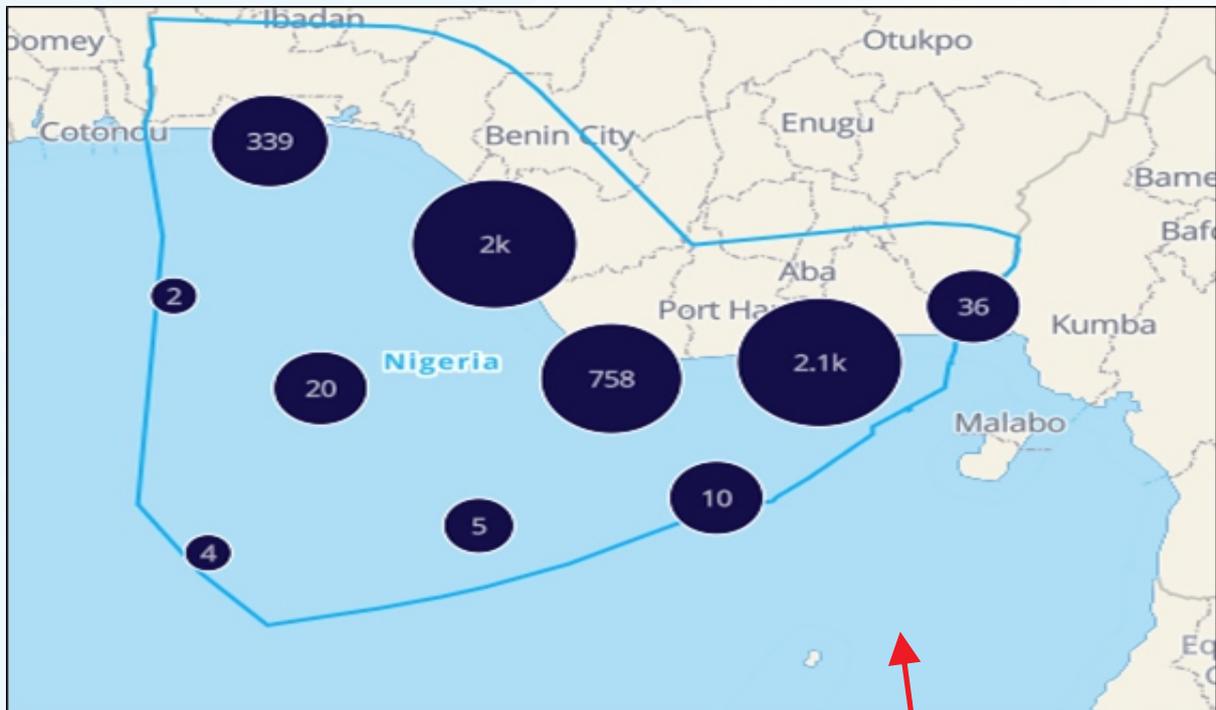




Dark Activity in Nigerian EEZ - 2022



Dark Activity in Nigerian EEZ - 2023



Dark Activities close to the shore

A Cluster of Dark Activities in the Nigerian EEZ in 2023  
Deep Blue Intelligence System

## INCREASED DARK ACTIVITIES BY CARGO AND PASSENGER VESSELS IN CAMEROON AMIDST RISKS OF SMUGGLING WEAPONS AND GOODS BETWEEN CAMEROON AND NIGERIA

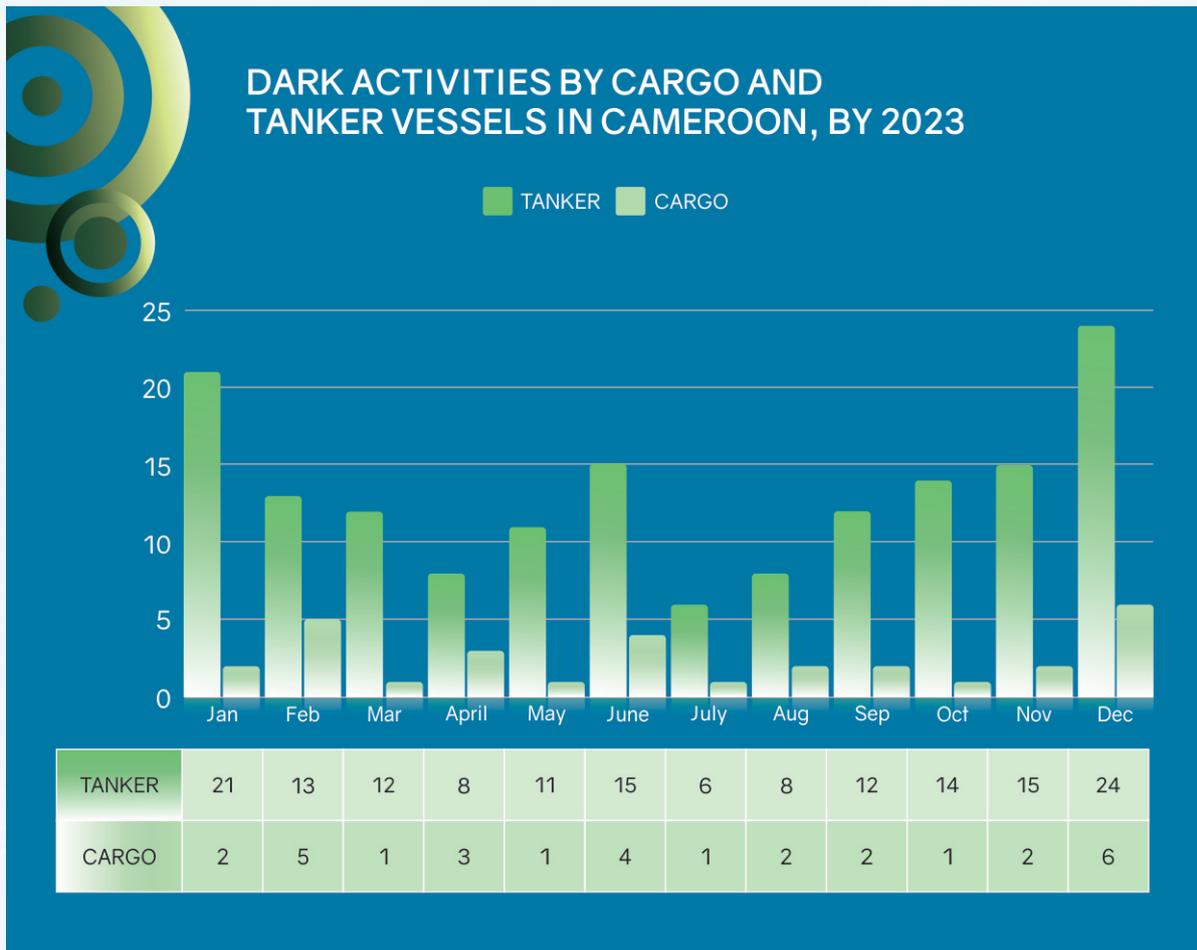
The geopolitical landscape of West Africa has recently been marked by a series of coups d'état, notably in Guinea, Burkina Faso, Mali, and Niger. This pattern of political instability has profound implications for regional security and governance. The recurrence of these coups has ingrained a culture of military intervention in politics, which, in turn, has had destabilising effects on social and political structures. This environment can create fertile grounds for illicit activities, including the trafficking of arms and other contraband.

Furthermore, the conflict in Ambazonia, a separatist movement in Cameroon, has added layers of complexity to the regional security dynamics. This conflict has led to violent confrontations and humanitarian crises, with significant implications for the stability of the region. The ongoing turmoil underscores the potential risks associated with unmonitored and illicit maritime activities, particularly in areas prone to such political and social unrest.

Moreover, the recent collaboration between Cameroonian and Nigerian authorities to jointly combat common threats reflects the growing recognition of shared security challenges. This cooperation highlights the interconnected nature of regional security issues and the importance of collaborative efforts to address them.

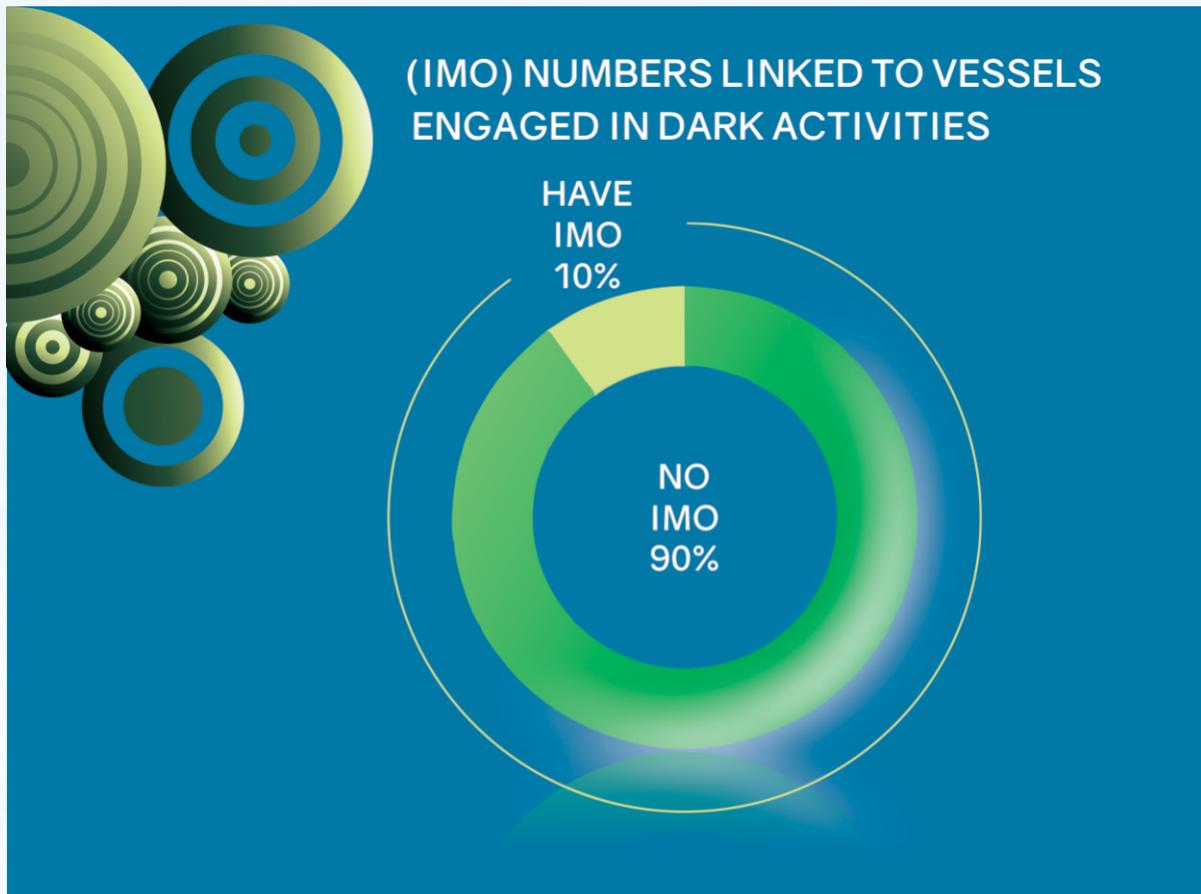
Given these complex scenarios, the prominence of Cameroon and Nigeria as key players in the West African region is particularly noteworthy. Both nations are pivotal in shaping regional trade dynamics and maintaining security. Consequently, a thorough understanding of the maritime activities within this framework is crucial for evaluating the potential risks and consequences associated with smuggling operations.

The recent data has highlighted a concerning pattern of Dark Activities among cargo and passenger vessels in Cameroon, particularly noticeable in the month of December 2023. The provided charts showcase a significant increase in such activities, which demands attention due to the potential implications on security and the smuggling of illicit goods.



Dark Activities by month conducted by cargo and passenger vessels in Cameroon in 2023.

The following graph provides a monthly breakdown of dark activities in Cameroon throughout 2023, clearly indicating a marked increase towards the end of the year. December stands out with the highest number of such incidents, showing a spike in dark activities. This upward trend raises questions about the operational patterns of these vessels and could be indicative of cross-border smuggling operations, potentially involving weapons and contraband goods.



Upon analysing the International Maritime Organization (IMO) numbers linked to vessels engaged in dark activities, it becomes evident that there is a significant discrepancy. In December, within the 30 recorded instances of Dark Activities in Cameroon, an overwhelming 90% of the vessels involved did not possess IMO numbers. The lack of IMO numbers greatly hinders the ability to track and hold these vessels accountable, thereby increasing the likelihood of their participation in illegal activities, such as smuggling or unauthorised commerce.

## PIRACY/ARMED ROBBERY IN THE GoG

The Centre is collaborating with the International Maritime Bureau (IMB) since July 2020.

Since the beginning of the year, the C4i Operational Centre established communication with MDAT-GOG representative and established an additional communication with the IMB representatives to properly and officially track piracy and armed robbery events within the GoG. This, alongside with the Centre's operational capabilities will allow accuracy in tracking statistics of piracy/armed robbery events occurring in the Gulf. Afterwards, these statistical data will support the C4i Operational Centre's extensive piracy analysis reports.

### PIRACY/SEA ROBBERY EVENTS AT THE GoG 2019-2023:

The high number of activities within the Nigerian waters in comparison to other countries in the GoG are being translated as well to a high number of piracy/armed robbery attacks against vessels within the Nigerian waters. The high numbers of events in the Nigerian waters hamper the development of the maritime economy as shipowners tend to divert their ships to neighbouring countries such as Benin and Togo to avoid their ships being attacked.

	Location	2019	2020	2021	2022	2023
AFRICA	Algeria	1				
	Angola		6	4	5	3
	Benin	3	11	2		
	Cameroon	6		1		3
	Dem. Republic of Congo	1		1		
	Dem. Rep. of Sao Tome & Principe	1	2	5		
	Egypt		3		1	1
	Equatorial Guinea	2		2	2	
	Gabon	1	2	4		1
	Ghana	3	9	5	7	6
	Guinea	2	5	3		2
	Gulf of Aden*			1		
	Ivory Coast	1	3		2	
	Kenya	1				
	Liberia	2	2	1	1	
	Morocco	2				2
	Mozambique	3	4	1		2
	Nigeria	35	35	6		2
	Sierra Leone	1			1	1
	Somalia*					

South Africa				1	
The Congo	3	3	1		1
Togo	3	3			

Location of Actual and Attempted Incidents, January-December 2019-2023

Between 2019 and 2023, Nigeria has recorded a reduction in the number of piracy events than all other countries in the Gulf of Guinea, this is mainly because Nigeria has implemented preventive measures in its maritime domain than all other countries in the Gulf of Guinea.

The chart below shows the type of attacks which dominate the GoG. Boarding of vessels dominates other types of attacks. The highest number of boarding was recorded in 2020, while the least was in 2023.

TYPE OF ATTACK	2019	2020	2021	2022	2023
Attempted	17	20	11	5	9
Boarded	139	161	115	107	105
Fired upon	11	11	5	1	2
Hijack	4	3	1	2	4
<b>Total</b>	<b>162</b>	<b>195</b>	<b>132</b>	<b>115</b>	<b>120</b>

Comparison of the Type of Incidents, January-December 2019-2023  
Source: ICC (2023)

The type of violence recorded among the vessels during attacks is also documented. The table below shows 2020 recorded the highest kidnapping and hostage attacks, followed by 2019. 2022 recorded the least violence, after which there was a slight increase in 2023. In all, hostage taking was the most prominent violence recorded over the years with 2023 having the highest record. Four persons were also killed in 2023.

TYPE OF VIOLENCE	2019	2020	2021	2022	2023
Hostage	59	34	8	41	73
Kidnapped	134	135	57	2	
Threatened	6	8	9	6	
Assaulted	3	5	3	6	1
Injured	7	9	4		4
Killed	1		1		
<b>Total at year end</b>	<b>210</b>	<b>191</b>	<b>82</b>	<b>55</b>	<b>102</b>

Types of Violence to Crew, January-December 2019-2023  
Source: ICC (2023)

TYPE	2019	2020	2021	2022	2023
Accommodation Barge		1			
Bulk Carrier	46	51	47	50	45
Container	14	27	30	11	18
Crew Boat		1		3	
Drilling ship / Rig			1	1	
Fire Fighting Vessel		13			1
General Cargo	7	1	4	3	7
Heavy Load Carrier	1			1	
Landing Craft	1		1		
Maintenance Pontoon	1				
Offshore Processing Ship					1
Passenger Craft	1	2	1		
Pipe Layer Ship / Barge					
Pleasure Craft	1	4			
Refrigerated Cargo ship		1	1	1	
Research Ship	1				
RO-RO		8		1	
Supply Ship		3	6	1	1
Support Ship	1	1	2		
Tanker Asphalt ' Bitumen		1			
Tanker Bunkering					
Tanker Chem / Product	45	53	22	19	26
Tanker Crude Oil	19	10	5	9	6
Tanker FPSO / FSO		1			
Tanker LNG	2	1	2		1
Tanker LPG	6	3	2	2	1
Trawler / Fishing	4	6	3		4
Offshore Tug / Tug & Barge	7	7	3	8	9
Vehicle Carrier	2		2	4	
Yacht / Sailing Vessel	1			1	
<b>Total at year End</b>	<b>162</b>	<b>195</b>	<b>132</b>	<b>115</b>	<b>120</b>

Incidents as Per Types of Vessels, January to December 2019-2023 Source: ICC (2023)

The table above shows the types of vessels targeted during attacks in the GoG. Bulk carriers were the most targeted, followed by chemical tankers and container vessels.

## PIRACY/ARMED ROBBERY IN NIGERIA:

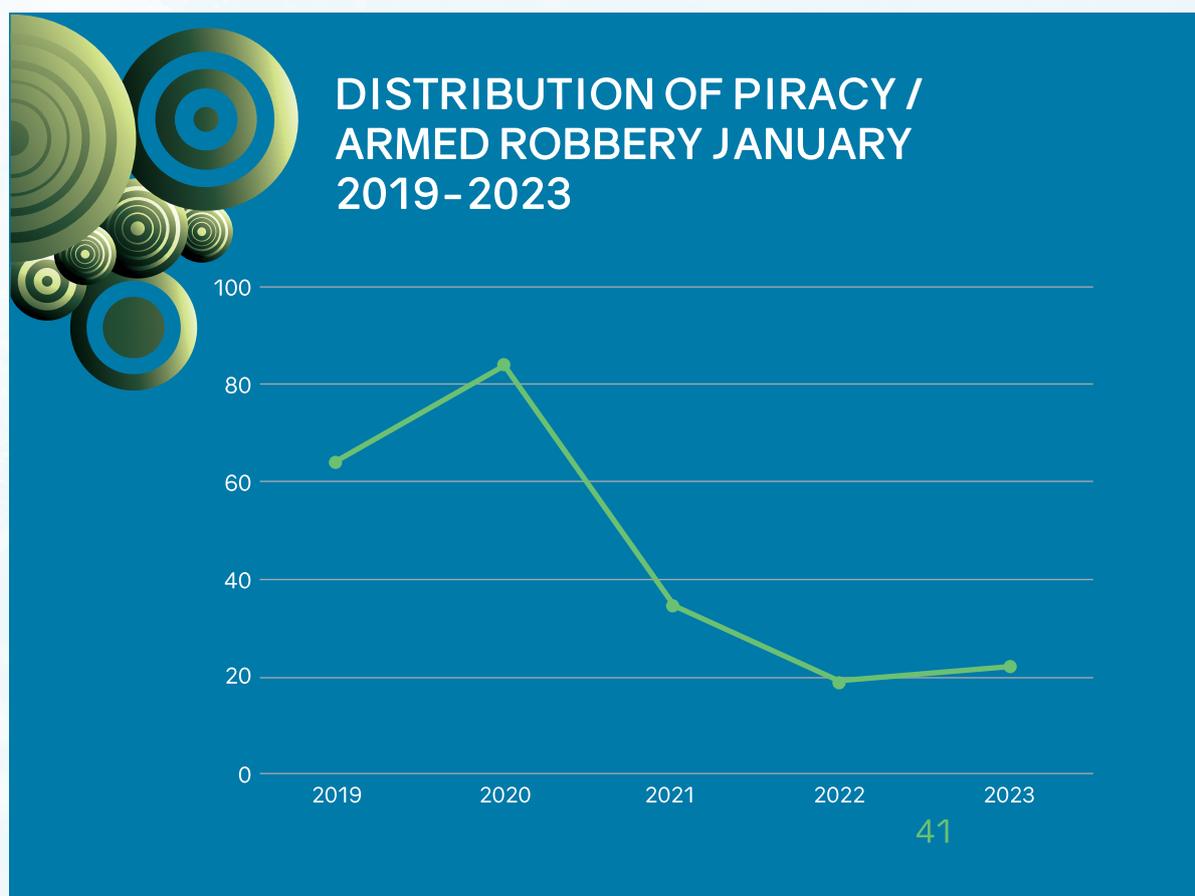
The International Maritime Bureau revealed a rise in reported incidents of pirate attacks in the Gulf of Guinea. This is contained in its report for the period of January - September 2023, released in October. The IMB reported that ninety-nine incidents of piracy and armed robbery against ships were reported in the first nine months of 2023 which showed an increase from 90 incidents for the same period in

2022. IMB also said that, " 85 vessels were boarded, nine had attempted attacks, three were hijacked and two were fired upon." However, no incidence of piracy was recorded in Nigeria in 2023.

Breakdown of Piracy events/Attempts on vessels within Nigeria EEZ:

Tanker	Cargo	Service
		
0	0	0

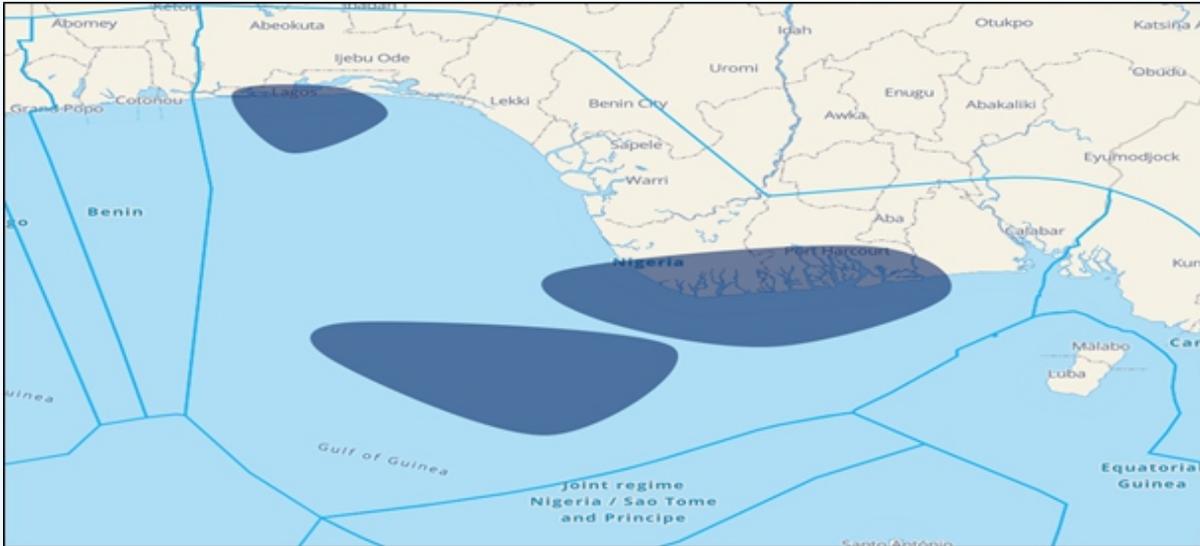
The graph below presents the number of piracy/armed robbery events within GoG between 2019 and 2023. With zero piracy in Nigeria.



Distribution of piracy /armed robbery January 2019- 2023

## Existing Piracy Prone Area

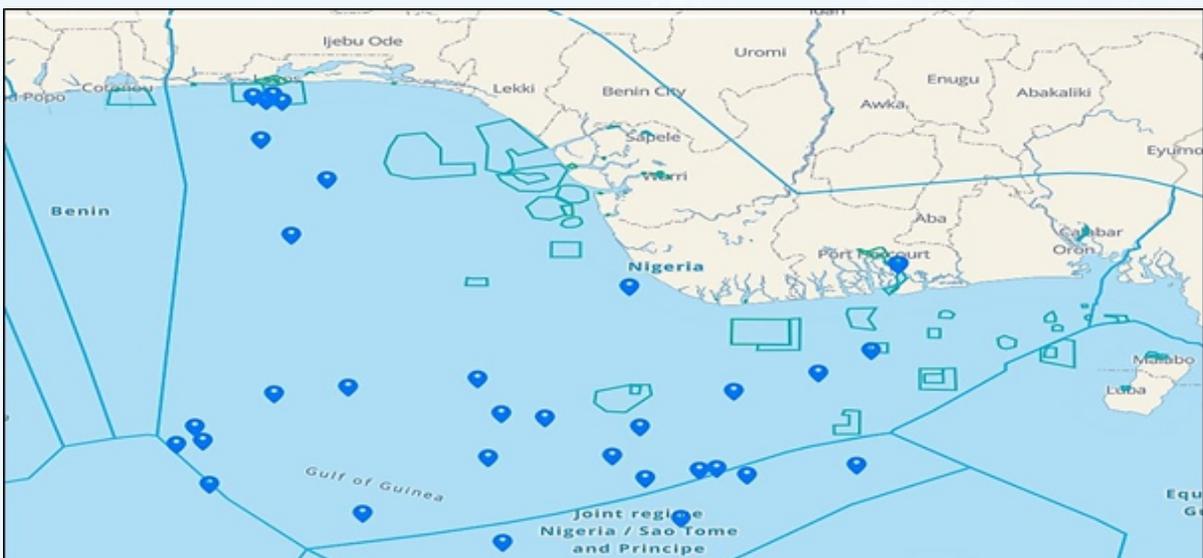
As at December 2023, the farthest PPA (Piracy Prone Area) was between 70NM – 100NM from shore as can be seen in the image below.



PPAs in the Nigerian EEZ, July 2023, Deep Blue Intelligence System

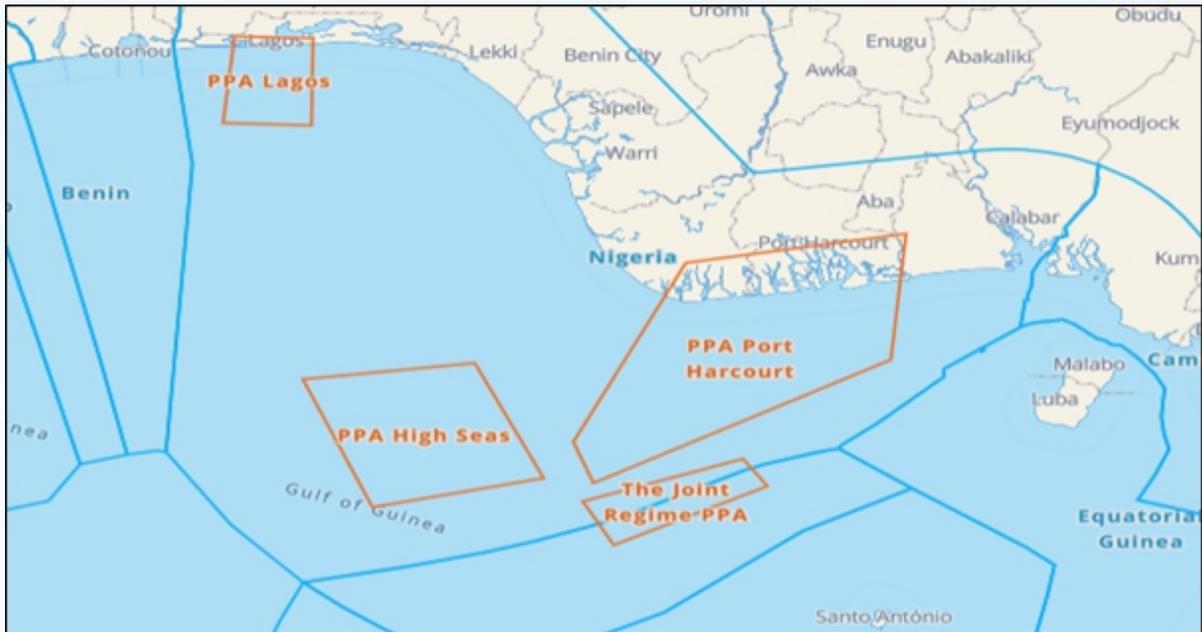
However, by the earlier detected piracy attacking pattern and the constant IMB warnings, we learn that pirates in the GoG adopted same methods (probably the usage of a mothership) to extend their attacks further than 100 nautical miles offshore.

The location of the piracy/sea robbery events in 2020 within the Nigerian EEZ can be observed in the image below. However, due to recent attacks, there is a need to update the PPA polygons.



Map of piracy/armed robbery events within Nigerian waters, 2023

As clearly seen in the image above, pirates now seem to comfortably attack vessels far away from shore (100NM and above) as against previous years when attacks were majorly close to shorelines. The far distance from shore of the latest events contributes to the suspicion that the pirates adopted methods of using motherships from which they deploy smaller vessels to attack. Therefore, the Centre created new Piracy Prone Areas.



New Piracy Prone Areas within the Nigerian waters, 2020

**Recommended patrol polygons:**

Lagos port waiting area PPA	High seas PPA
<ul style="list-style-type: none"> <li>• 6°27'52"N, 3°38'3"E</li> <li>• 5°45'11"N, 3°37'44"E</li> <li>• 5°48'11"N, 3°2'42"E</li> <li>• 6°29'6"N, 3°7'35"E</li> </ul>	<ul style="list-style-type: none"> <li>• 3°46'12"N, 4°42'18"E</li> <li>• 2°48'25"N, 5°9'43"E</li> <li>• 2°33'50"N, 4°1'29"E</li> <li>• 3°37'42"N, 3°34'4"E</li> </ul>
Port Harcourt PPA	The Joint Regime PPA
<ul style="list-style-type: none"> <li>• 4°50'35"N, 7°33'28"E</li> <li>• 3°48'19"N, 7°28'18"E</li> <li>• 2°45'59"N, 5°31'2"E</li> <li>• 3°6'22"N, 5°21'53"E</li> <li>• 4°36'19"N, 6°5'46"E</li> </ul>	<ul style="list-style-type: none"> <li>• 2°57'25"N, 6°29'15"E</li> <li>• 2°43'43"N, 6°38'56"E</li> <li>• 2°14'4"N, 5°37'57"E</li> <li>• 2°36'3"N, 5°25'39"E</li> </ul>

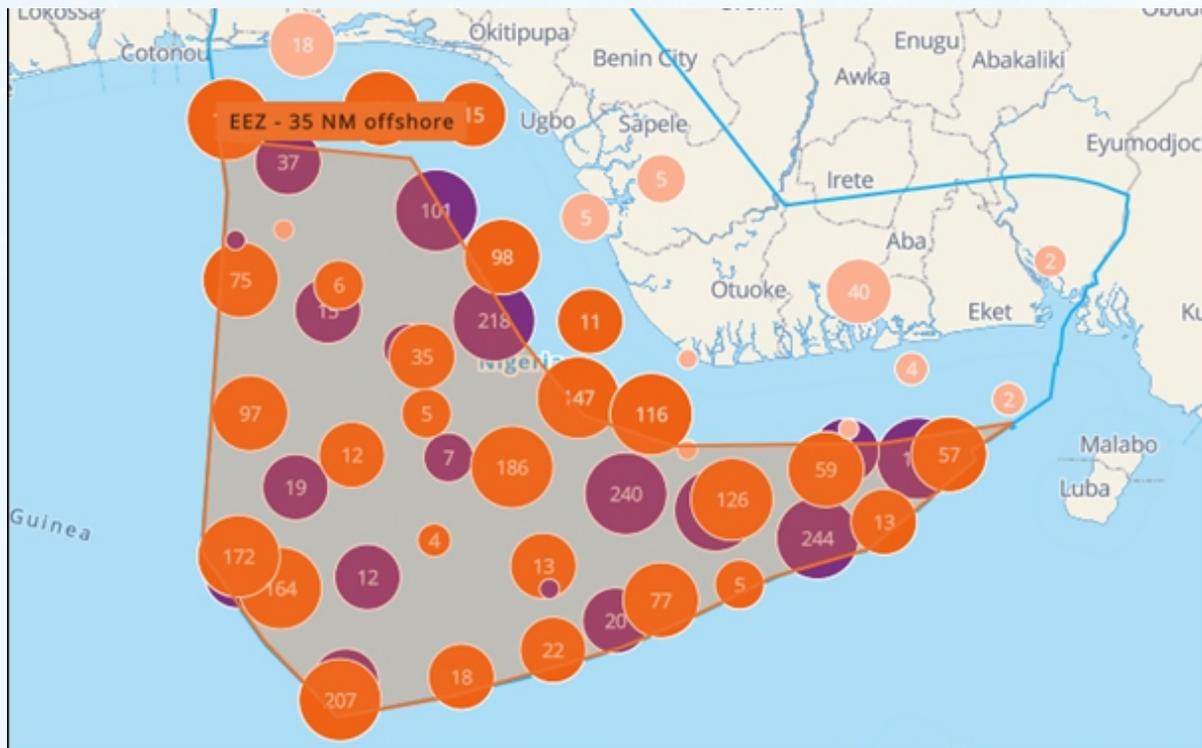
Given the known location of piracy risk areas in the Nigerian EEZ, it is possible to establish patrol polygons for law enforcement units to operate in the location.

### RISKY BEHAVIORS IN THE EEZ

Risky behaviours consist of all anomalies that might imply unusual activity. These include course deviations, dark activities, identity changes, drifting far from shore and many more. By tracking these behaviours in the Nigerian EEZ, the Deep Blue Intelligence System allows users to investigate past activities and be alerted on events happening in real-time.

Risky behaviours that occurred in the Nigerian EEZ in 2023:

	Course Deviations	3,533
	Vessels Drifting (70-200 NM offshore)	1,390
	'Dark' activities	5,256
	Flag/MMSI changes done in Nigerian waters	82



COURSE DEVIATION	
DRIFTING	
MMSI CHANGE	

Risky behaviours  
Nigeria`s EEZ, 2023

## SUMMARY

The year marked the operational kick off of Deep Blue. While the Centre is functioning as the heart and brain of it, and designed to gather intel, analyse data, and provide with actionable insights and intelligence to make the decision-making process much more rapid and accurate on one hand, and the offshore assets serving as the long reach arm that acts on behalf of the decision makers, the Nigerian waters have been sensing a change.

A historic decrease in Piracy in the Nigerian waters has been acknowledged by the International Maritime Organization (IMO). When taking into consideration the slow but sure work on the elimination of the piracy phenomenon from the Nigerian waters, and the toll it takes from shipping companies, we can expect a gradual increase in the commercial activities in the Nigerian waters in near future that will be reflected in more vessels calling the Nigerian ports.

However, as the positive impacts on the Nigerian shipping industry will start stabilising, the results can be seen when considering the reduction of vessels performing deceptively.

The analysis of maritime activities in the West African region, amid the backdrop of political coups and the Ambazonia conflict in Cameroon, has revealed a substantial rise in unmonitored dark activities by cargo and passenger vessels, particularly in December 2023. This uptick, evidenced by data indicating that 90% of these vessels lack IMO numbers, suggests a potential surge in illicit smuggling of weapons and goods across Cameroon and Nigeria. The convergence of geopolitical instability and the observed maritime patterns underscores the criticality of this region as a nexus for regional trade and security challenges, thereby necessitating scrutiny of these untraceable maritime operations.

Again, bad actors are constantly finding new ways to play the deceptive shipping practices game. Therefore, Deep Blue will continue to evolve, and provide the Agency with the most accurate information to take action.







Chapter ONE  
**MARITIME**  
**SECURITY**

## INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE

The International Ship and Port Facility Security (ISPS) Code is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to “detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade.

### The main objectives of the ISPS Code are:

1. To detect security threats and implement security measures.
2. To establish roles and responsibilities concerning maritime security for governments, local administrations, ship and port industries at the national and international level.
3. To collate and promulgate security-related information.
4. To provide a methodology for security assessments so as to have in place plans and procedures to react to changing security levels.

The Agency is the Designated Authority (DA) to implement ISPS Code in Nigeria. In pursuit of the above objectives this year, the Agency embarked on the following activities:

S/N	ACTIVITIES	ACHIEVEMENT
1.	RSO Registration	40 RSOs registered
	GFC Registration	16 GFC registered
3.	RSO Allocation to Port Facilities	79 Port Facilities were assigned RSOs for the Port Facility Assessment Plan for the Assessment of Port Facilities
4.	Preparation and Approval of PFSA/PFSP	79 were Approved
5.	Verification Inspection Exercise (Onshore Facilities)	Conducted One VIEs • 1st quarter VIE: 30 <sup>th</sup> May to 3 <sup>rd</sup> June 2023
6.	Verification Inspection Exercise (Offshore Facilities)	Conducted Two (2) VIEs in 2023
7.	Drills Conducted	82 Drills were conducted

8.	Exercises Conducted	45 Exercises were Conducted
9.	SRPAI	72 were successfully analysed
10.	DOS	128 were successfully analysed
11.	Security Incidents Investigation	<ul style="list-style-type: none"> <li>• 116 security incidents reports were received</li> <li>• All reports were investigated</li> <li>• 10 of the reported incidents required the Unit to take appropriate actions to prevent a recurrence</li> </ul>
12.	PFSO Forum	5 invitations received, 5 meetings attended
13.	Port Security Meeting	6 invitations received, 6 meetings attended
14.	International Collaboration	<ul style="list-style-type: none"> <li>• Reciprocal-visit arrangements with ISPS counterparts in other countries to evaluate ISPS Code implementation and make recommendations</li> <li>• 2 visits from the UK International Maritime Security Operations Team (IMSOT)</li> <li>• 2 visits from the USCG</li> <li>• visit by the ISPS Unit to USCG</li> </ul>
15.	Security Level Change	N/A
16.	16.SoC Issued	60 Issued: <ul style="list-style-type: none"> <li>• 17 Offshore Facilities</li> <li>• 43 Onshore Facilities</li> </ul>

## MARITIME SECURITY PATROLS AND ENFORCEMENT OPERATIONS

Maritime security is key to our maritime trade and development. Towards this goal, we continued to be proactive in maritime security patrols and enforcements. This year, seven vessels were detained for AIS breach, incomplete certification, forged documentation, and out of which six vessels were released after being cleared.

## THE INTEGRATED NATIONAL SURVEILLANCE AND WATERWAYS PROTECTION INFRASTRUCTURE (DEEP BLUE)

The Integrated National Surveillance and Waterways Protection Infrastructure, also known as the Deep Blue was established sequel to the contract awarded to Messrs Home Land Security International (HLSi) Limited by the Federal Ministry of Transportation (FMOT) on behalf of the Federal Republic of Nigeria and domiciled with the Nigerian Maritime Administration and Safety Agency (NIMASA) in May 2017.

The project commenced its operational phase on 14th November 2022 after its inauguration on 10th June 2021.

## AIMS AND OBJECTIVES OF THE DEEP BLUE PROJECT

The objective of the project is to establish a sustainable architecture for increased monitoring, surveillance and compliance (enforcement) within Nigeria's Exclusive Economic Zone (EEZ) with a view to effectively tackling the challenges of piracy and other maritime crime in the Gulf of Guinea.

## THE SIGNIFICANT ACHIEVEMENTS OF THE DEEP BLUE PROJECT

The Deep Blue Project has made remarkable achievements since its inception which include:

- Nigeria has been removed from the list of countries designated as maritime risk countries by International Bargaining Forum (IBF). This is a confirmation of the improved global rating of security in Nigerian maritime domain as a result of a sustained collaborative effort between the Agency (NIMASA) and the Armed Forces under the Deep Blue Project (DBP).
- The delisting of Nigeria from the International Maritime Bureau Piracy List in 2022 as a war risk nation has thus reduced the premium paid by importers from \$5000 to \$900.

- The agency (NIMASA) facilitated the legal framework called SPOMO Act signed into law in 2019. The full implementation of the Deep Blue Project (DBP) by the NIMASA has expanded operational capacity and assets that enhances the effective security of the national waterways.
- The International Maritime Bureau (IMB) and International Maritime Organisation (IMO) have commended the Agency through the Deep Blue Project operations that have reduced piracy incidents and have enhanced patrols within Nigerian Exclusive Economic Zone (EEZ) and the Gulf of Guinea (GoG) by extension.
- Four incidents were recorded in 2021 in comparison to 17 in 2020 and 41 in 2018 representing a 77% decrease in incidences between 2020 and 2021, 95% reduction from 2018. This figures came as a backdrop after the launching of the Deep Blue Project in June 2021.
- Zero incidents within Nigerian waterways.
- Increase of Nigerian Exclusive Economic Zone (EEZ) from 200 nautical miles to 220 nautical miles by the United Nations Convention on Laws of the Sea (UNCLOS).
- Completion of some infrastructural projects (workshops, stores, offices, housing accommodation as well as World Class Training facilities) at military bases to support the operations of the Deep Blue Project task force. This has significantly impacted on their operational capacity and effectiveness.









# Chapter TWO

# MARITIME

# SAFETY

The Agency remains poised at improving the safety standard of Nigerian Flagged vessels and to additionally ensure that no substandard foreign-flag vessel enters and trades in Nigeria. The Agency also ensures that only sea-worthy foreign flagged vessels meeting internationally acceptable standards called at our Ports through vigorous Flag and Port State duties implementation strategies, whilst maintaining strong commitment to our obligation under the Abuja Memorandum of Understanding on Port State Control by using our best endeavours to meet the minimum 15% benchmark on Port State Inspections.

In the light of sustaining the drive towards implementation of its mandates, the Agency introduced several initiatives geared towards enhancing the attainment of its strategic focus which include;

- Ensuring regulated vessels are operated safely and meet international and national standards.
- Contributing to and implementing international conventions.
- Ensuring Safe Navigation of Vessels in Nigerian Waters.
- Saving lives at Sea daily through Search and Rescue (SAR).
- Pre-emptively intervening to assure vessel safety.
- Delivering an effective maritime incident response capability.
- Participating in the Investigation of marine incidents to prevent recurrence of similar accidents in Nigerian Waters.

All scheduled examinations leading to the issuance of officer's Certificate of Competency for Masters, Chief Mate, Officer of Navigational Watch, Chief Engineers, Second Engineers and Officer of Engineering Watch were conducted in the year 2023 as scheduled in MAN, Oron, Joe Marine Institute of Nautical Studies and Charkins Maritime Academy, respectively.

The Agency improved the Nigeria's Seaman Discharge book to include laminated data page, digital security features printing and machine readable features in Lagos and Port-Harcourt Zonal offices. The Agency also facilitated the procurement of 7 (seven) brand new armoured vessels for security and enforcement patrols.

SUMMARY OF 2023 KPIs					
Activities		Scoring	Percentage (%)	Target/Min. Requirements	Remarks
Port State Control Inspections		474	13%	566 foreign Ships representing 15% is the IMO set target for annual PSC Inspections	Port State Control Inspection was conducted on 474 out of 3,778 foreign vessels that called at various Nigerian Ports representing 13% of total ships that called in 2023. The 2023 figure is 23% lower that

					the PSC Inspections conducted in 2022 (612)
Flag State Inspections	Renewal Inspections	1,429	100%	100%	NIL
	Condition Survey	164	100%	100%	
	Random Flag State Survey	472	100%	100%	
Total Flag State Inspections		2,065			
C.o.C	No. of exams per year	6 CoC Exams conducted in 2023	100%	6 (CoC) Exams were conducted in 2023 as scheduled	Four (4) Certificate of Competency (CoC) examinations were conducted in Maritime Academy of Nigeria and one(1) each in Joemarine Nautical Institute and Charkins Offshore Safety Ltd, respectively
		4 CoP Exams conducted	100%	4 CoP Exams were conducted in 2023 as scheduled	Four (4) Certificate of Proficiency (CoP) examinations were conducted at the various Zones in 2023 in line with the yearly scheduled work plan
	No. of Certificates of Competency Issued	2,025	100%	100%	100% of all successful candidates that came for their certificates were issued.
	No. of Certificates Revalidated	235	100%	100%	Within one month of submission
	No. of Certificates Verified	2,326	100%	100%	Within 24 hours of request

The Agency implements the Underlisted IMO Conventions with regards to Safety:

- (a) International Convention for the Safety of Life at Sea 1974 (SOLAS 74).
- (b) International Convention on Loadlines 1966 (Load lines 66).
- (c) International Convention on Pollution from Ships 73 and the Protocol of 78 MARPOL 73/78.
- (d) International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1978 as amended 1995.
- (e) International Convention on Tonnage Measurement.
- (f) The Convention on the International Regulations for Prevention of Collisions at Sea 1972 (COLREG 72)

## DETAILS OF ACTIVITIES

### MSSSD KPI JAN – DEC 2023

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
FLAG STATE SURVEY	LAGOS H/Q	47	48	30	18	23	0	38	29	18	65	56	37	409
	LAGOS WZ	0	0	1	0	0	2	0	0	0	0	1	0	4
	ONNE	3	0	3	2	1	3	0	4	4	1	0	5	26
	PH	1	0	0	0	0	0	0	0	2	0	0	0	3
	CALABAR	3	3	3	2	0	3	1	2	1	2	2	3	25
	WARRI	1	0	1	0	1	1	0	1	0	0	0	0	5
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	55	51	38	22	25	9	39	36	25	68	59	45	472

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
FLAG STATE RENEWALS	LAGOS H/Q	40	34	25	13	18	35	21	16	10	40	22	23	297
	LAGOS WZ	17	90	10	0	77	0	33	29	5	0	21	24	306
	ONNE	0	13	5	2	0	3	3	2	7	2	0	2	39
	PH	15	7	7	7	19	12	14	15	33	18	12	9	168
	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	66	56	54	31	61	38	68	77	28	59	54	27	619
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	138	200	101	53	175	88	139	139	83	119	109	85	1,429

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
PORT STATE INSPECTION /CIC	LAGOS H/Q	13	16	17	6	19	16	11	0	0	11	0	0	109
	LAGOS WZ	21	18	34	9	14	6	19	22	17	8	11	10	189
	ONNE	4	3	6	5	10	8	12	3	7	9	11	6	84
	PH	3	0	5	2	6	4	3	5	2	1	0	1	32
	CALABAR	1	2	6	3	2	4	5	3	6	2	3	4	41
	WARRI	0	0	2	0	0	2	5	2	2	2	2	1	18
	LEKKI SEA PORT	1	0	0	0	0	0	0	0	0	0	0	0	1
	GRAND TOTAL	43	39	70	25	51	40	55	35	34	33	27	22	474

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
C.O.C	ISSUED	184	128	145	124	249	197	206	130	198	172	160	132	2,025
	REVALIDATED	21	11	17	9	14	20	9	21	19	38	28	28	235
	VERIFICATION	252	237	321	285	263	298	246	209	74	36	49	56	2,326
	GRAND TOTAL	457	376	483	418	526	515	461	360	291	246	237	216	4,586

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
DISCHARGE BOOK ISSUED	LAGOS WZ	1	4	10	2	23	5	5	7	6	3	41	159	266
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	20	0	0	0	0	3	12	23	19	0	0	0	77
	CALABAR	8	4	0	0	0	4	5	0	4	3	5	0	33
	WARRI	0	0	0	0	18	0	0	0	0	0	0	0	18
	GRAND TOTAL	29	8	10	2	41	12	22	30	29	6	46	159	394

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
SEARCH & RESCUE	INCIDENCE	0	2	1	2	0	3	0	2	1	1	0	1	13
	PIRACY	0	0	1	1	0	0	0	0	0	0	0	0	2
	GRAND TOTAL	0	2	2	3	0	3	0	2	1	1	0	1	15

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	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 SEAPORT	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	382	232	285	160	400	320	299	598	236	226	347	244	3,729
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	272	0	102	402	364	576	311	398	344	159	460	293	3,681
	CALABAR	28	61	47	117	95	69	148	28	53	60	42	83	831
	WARRI	0	0	0	0	0	0	0	0	0	0	0	0	0
	GRAND TOTAL	682	293	434	679	859	965	758	1,024	633	445	849	620	8,241

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ARTICLE OF AGREEMENT	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	7	0	3	8	10	7	21	1	7	1	8	1	74
	ONNE	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	0	0	0	0	0	0	1	2	1	0	0	0	4
	CALABAR	0	0	0	0	1	0	0	0	0	0	0	0	1
	WARRI	3	0	0	0	0	0	0	0	0	0	0	0	3
	GRAND TOTAL	10	0	3	8	11	7	22	3	8	1	8	1	82

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	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	2	0	0	1	0	0	0	1	0	0	0	0	4
	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	2	0	0	1	0	0	0	1	0	0	0	0	4

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
LIFERAFT CERTIFICATE ENDORSEMENT	LAGOS H/Q	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAGOS WZ	27	18	41	8	17	28	32	32	23	45	17	34	322
	ONNE	0	6	20	0	20	0	0	17	13	6	15	6	103
	PH	79	81	113	86	79	119	88	119	136	79	196	86	1,261
	CALABAR	0	0	0	0	0	0	0	0	0	0	0	0	0
	WARRI	26	1	24	6	18	30	4	28	15	18	26	30	226
	LEKKI SEA PORT	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>GRAND TOTAL</b>	<b>132</b>	<b>106</b>	<b>198</b>	<b>100</b>	<b>134</b>	<b>177</b>	<b>124</b>	<b>196</b>	<b>187</b>	<b>148</b>	<b>254</b>	<b>156</b>	<b>1,912</b>

PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
CONDITION SURVEY	LAGOS H/Q	7	14	5	5	5	13	17	13	8	25	34	14	160
	WZ	0	0	0	0	0	0	0	0	0	0	0	0	0
	PH	0	2	0	0	0	0	1	1	0	0	0	0	4
	<b>GRAND TOTAL</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>25</b>	<b>34</b>	<b>14</b>	<b>164</b>

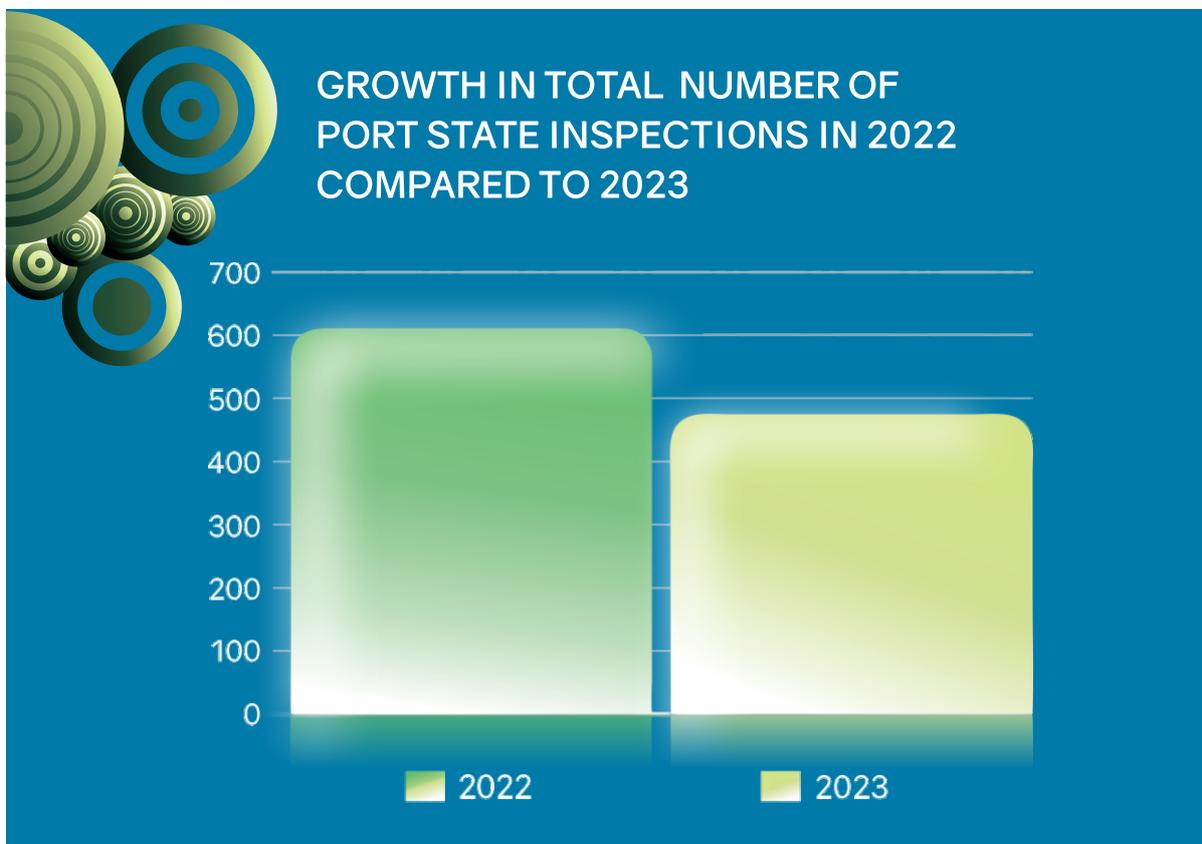
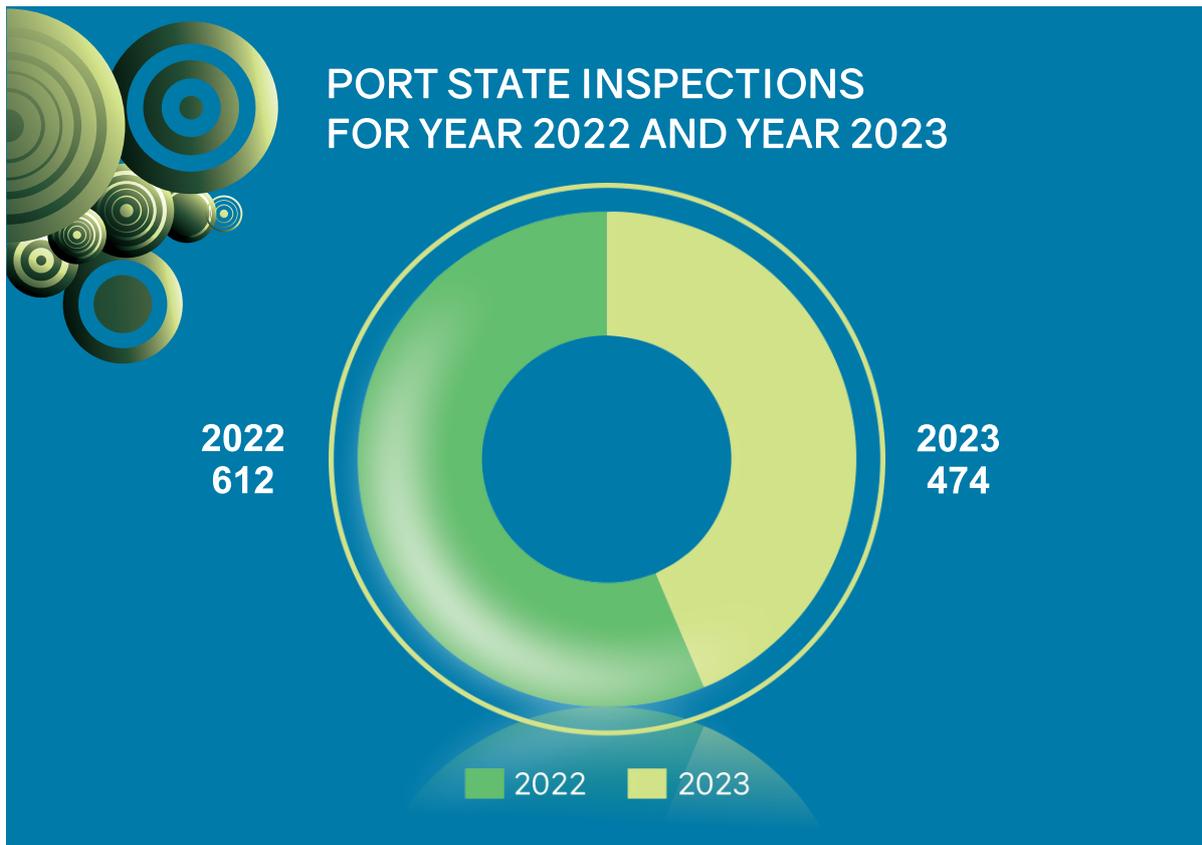
PARAMETERS		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ENDORSEMENT OF CoC	LAGOS H/Q	40	16	23	28	39	26	16	21	18	22	13	10	272

The details of activities during the period under review are as follow:

## PORT STATE CONTROL INSPECTIONS (PSC)

Port State Control (PSC) – The Agency’s control over foreign vessels trading within her territory. This is intended to prevent substandard vessels from Nigerian ports. This inspection is in accordance with the Memorandum of Understanding on Port State Control for the West and Central African Region (Abuja MoU) and may lead to detention of foreign vessels if found with significant non-conformities or critical breaches in safety rules.

Port State Control inspection was carried out on 474 Ships out of a total of 3,778 foreign Ships that called at various Nigerian Ports between January and December 2023. This represents approximately 13% of total vessels that visited our Ports, and falls short of 2022 performance by 2.5%. In effect, Port State Control inspection was carried out on 612 Ships out of a total of 3,957 foreign Ships that called at various Nigerian Ports between January and December 2022.

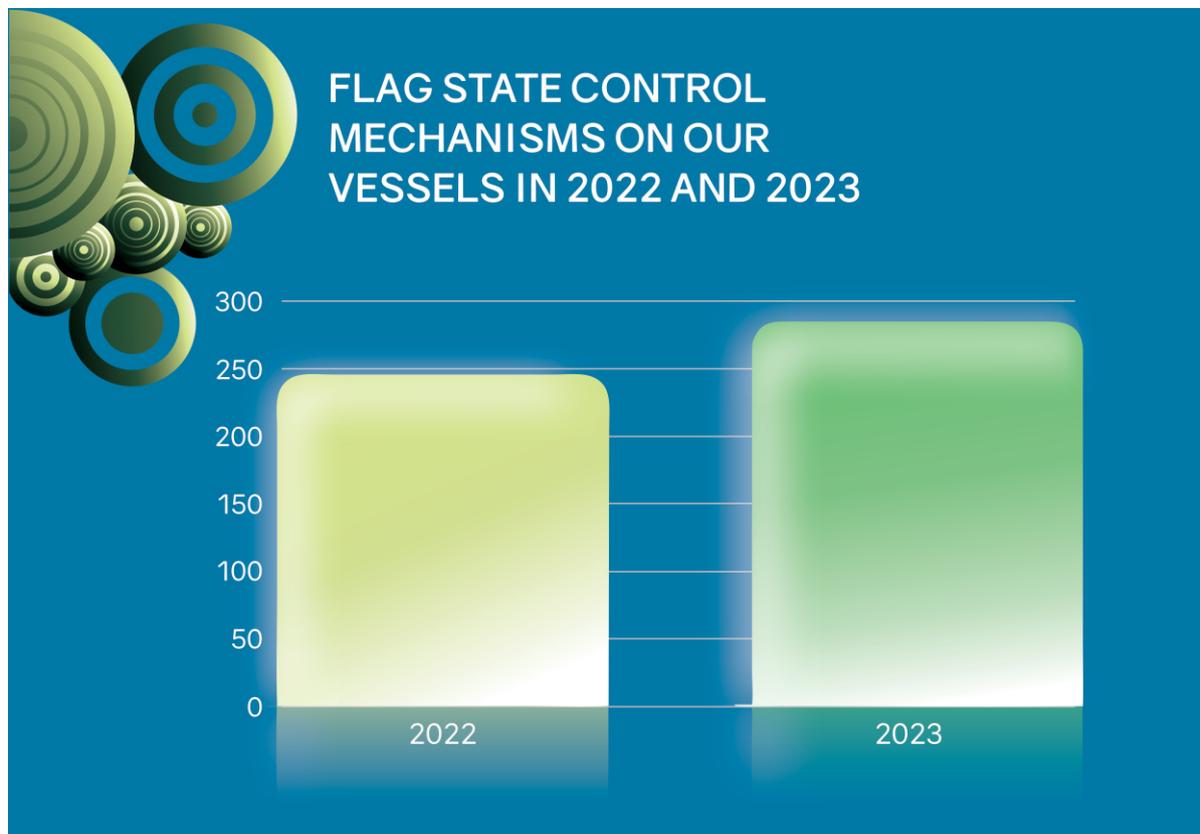


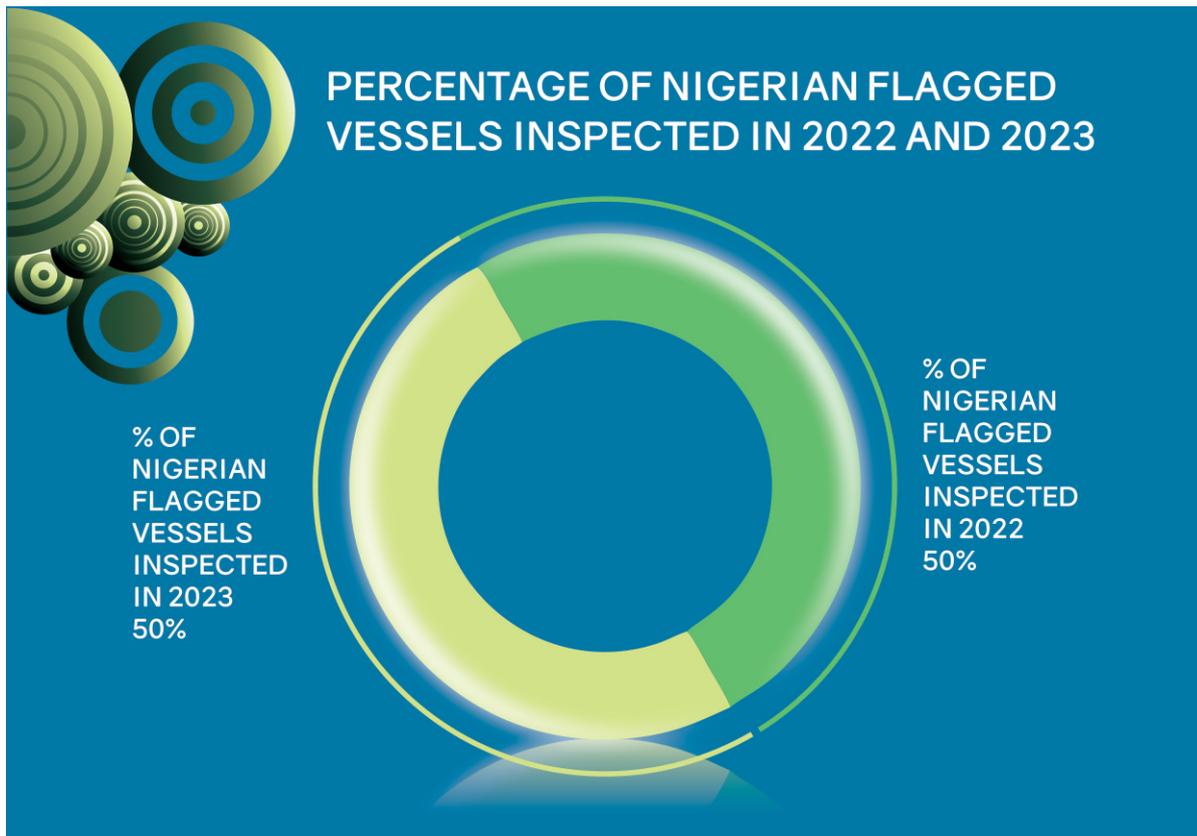
## FLAG STATE INSPECTIONS

Flag State Inspection (FSI) aims to ensure that all Nigerian registered ships comply with Provisions of the Merchant Shipping Act 2007, NIMASA Act 2007 and International Conventions which Nigeria has ratified and domesticated. The activities carried out by the Department to fulfil these obligations comprised annual Flag State Renewal Inspections, Random Inspections and Condition Surveys on vessels prior to Flag and/or Cabotage registration.

A total of 2065 Flag State Control inspections were conducted between January and December 2023. This comprises Renewal Inspections (1,429), Condition Survey for Flag Registrations (164) and Random Flag State Survey (472) totalling 2,065.

In the same vein, a total of 2,065 vessels have undergone Flag State Control programmes, between January and December 2022. This comprises Renewal Inspections (1,487), Condition Survey for Flag Registrations (104) and Random Flag State Survey (473) totalling 2014.





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/Germanischer Lloyd.
- v. Phoenix Register of Shipping.
- vi. International Register of Shipping.
- vii. International Naval Surveys Bureau.
- viii. Indian Register of Shipping.
- ix. Overseas Marine Certification Services.

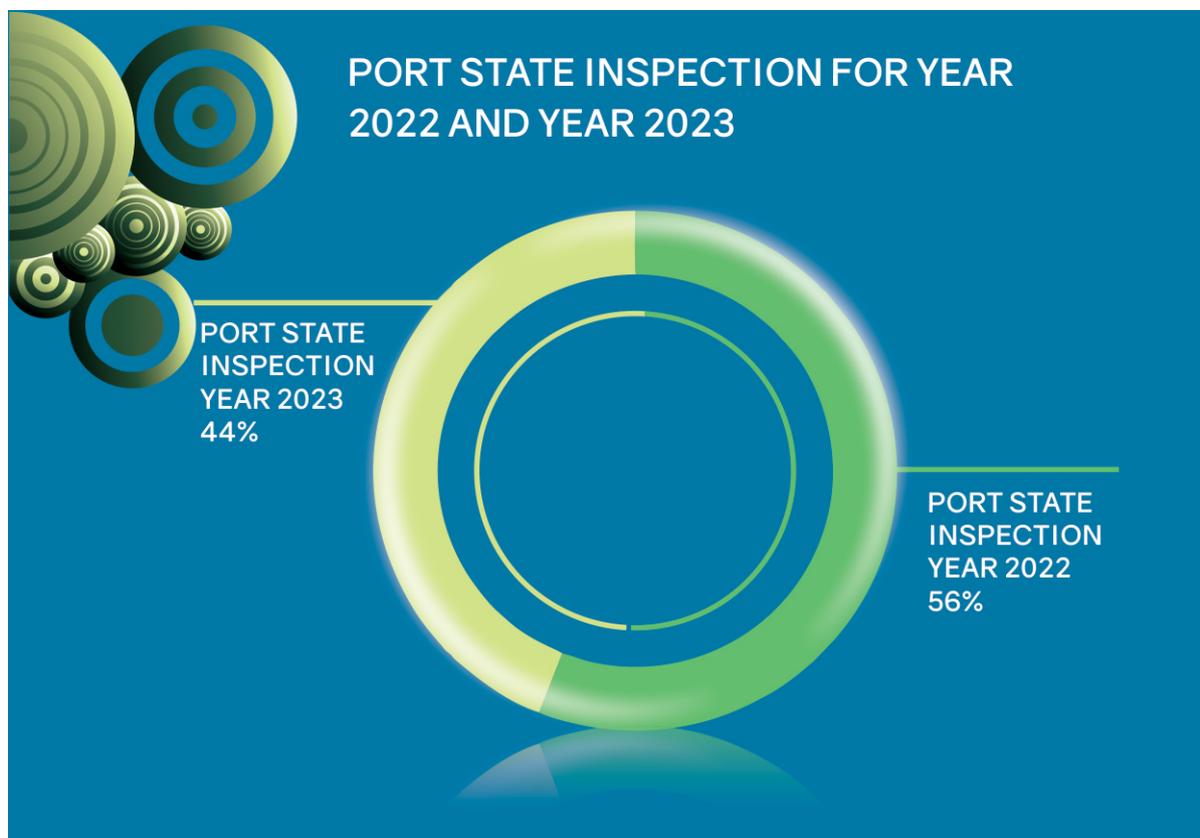
The details of activities during the period under review are as follow:

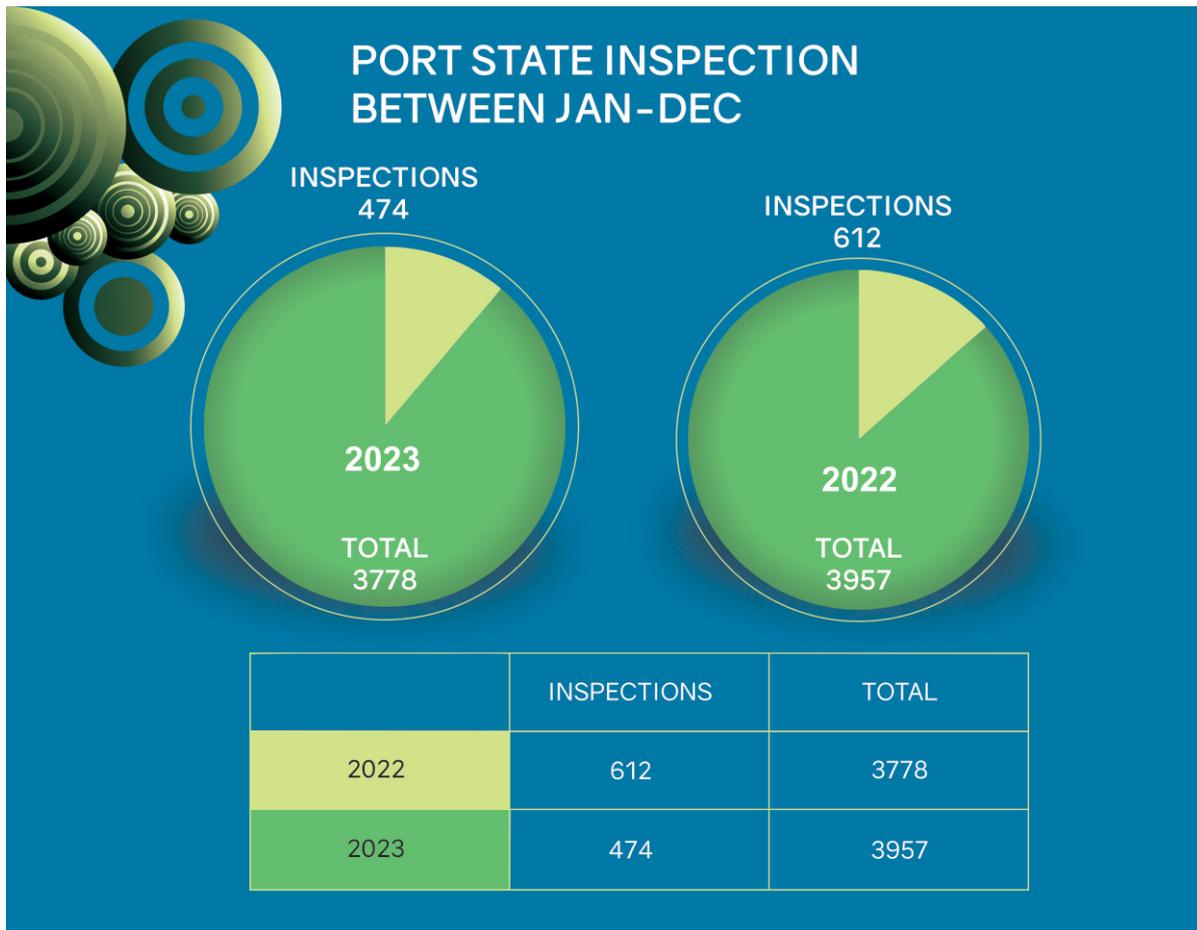
## PORT STATE CONTROL INSPECTIONS (PSC)

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Port State Control inspection was carried out on 474 Ships out of a total of 3,778 foreign Ships that called at various Nigerian Ports between January and December 2023. This represents approximately 13% of total vessels that visited our Ports, and falls short of 2022 performance by 2.5%. In effect, Port State Control inspection was carried out on 612 Ships out of a total of 3,957 foreign Ships that called at various Nigerian Ports between January and December 2022.





## MARINE ACCIDENT INVESTIGATION (MAI)

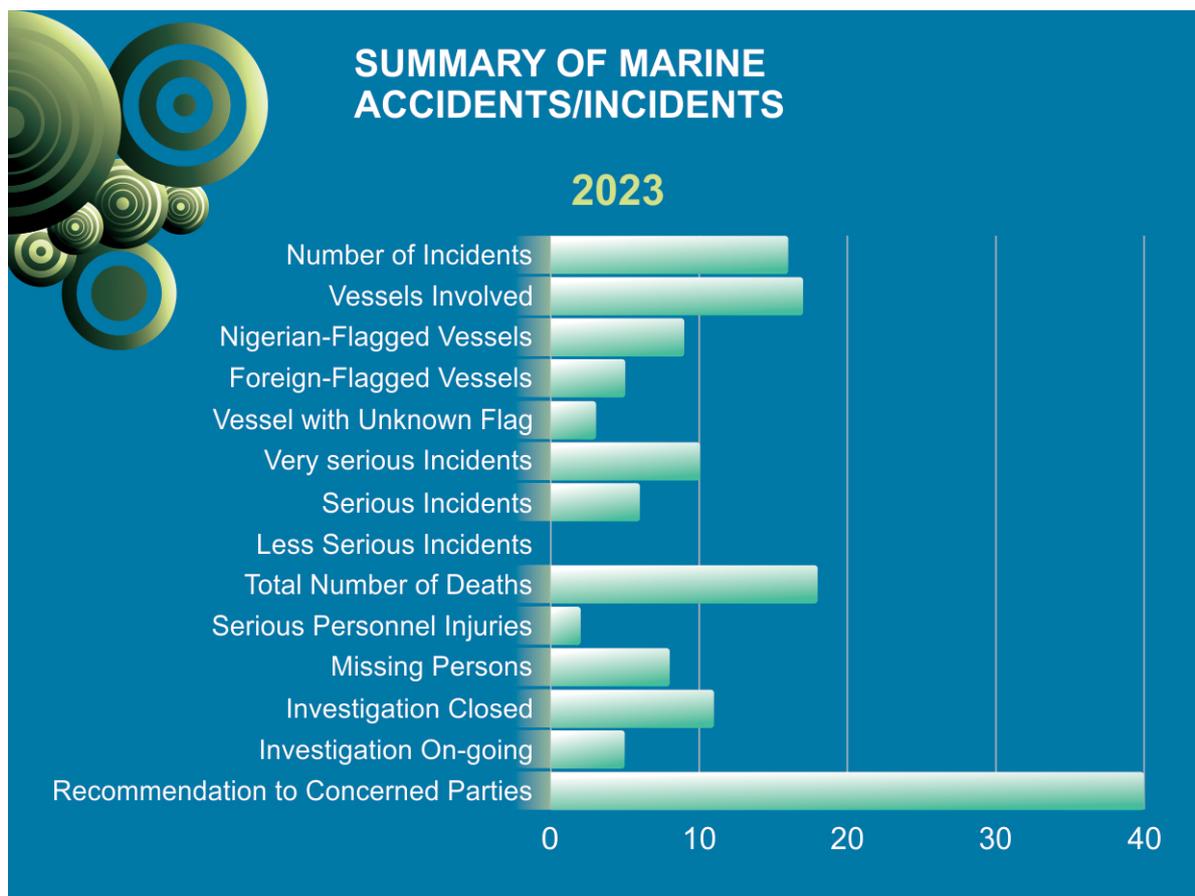
Consistent with our objective of ensuring safer maritime operations, we continued safety investigations into marine accidents and incidents in line with the International Maritime Organization’s casualty investigation code [Resolution MSC.255 (84)], as well as the recommendation of the IMO Member States Audit Scheme (IMSAS); to provide a basis for decisions on measures intended to prevent re-occurrences of similar incidents/accidents.

## SUMMARY OF MARINE ACCIDENTS/INCIDENTS

The summary of reported marine incidents and accidents in year 2023 is presented below:

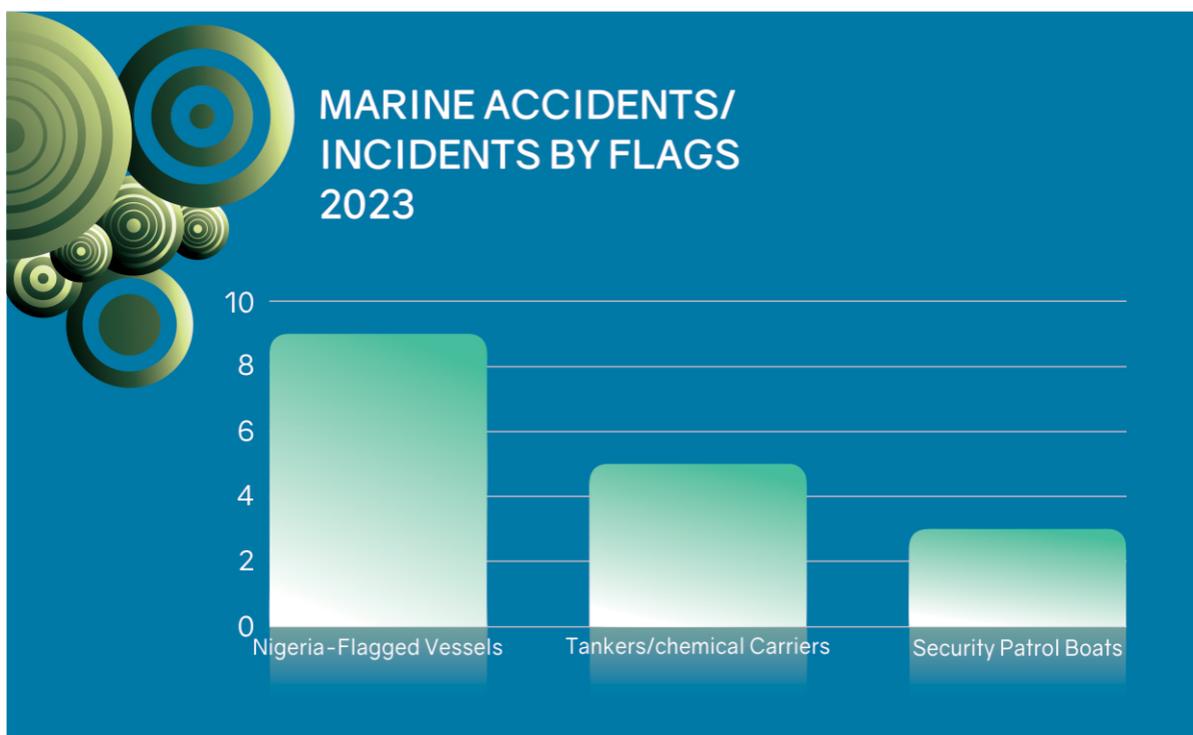
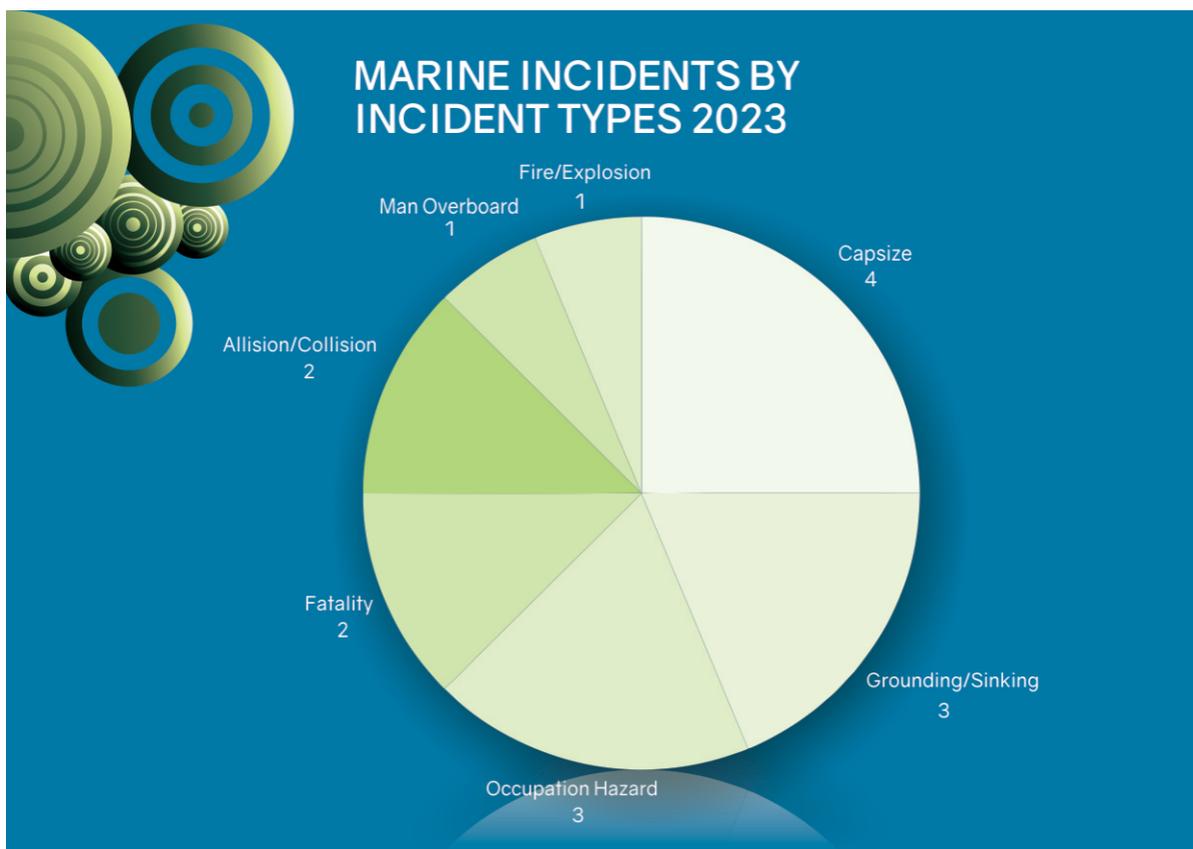
S/N	Items of Summary	Number of Items
1.	Number of Incidents	16
2.	Vessels Involved	17
3.	Nigerian-Flagged Vessels	09
4.	Foreign-Flagged vessels	05
5.	Vessel with Unknown Flag	03
6.	Very serious Incidents	10
7.	Serious Incidents	06
8.	Less Serious Incidents	00
9.	Total Number of Deaths	18
10.	Serious Personnel Injuries	02
11.	Missing Persons	08
12.	Investigation Closed	11
13.	Investigation on-going	05
14.	Recommendations to Concerned Parties	40

- \* **Very Serious Incidents:** Incidents leading to death(s), loss of vessel or severe pollution of 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 very serious and serious incidents.



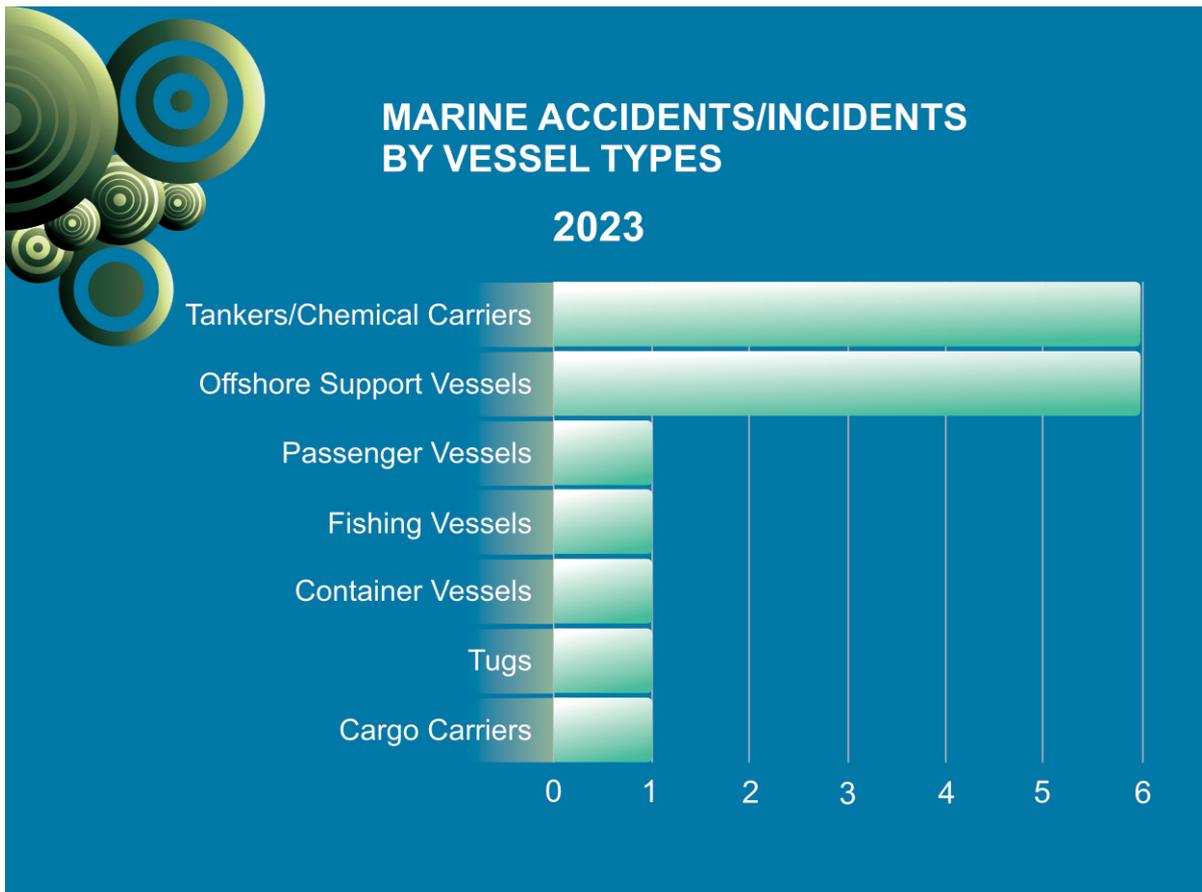
**MARINE ACCIDENTS/INCIDENTS BY INCIDENT TYPES**

S/N	Type of Marine Incident	Number of Occurrence
1.	Capsize	04
2.	Grounding/Sinking	03
3.	Occupational Hazard	03
4.	Fatality	02
5.	Allision/Collision	02
6.	Man Overboard	01
7.	Fire/Explosion	01



**MARINE ACCIDENTS/INCIDENTS BY VESSEL TYPES**

S/N	Type of Marine Incident	Number of Occurrence
1.	Tankers/chemical Carriers	06
2.	Offshore Support Vessels	06
3.	Passenger Vessels	01
4.	Fishing Vessels	01
5.	Container Vessel	01
6.	Tugs	01
7.	Cargo Carrier	01





## CONDUCT OF LECTURE SERIES IN AGENCY-APPROVED MARITIME TRAINING INSTITUTES (MTIs)

The Agency conducted a lecture series at the Nigeria Institute of Transport (NITT) in Zaria in June 2023. The aim was to enhance maritime safety education and disseminate lessons learned from investigated incidents. This was done to instill a culture of safety consciousness in the institute's teachers, instructors, and students, who are potential workforce/stakeholders of the maritime industry. Safety bulletins and flyers on incidents were distributed to ship owners/operators, ship crews, etc., as a means of disseminating lessons learned from investigated marine accidents/incidents with a view to forestall re-occurrences.

## COMMUNICATIONS WITH SUBSTANTIALLY INTERESTED STATES

The Agency, in line with chapter 5 of the Casualty Investigation Code, communicated incident/accident notifications to foreign flags (substantially interested States) whose vessels/nationalities were involved in marine accidents/incidents in the Nigerian waters. Some of the substantially interested States include Transport Malta, Cameroon, Panama and Marshall Islands.

## INTER-NATIONAL/AGENCY COLLABORATION ON MARINE ACCIDENT INVESTIGATIONS

Pursuant to Chapters 7, 9 and 10 of the IMO Casualty Investigation Code, the Agency collaborated with Transport Malta (a substantially interested State) on the safety investigation of the marine accident involving a Malta-flagged MSC CORUNA and a Nigerian-flagged MFT OLOKUN XII. The maritime Administration of Malta (Transport Malta) commended the Agency for the quality of the investigation report developed by the Agency on the accident.

## REPORTING ON THE GLOBAL INTEGRATED SHIPPING INFORMATION SYSTEM (GISIS)

The Agency notifies and submits final safety investigation reports of very serious and serious marine accidents/incidents to the IMO through the IMO Global Integrated Shipping Information System (GISIS) platform, as required by Chapter 14(1) of IMO Casualty Investigation Code.

As such, the Agency made 16 notifications/final safety investigation reports submissions to the IMO on the GISIS, which is far ahead of any other African Nations in the period under review.

## MARINE ENVIRONMENT MANAGEMENT

Marine Environment Management is statutorily responsible for the management of the marine environment through the implementation of relevant IMO Conventions, Protocols, Codes and other regulations with respect to prevention of marine and air pollution from Ships as well as other anthropogenic activities. This responsibility is expected to achieve a sustainable marine environment in accordance with international best practices.

## KEY ACHIEVEMENTS RECORDED DURING THE YEAR

### COASTAL STATE INSPECTIONS OF SHIPS

To ensure full and effective compliance with the requirements and provisions of the relevant Conventions/regulations, the Agency carried out monitoring 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 895 vessels were boarded for inspection against 698 recorded in 2022. The breakdown is as follows:

S/N	Zone	2022	2023
1.	Central Zone	61	136
2.	Eastern Zone	381	414
3.	Western Zone	256	345
	<b>TOTAL</b>	<b>698</b>	<b>895</b>



## PROCESSING AND ISSUANCE OF MARINE ENVIRONMENT MANAGEMENT (MEM) MANDATORY CERTIFICATES AND DOCUMENTS

In line with the IMO Circular (FAL.2/Circ.131 MEPC.1/Circ.873 MSC.1/Circ.1586 LEG.2/Circ.3) on mandatory documents and certificates carried and used on board vessels, the Agency received, processed and issued Marine Environment Management Mandatory Certificates and other documents to Stakeholders. A total of 527 Certificates and other documents were processed and issued in 2023 as against 524 in 2022 as shown on the table below:

S/N	CERTIFICATES & DOCUMENTS	2022 NO OF CERTIFICATES & DOCUMENTS	2023 NO OF CERTIFICATES & DOCUMENTS
1.	IOPP Authorisation	20	25
2.	ISPP Authorisation	34	42
3.	IAPP Authorisation	49	63

4.	IBWM Authorisation	28	18
5.	AFS Authorisation	2	6
6.	IMDG Authorisation	1	2
7.	IEEC Authorisation I	15	9
8.	CNLSB Certificate	5	4
9.	SEEMP II	15	24
10.	SEEMP III	0	1
11.	SoC DCS	0	1
12.	EEXI Exemption	0	10
13.	IOPP Exemption	5	0
14.	IAPP exemption	1	0
15.	ODME Exemption	2	17
16.	OFE/OWS Exemption	2	0
17.	BWM Exemption	19	17
18.	BWME Dispensation	5	1
19.	Single Voyage BWME	4	2
20.	GMP Approval	10	0
21.	BWMP Approval	19	7
22.	WMP Approval	0	1
23.	SOPEP	21	8
24.	SMPEP	7	4
25.	CLC (Pollution Damage)	47	52
26.	CLC (Bunker)	88	89
27.	CLC (Wreck Removal)	103	109
28.	CLC (Bunker non-Convention Vessels)	1	1
29.	CLC (Wreck non-Convention Vessels)	0	0
30.	Ship Scrapping Permit	5	0
31.	Ship Scrapping Facilities Permit	5	4

32.	Dredging Permit	1	0
33.	Dumping of dredged material	0	0
34.	Cable and pipeline corridor permit	1	0
35.	Decanted Water Dumping Permit	4	3
36.	Ship to Ship transfer permit	5	2
37.	IMSBC permits	0	5
<b>TOTAL</b>		<b>524</b>	<b>527</b>

## RESPONSE TO MARINE POLLUTION INCIDENTS

To ensure that oil spills are adequately responded to, the Agency adopted some measures aimed at minimising the damage and effect to the environment. This includes:

- a. **Identification of Particularly Sensitive Sea Areas (PSSA).**
- b. **Installation of: - Automated Data Inquiry for Oil Spills,**
  - Arc Geographic Information System,
  - GNOME Online Oceanic Data Server.
- c. **Procurement of oil spill sensor detector and drone.**

These instruments ensure biodiversity conservation through the protection of vulnerable marine ecosystems and habitats in Nigeria. The application of the instruments also acts as safeguards to livelihoods of coastal dwellers, thus reducing poverty levels in line with the SDG goal 1.

During the period under review, the Agency responded to several Oil Pollution incidents which include:

### OIL SPILL INCIDENT INVOLVING EGINA FPSO:

The Agency's RMRCC was notified via email by Total Energies at about 0311hrs on Wednesday, 15th November 2023, of the crude oil spillage which occurred at about 0627hrs of the same day during the loading operation of Egina FPSO located 200km Port Harcourt offshore.

A team comprising TOTAL's Fast Oil Spill Team (FOST), NIMASA, National Oil Spill Detection and Response Agency (NOSDRA), NUPRC, Clean Nigeria Associates

(CNA) and Oil Spill Response Limited (OSRL) worked concurrently from 20th – 29th November 2023, at both Emergency Response Centre (ERC) and at the spill site to ensure containment and clean-up of the spilled oil. The cleanup was carried out successfully and a Joint Investigation Visit (JIV) was conducted by the representatives of NIMASA, NOSDRA, NUPRC and NUIMS on 8th December 2023, to determine the cause of the spill, assess the extent of the pollution and identify any possible party involved.

Other incidences recorded are:

1. Oil spill incident around the Iga Ship Building and Repair Yard jetty, Abule-Osun, Lagos State on 28th June 2023 – The response & emergency team visited the site to carry out investigation on the spill.
2. Oil spill at the entrance to Shoreline and Hudson Jetties, Calabar on 24th July 2023 – officers at the Eastern Zone visited the scene and it was reported that clean-up was carried out by the company and NPA.
3. Incident involving rig Majestic which occurred at the Benin river on 15th August 2023 – Several meetings have been held between the Agency and owners of the rig, Depthwise Nigeria Limited.

The Department remains committed to safeguarding biodiversity, maintaining ecosystem balance, preserving important habitat, and providing many other benefits to wildlife and human health

## RECEPTION FACILITIES ACTIVITIES:

### A. DAILY MONITORING OF PORT RECEPTION FACILITIES (PRF)

The Agency carried out daily monitoring of the usage of Port Reception Facilities to ensure adequacy and proper usage of the reception facilities and report to the International Maritime Organization (IMO) for circulation to other Member States as required by the provisions of the MARPOL Convention. The data of wastes recorded during the compliance monitoring of the various ports is listed below:

**TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN LAGOS BY NPA FROM JAN – DEC, 2023.**

S/N	MONTHS	GARBAGE (KG)	OIL (CBM)	SHIP TRAFFIC (No. OF VISIT)
1.	January	134,677	1,926	198
2.	February	135,186	769	202
3.	March	172,734	1255	187
4.	April	170,820	939	189
5.	May	206,112	1,079	228
6.	June	194,778	1,335	209
7.	July	178,007	1,801	213
8.	August	123,944	601	198
9.	September	133,318	1,121	202
10.	October	149,173	706	212
11.	November	131,313	770	212
12.	December	176,732	785	232
<b>Total</b>		<b>1,906,794</b>	<b>13,087</b>	<b>2,482</b>

**TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN PORT HARCOURT BY NPA FROM JAN – DEC, 2023.**

S/N	MONTHS	GARBAGE (KG)	OIL (CBM)	SHIP TRAFFIC (No. OF VISIT)
1.	January	4,270	81	24
2.	February	4,174	34	24
3.	March	7,128	136	39
4.	April	6,753	67	28
5.	May	3,785	109	26
6.	June	5,228	96	27

7.	July	6,729	146	30
8.	August	3,396	24	20
9.	September	3,898	75	20
10.	October	5,005	100	22
11.	November	6,169	85	19
12.	December	4664	47	24
<b>Total</b>		<b>61,199</b>	<b>1,000</b>	<b>303</b>

**TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN ONNE BY NPA FROM JAN – DEC, 2023.**

S/N	MONTHS	GARBAGE (KG)	OIL (CBM)	SHIP TRAFFIC (No. OF VISIT)
1.	January	4,445	27	42
2.	February	3,714	17	40
3.	March	4,156	104	44
4.	April	8,550	170	41
5.	May	206,112	125	39
6.	June	194,778	47	41
7.	July	4,586	88	51
8.	August	7,829	109	45
9.	September	9,875	141	50
10.	October	3,740	143	49
11.	November	5,132	107	40
12.	December	7,460	161	40
<b>Total</b>		<b>66,922</b>	<b>1,239</b>	<b>534</b>

**TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN CALABAR BY NPA FROM JAN – DEC 2023**

S/N	MONTHS	GARBAGE (KG)	OIL (CBM)	SHIP TRAFFIC (No. OF VISIT)
1.	January	2,090	0	10
2.	February	3,088	0	17
3.	March	2,811	85	15
4.	April	2,672	21	15
5.	May	1,911	0	13
6.	June	1,762	0	10
7.	July	2,502	0	14
8.	August	2,070	0	11
9.	September	712	0	6
10.	October	2,304	0	13
11.	November	1,570	34	13
12.	December	1,721	0	15
<b>Total</b>		<b>25,213</b>	<b>140</b>	<b>152</b>

**TOTAL AMOUNT/CATEGORY OF WASTE COLLECTED IN WARRI BY NPA FROM JAN – DEC, 2023.**

S/N	MONTHS	GARBAGE (KG)	OIL (CBM)	SHIP TRAFFIC (No. OF VISIT)
1.	January	4,129	15	42
2.	February	3,875	72	49
3.	March	5,168	597	54
4.	April	4,252	0	51
5.	May	4,626	15	41
6.	June	4,091	20	42
7.	July	3,385	10	38

8.	August	1,853	10	28
9.	September	4,192	7	36
10.	October	3,462	10	34
11.	November	4,165	42	37
12.	December	5,290	23	53
<b>Total</b>		<b>25,213</b>	<b>821</b>	<b>505</b>

Accordingly, this information was updated and reported to the IMO Global Integrated Shipping Information System (GISIS).

#### RECEPTION FACILITIES ACTIVITIES:

#### B. QUARTERLY INSPECTIONS OF PORT RECEPTION FACILITIES (PRF)

Similarly, five ports across the three operational zones of the Agency (Lagos, Port Harcourt, Onne, Calabar and Warri) were visited for inspection of the facilities and to establish adequacy on quarterly basis by the Agency. Find below summary of types of facilities provided by the service providers:

S/N	TYPES OF RECEPTION FACILITIES	LAGOS	CALABAR	PORT HARCOURT	ONNE	WARRI
1.	Garbage compactor truck	✓	✓	✓	✓	✓
2.	Incinerator	✓	NA	NA	✓	NA
3.	Oil collection tanker	✓	✓	✓	✓	✓
4.	Storage tanks	✓	✓	✓	✓	✓
5.	Oil Water Separator	✓	✓	✓	✓	Serviced by Port Harcourt
6.	Sorting plant	✓	✓	✓	✓	✓
7.	Bailer	✓	✓	NA	✓	✓
8.	Granulator	✓	NA	NA	NA	NA
9.	Drum beater	✓	NA	NA	NA	NA
10.	Dumpster	✓	✓	NA	NA	NA
11.	SEREP PLANT (Liquid Waste Plant)	✓	Serviced by Port Harcourt	✓	Serviced by Port Harcourt	Serviced by Port Harcourt
12.	Modular Laboratory	✓	NA	✓	Serviced by Port Harcourt	Serviced by Port Harcourt

**Key:**

✓ = indicates presence of the facility

NA = indicates absence of the facility

### C. PROVISION OF OFFSHORE WASTE RECEPTION FACILITY (OWRF)

NIMASA engaged two service providers for the provision of Offshore Waste Reception Facility (OWRF) for offshore waste collection on Public Private Partnership (PPP) basis. The service providers selected are:

- Xpo Marine for Eastern Zone (covering Port Harcourt, Calabar and Delta waters)
- African Circle Pollution Management Limited (ACPML) for Western Zone (Covering Ondo and Lagos navigable waters)

Following the due process involved, the Agency secured an approval granted by the Federal Executive Council (FEC) for the concession of the Offshore Waste Reception Facilities. The signing of agreement between the concessionaires and the Agency as approved by FEC was held on 15th May 2023.

## CLIMATE CHANGE ACTIVITY

### A. GREEN MARITIME AFRICA COALITION (GMAC) INITIATIVE

As a response to the revised strategy laid out by the International Maritime Organization (IMO), which sets the ambitious goal of realising net-zero GHG emissions by or around 2050, the Nigerian Maritime Administration and Safety Agency (NIMASA) in collaboration with Abuja MoU, Maritime Organization of West and Central Africa (MOWCA), and African Ship-owners Association (ASA) initiated a formidable Green Maritime Africa Coalition (GMAC), which is a collaborative platform, bringing together a wide array of maritime stakeholders from across Africa, including governments, industry, financial institutions, and academia. The initiative was launched on 27th November 2023 and pronounced at United Nation's Framework Convention on Climate Change (UNFCCC) Conference of Parties (COP 28) in Dubai, UAE on 8th December 2023.

### B. NIMASA – MARITIME TECHNOLOGY COOPERATION CENTRE, AFRICA (MTCC – AFRICA) PARTNERSHIP ON BIOFOULING MANAGEMENT

The Test Biofouling project is an initiative of IMO in close partnership with MTCC Africa as a proactive effort towards the control and management of Biofouling through the transfer of environmentally sound technologies to reduce biofouling and related emissions.

NIMASA signed a Memorandum of Understanding with MTCC-Africa for engagement as the focal point representing the West Africa Region on climate change mitigation in the Maritime & Shipping industry.

A Regional Workshop was thereafter convened on Biofouling Management with the theme: “The Place of Technologies in the Management of Marine Biofouling” held in March 2023 in Lagos, Nigeria. In attendance were the representatives of the IMO, delegations from the MTCC-Africa, Kenya, Comoros, Somalia and Djibouti.









# Chapter THREE SHIPPING DEVELOPMENT AND CAPACITY BUILDING

## MARITIME LABOUR SERVICES

The Agency has made deliberate efforts to improve its business processes and operations in line with its mandate thereby providing better service delivery to stakeholders and clients. The outcome of these efforts can be seen in the areas of registration and documentation, on-board placement of Nigerian seafarers, maritime labour capacity development, maritime labour relations, and support services.

### Registration and Documentation Process

#### a. The development of the maritime labour E-registration platform.

The Agency has commenced the process of deploying an E-registration platform designed to be a robust integrated digital system to enable and facilitate the electronic registration of maritime labour (seafarers & dockworkers), maritime labour employers (shipping companies, manning/crewing agents, stevedoring companies, jetties/terminals operators) and operators (bonded terminals, inland container depots, off dock terminals, dry ports offshore platforms). As well, ensure the online verification of documents and the timely issuance of operational licenses.

The platform when fully deployed, will serve as a database from which statistics on maritime labour operations can be extrapolated for national planning, policy formulation, human and infrastructural development and research purposes.

#### b. Biometric registration of seafarers and dockworkers.

In accordance with international conventions and regulations such as the MLC 2006, SID and ISPS Code, the Agency embarked on the biometric registration of seafarers and dockworkers. This is to ensure that only the seafarers and dockworkers captured and issued identity cards have access to the ports/terminals and are onboard vessels, thus improving security at the nation's ports. It also ensures that those captured are engaged to work at the ports and onboard vessels.

**Table A: Seafarers Registration, Placement and Documentation Activities:**

S/N	DESCRIPTION	TOTAL
1.	Placement of Nig. Seafarers	4515
2.	Placement of Cadets	21
3.	Registered Seafarers	1862
4.	Registered Cadets	319
5.	Processed Cabotage Application	259
6.	MLC 2006 Certificate (Port & flag State)	79

**Table B: Docklabour Registration Activities:**

S/N	DESCRIPTION	TOTAL
1.	Registration of Stevedoring Companies	Fresh = 9 Renewal = 9
2.	Registration of Terminal/Jetty Operator	Fresh = 2 Renewal = 3
3.	Registration of Dockworkers E-Registration On-going exercise	4,303 (ON GOING)

## MARITIME LABOUR CAPACITY DEVELOPMENT

Recognising the significance of human capacity development for the overall growth of the Nigerian maritime industry, priority was placed on providing specialised training courses and technical competencies for seafarers and dockworkers. One of such specialised training programme is the National Seafarers Development Programme (NSDP). Below are the achievements of the NSDP in 2023:

S/N	DESCRIPTION	TOTAL
1.	Enrolment of new students into the NSDP	100
2.	Placement of Cadets for sea time training	250
3.	Registration of NSDP Cadets for COC exams with various Maritime Administrations	132
4.	Students with COC (Sailing license)	979

## SEAFARERS AND DOCKWORKERS TRAINING

Dockworkers constitute critical human element in port operation. Hence, to build their capacity, improve efficiency, and enhance safety, the Agency trained 210 Dockworkers across Nigerian ports in 2023.

## MARITIME LABOUR RELATIONS

The Agency took some proactive and pragmatic steps to promote harmonious working relationships between employers and employees as well as among various stakeholders. The achievements include:

1. Due to consistent engagements with employers, employees and the Maritime Workers Union, there have been improvement in the conditions of work, promotion of workers' rights and welfare and payment of salary and other benefits.
2. Through several stakeholders engagements, the Agency ensured industrial harmony such that no protest or strike actions were recorded in the sector. Of the 26 industrial disputes reported to the Agency, 17 were resolved, while seven are yet to be concluded.
3. The Agency has ensured that appropriate compensations were paid to workers who were victims of industrial accidents, death benefits paid to the next of kin of deceased workers.
4. Currently, the Minimum Standards for Offshore, Coastal and Fishing sector is being reviewed, likewise the CBA for 2024.
5. In recent history, the Agency organised the maiden Dockworker Day Celebration to honour past and present dockworkers, their employers, and their union leaders.

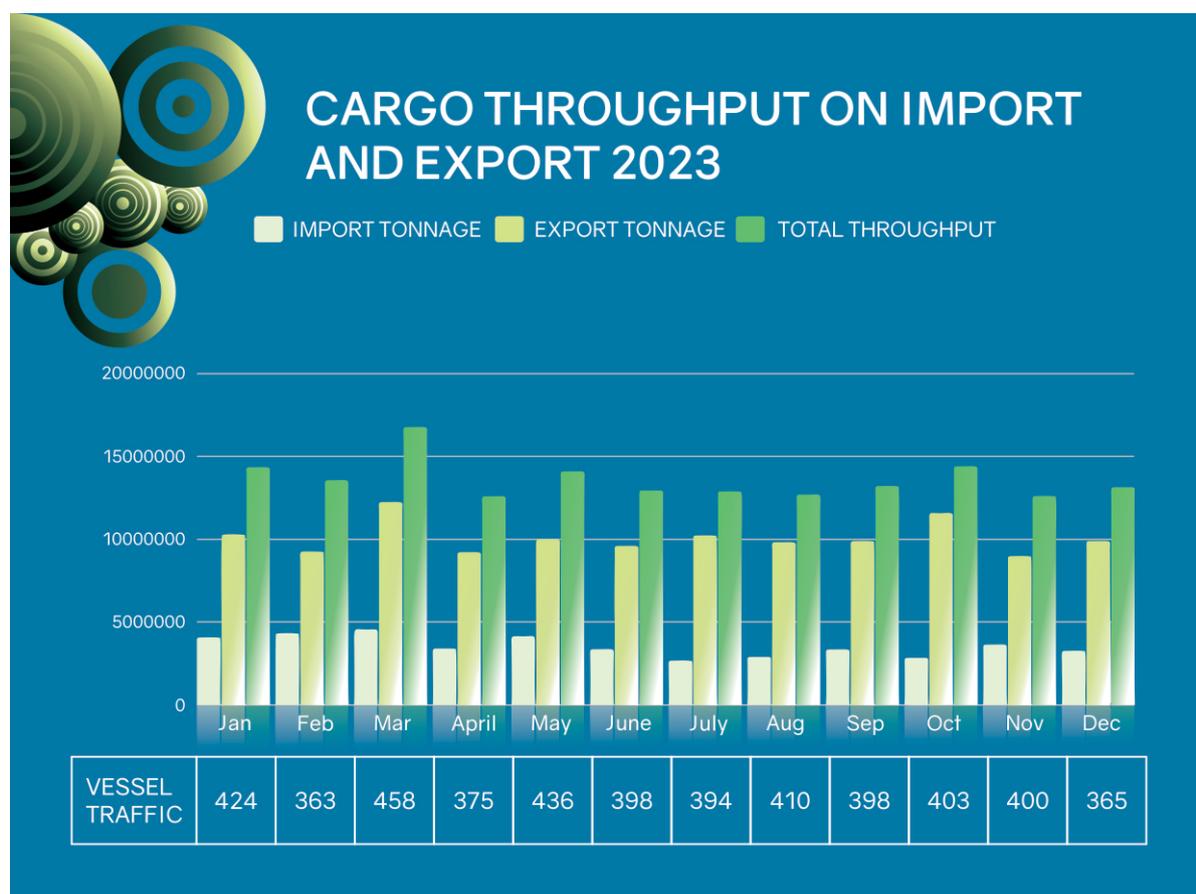
S/N	DESCRIPTION	TOTAL
1.	No. of Accident cases reported	8
2.	No. of Accident cases resolved	4
3.	No. of industrial disputes reported	26
4.	No. of industrial disputes resolved	17
5.	No. of Death loss reported	4
6.	No. of injured / death compensation paid	1

### VESSEL TRAFFIC FOR 2023

MONTHS	VESSELS
January	376
February	365
March	443
April	398
May	381
June	404
July	357
August	374
September	377
October	379
November	396
December	390

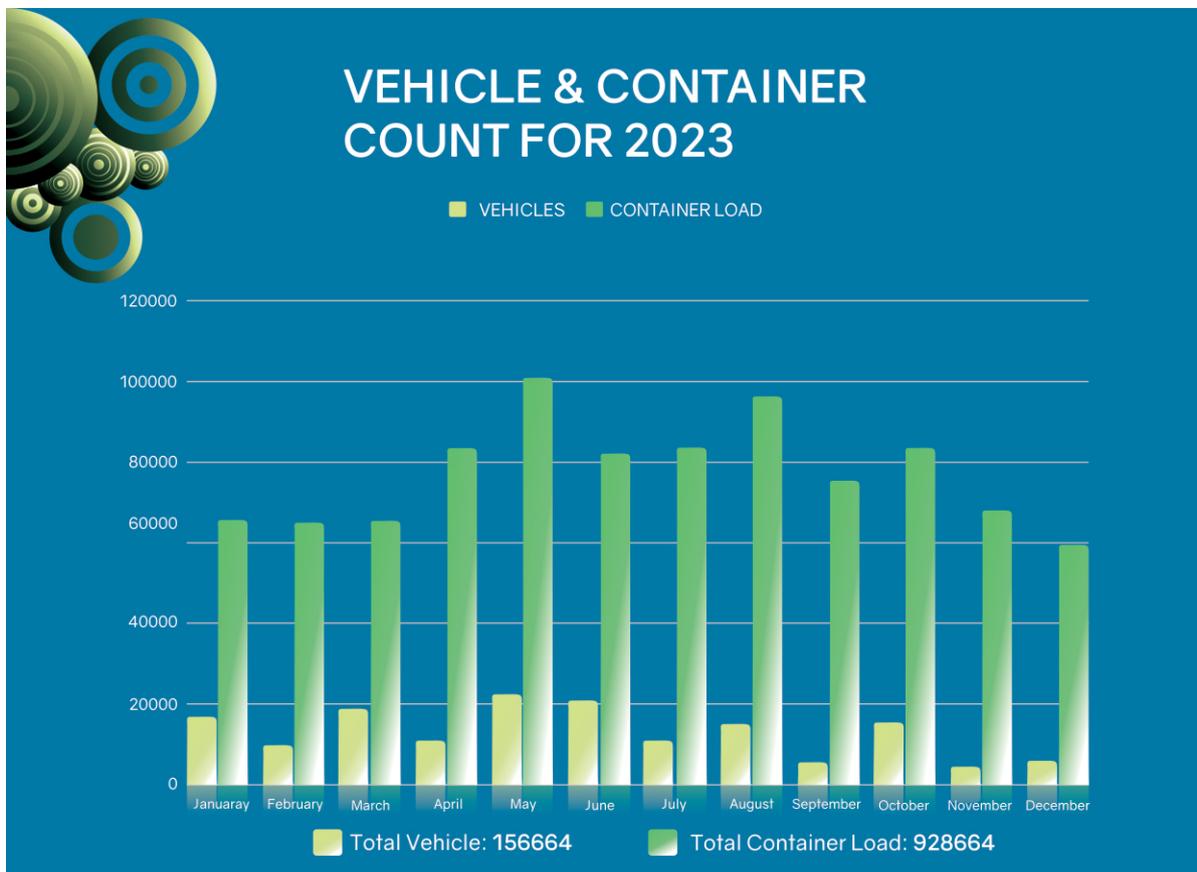


MONTHS	VESSEL TRAFFIC	IMPORT TONNAGE	EXPORT TONNAGE	TOTAL THROUGHPUT
January	424	4,064,040.72	10,281,125.02	14,345,165.74
February	363	4,312,242.04	9,247,238.07	13,559,480.11
March	458	4,534,445.16	12,234,001.41	16,768,446.57
April	375	3,385,071.62	9,203,357.88	12,588,429.50
May	436	4,125,842.89	9,973,271.65	14,099,114.54
June	398	3,346,742.38	9,591,845.73	12,938,588.11
July	394	2,662,469.52	10,219,264.33	12,881,733.85
August	410	2,881,761.08	9,812,993.76	12,694,754.84
September	389	3,327,626.49	9,884,534.10	13,212,160.59
October	403	2,828,167.68	11,573,320.75	14,401,488.43
November	400	3,631,536.02	8,972,323.48	12,603,859.50
December	365	3,252,133.28	9,887,354.25	13,139,487.53
<b>TOTAL</b>	<b>4815</b>	<b>42,352,078.88</b>	<b>120,880,630.43</b>	<b>163,232,709.31</b>



### VEHICLE & CONTAINER COUNT FOR 2023

MONTHS	VEHICLES	CONTAINER LAOD
January	16,762	65,670
February	9,776	64,898
March	18,770	65,475
April	10,928	83,456
May	22,413	100,887
June	20,836	82,095
July	11,115	83,514
August	14,901	96,467
September	5,465	75,390
October	15,416	83,366
November	4,432	68,047
December	5,850	59,399
<b>TOTAL</b>	<b>156,664</b>	<b>928,664</b>



**FINAL BILL CARGO RECONCILIATION REPORT 2023**

NUMBER OF VESSELS RECONCILED FOR THE ENDED 2023	
ZONES/PORT	NUMBER OF VESSELS
EASTERN PORTS	467
APAPA PORT	478
TINCAN PORT	831
WET CARGO	307
<b>TOTAL</b>	<b>2083</b>

## NIGERIAN SHIP REGISTRATION OFFICE (NSRO)

### Registration of Vessels

#### Flag Registration

During the year under review, 462 vessels with a total Gross Tonnage of 913,801.18 GRT were registered as against the 428 vessels with a Total Gross Tonnage of 1,156,449.71 GRT registered in 2022. The variation in the figures as portrayed in the pictograph below indicate 20.98% decrease in flag tonnage recorded as a result of registration of low capacity driven index vessels in 2023.

#### Cabotage Registration

Within the year, 187 vessels with a total gross tonnage of 395,360.39 GRT were registered as against the 166 vessels with a gross tonnage of 482,452.79 GRT in 2022. This amounts to a 18.05% increase in Cabotage compliance vessels in 2022. The tables below reflect the number of vessels and tonnage registered in the Flag and Cabotage register in 2022 and 2023 with a further break down to show figures for both new and renewal with their respective gross tonnages.

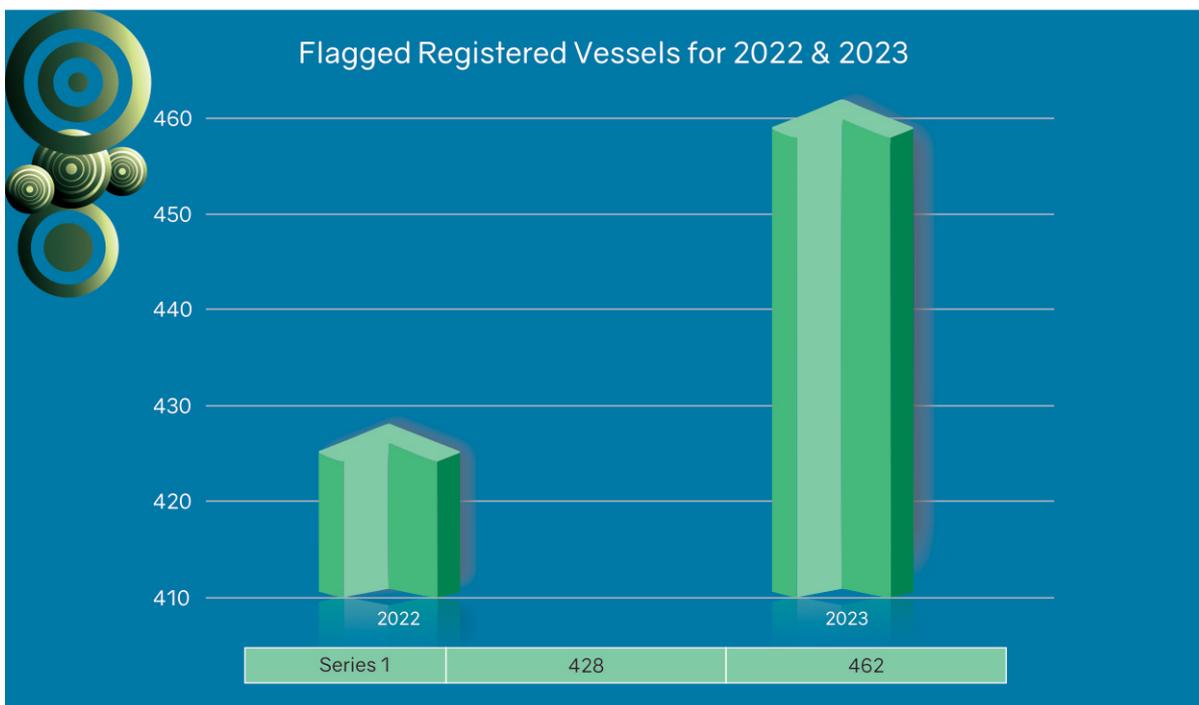
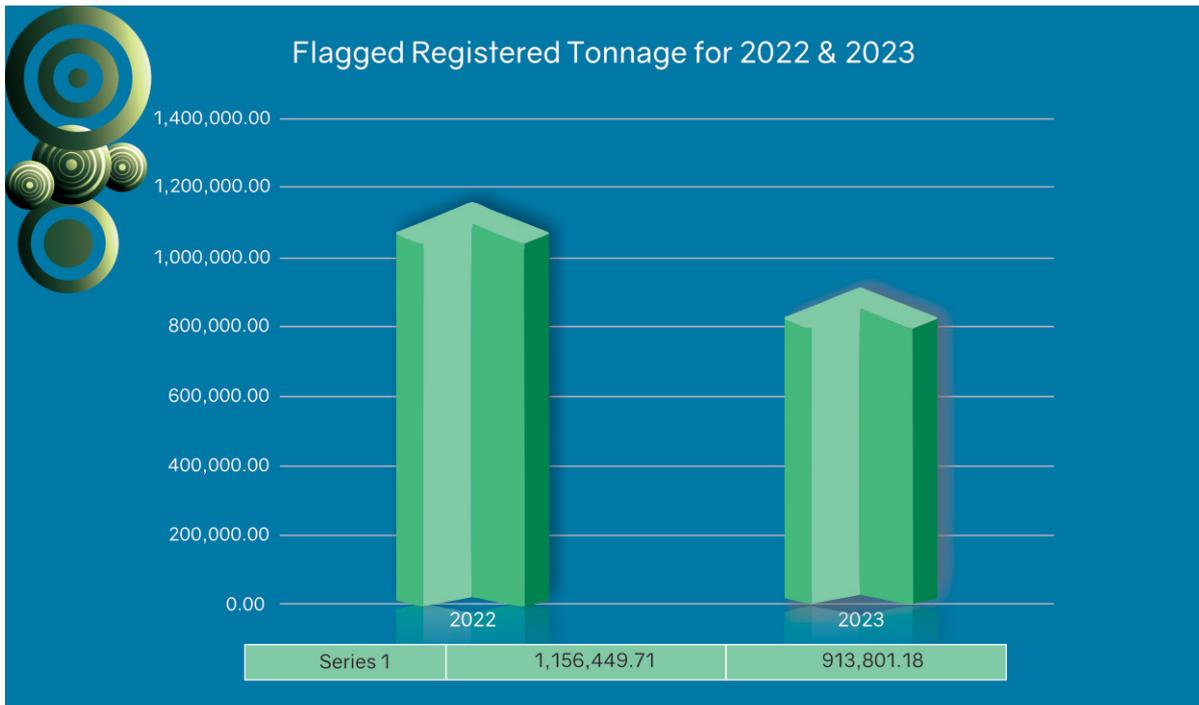
#### Special Cabotage Registration (Foreign)

A total of **eight** vessels were cleared for waiver to participate in cabotage trade in 2023, with their total gross tonnage amounting to **95,632.00GRT**

S/N	YEAR	NUMBER OF VESSEL	GROSS TONNAGE	NOTE
1.	2022	Flag (New) – 297	694,997.51	The Cabotage vessels with their gross tonnage are an extract from the flag registered vessels.
		Flag (Renewal) - 131	461,452.20	
		<b>TOTAL (Flag) - 428</b>	<b>1,156,449.71</b>	
		Cabotage (New) - 94	204,514.22	
		Cabotage (Renewal) - 72	277,938.57	
		<b>TOTAL (Cabotage) - 166</b>	<b>482,452.79</b>	
2.	2023	Flag (New) – 182	464,256.57	
		Flag (Renewal) - 280	449,544.61	
		<b>TOTAL (Flag) - 462</b>	<b>913,801.18</b>	

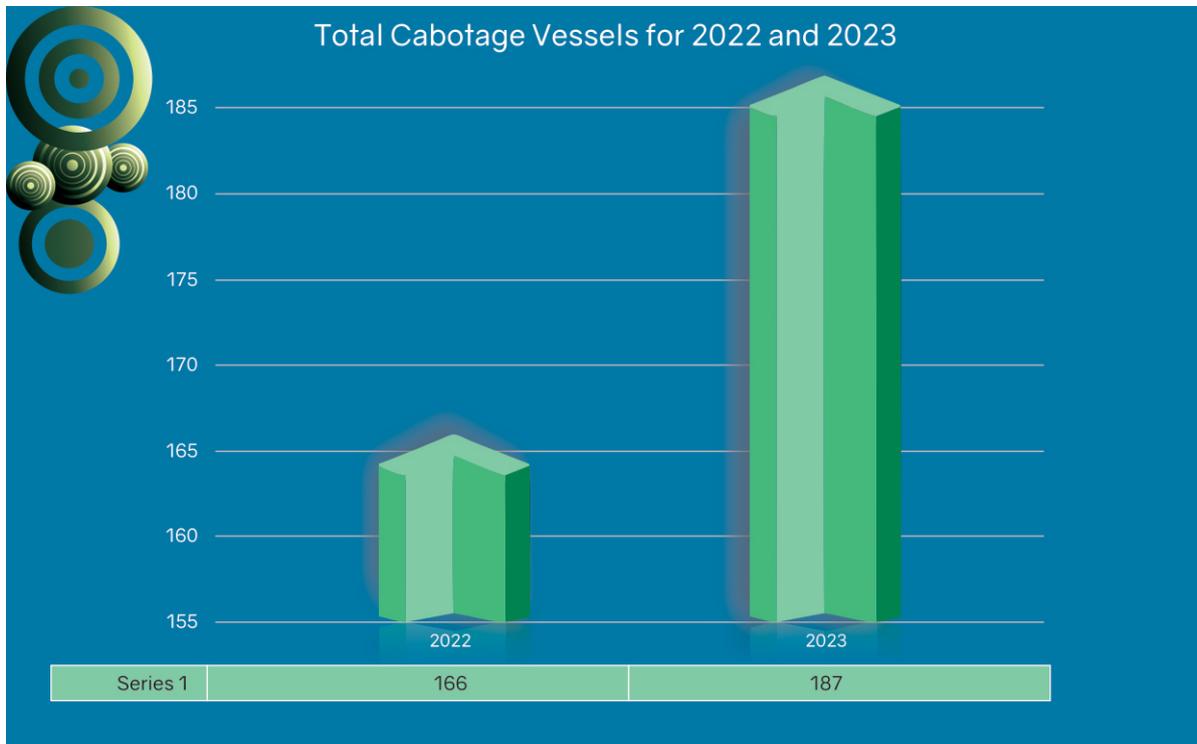
	Cabotage (New) – 80	201,904.42	
	Cabotage (Renewal)- 107	193,455.97	
	<b>TOTAL (Cabotage) - 187</b>	<b>395,360.39</b>	

Table of Flag and Cabotage Registered Vessels for 2022 and 2023

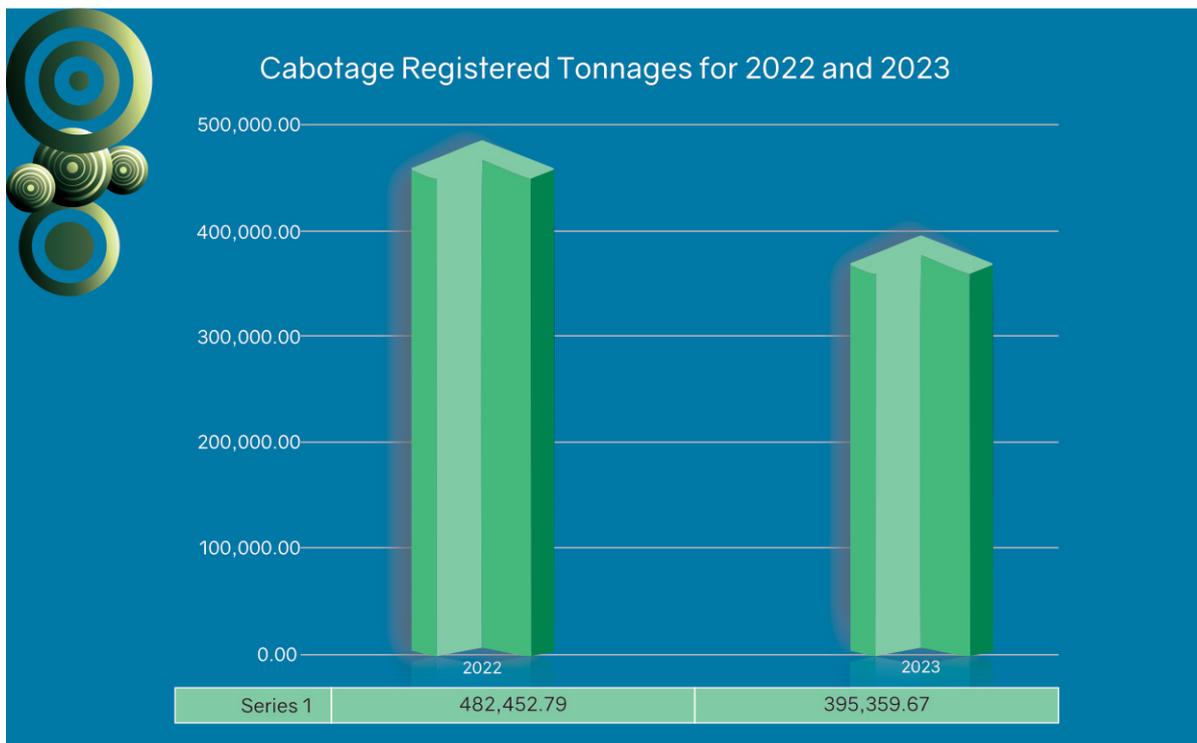


### NSRO Flag Registered Vessels for 2022 & 2023

Note: Cabotage vessels are extract of the above registered flag vessels



### NSRO Total Cabotage Vessels for 2022 & 2023



## 1.1. Ancillary Services Provided by the Ship Registry

S/N	FUNCTION	2022	2023
1.	Total number of Registered Mortgages	28	19
2.	Total number of Legal Searches conducted	25	27
3.	Total number of Consent to sell granted	21	24
4.	Total number of Consent to Mortgages granted	22	15
5.	Total number of Deleted Vessels	30	15
6.	Total number of Provisional Registrations rendered	45	25
7.	Total number of Transcripts Issued	-	1
8.	Power Driven Small Craft Vessel	2	4
9.	Freedom from Encumbrance	2	1

## CABOTAGE

The primary objective within the Cabotage regime is to protect indigenous shippers and tonnage from foreign shippers while promoting the development of indigenous shipping; repair and maintenance, crewing, and ownership capacities within the Nigerian Maritime Industry.

Cabotage in Nigeria is reserved exclusively for vessels manufactured and registered in Nigeria, and wholly owned and manned by Nigerians. Nevertheless, foreign-owned vessels and companies can participate in Cabotage trade within Nigerian waters upon obtaining a waiver and permit from the Honourable Minister.

This year, we continued to prioritise our critical protectionist role while considering locally unavailable capacities. The records of our operation during the year are given below:

### SUMMARY OF CABOTAGE OPERATIONS WITHIN THE YEAR

During the period under review (Jan – Dec 2023), 814 vessels were boarded by the Agency's Monitoring and Enforcement Officers, 389 of which had Cabotage registration, 219 of which had not, and the remaining were still processing their registration.

Accordingly, a total of 383 vessels were processed on Ownership, revealing 193 as wholly Nigerian-owned vessels, 16 as Joint Ventures, 45 as Bareboat Chartered, and 376 as foreign-owned vessels. Also, foreign seafarers were recommended for replacement.

The year recorded 12 Nigerian-built vessels, while waivers processed on foreign-built vessels were 373.

**TABLE 1: COMPLIANCE STATUS SUMMARY ON OPERATIONAL DATA – (JAN – DEC 2023)**

	DESCRIPTION	TOTAL
1.	NUMBER OF VESSELS BOARDED	814
2.	NUMBER OF VESSELS WITH WAIVER/ CABOTAGE REGISTRATION	389
3.	NUMBER OF VESSELS WITHOUT WAIVER/ CABOTAGE REGISTRATION	219
4.	No. OF NIGERIAN OWNED VESSELS/BAREBOAT/JOINT VENTURES	475
5.	NUMBER OF FOREIGN OWNED VESSELS	337
6.	NUMBER OF VESSELS DETAINED	12

The Agency is seeking to build Indigenous vessels and human and infrastructural capacity in the marine sector of the Nigerian economy and has made the following achievements:

- Improved collaboration through the set-up of the NIMASA/NCDMB/NIWA Committee to strengthen the inter-agency collaboration on the need to grow capacity in the maritime industry.
- Inauguration of the Secretariat Cabotage Unit (SCU-CVFF) to facilitate the disbursement of the Cabotage Vessel Financing Fund.
- Interacted with the five primary lending institutions (PLIs) appointed in 2022 to further the disbursement of the CVFF.
- Appointment of the overall PLI compliance consultant.
- The creation and implementation of a one-stop desk office to receive and enforce proper documentation by Agents/companies before dispatching it to the appropriate unit (Registration) for further processing has lowered the processing time and hastened the dissemination of Debit notes to stakeholders.
- Improved compliance of vessels/companies/Agents on the application and processing of Cabotage waiver to engage Cabotage trade.
- Improved compliance from IOCs following virtual/physical meetings held periodically.
- In-house knowledge transfer sessions held for Cabotage staff.

Pursuant to the Agency's desire to develop Indigenous capacity in Shipbuilding, Manning and Ownership of Cabotage vessels in line with the objective of the

Coastal and Inland Shipping (Cabotage) Act 2003, the Agency has recorded achievement in the following areas:

### 1. SHIPBUILDING AND REPAIR CAPACITY DEVELOPMENT

Review of the CVFF Guidelines for the disbursement of the Fund, which is expected to encourage vessel acquisition and establishment of vessel building/repair yards.

The review of the Cabotage Act made provision for Shipyards to become beneficiaries of the “fund” by contributing 0.25% of any dry-dock/ vessel repair undertaken to the Fund. This inclusion in the Act (if passed into law) would help develop shipyards and other maritime infrastructure in the country.

The Agency enforces the inclusion of evidence of dry-docking in Nigeria (if applicable) as a prerequisite aimed at the patronage of Nigerian Shipyards by Coastal vessels.

### 2. OWNERSHIP OF CABOTAGE VESSELS

The Agency has been engaging in activities that will encourage Ownership of Cabotage vessels by Nigerians in the following ways:

- The Agency is interfacing with the five PLIs to perfect the disbursement plan in line with the CVFF guidelines, which will allow Nigerians to acquire vessels to increase our indigenous capacity/tonnage development.
- The Agency has drawn a checklist for the facility audit of shipyards in-country.

### 3. MANNING OF CABOTAGE VESSELS

The Agency is working assiduously to ensure that the suspension on the grant of Waivers to foreign seafarers is sustained through enforcement and demand for Replacement Plans to include under study and succession details from operators regarding Masters, Chief Engineers, and Chief Mates on a case-to-case basis.

The Agency also insists on evidence of the following upon application for the renewal of Waivers:

- Training of Nigerian seafarers onboard vessels;
- Training of Nigerian Cadets onboard vessels.

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# Chapter FOUR **SUPPORT SERVICES**

The support services play crucial roles in assisting the Agency's core technical operations. They facilitate the delivery of services to the Agency's stakeholders while also supporting other internal functions, enabling the smooth administration of the entire system to meet significant objectives within the Agency's mandate.

Mindful of the dynamics of stakeholders' expectations of the Agency, the activities of our support services this year were reflective of intension for impact and sustainable progress in our overall outcomes. Consequently, their key activities in the year are:

## HEALTH, SAFETY AND ENVIRONMENT (HSE)

As a responsible Agency that understands the critical role of health, safety and environment in sustainable organisational performance, we place priority on the health and safety of our workforce by ensuring that we maintain our immediate (internal and external operating) environment as key to attaining the performance levels we desire.

The Agency's strategic pursuit of its HSE goals is anchored on effective promotion and sensitisation, compliance management, and operations coordination. Through this framework, we were able to advance the engagement of our people through technology by creating a virtual community where communication of HSE awareness and sensitisation became seamless as an everyday feature. We are able to reach out to all our workforce, in all the operational zones of the Agency at the same time within that same interactive community. This technological approach has saved the Agency a lot of administrative cost. The innovation we have also brought to this virtual community, is the communication link we have maintained with our veterans – those who have meritoriously served the Agency and have become Senior Citizens. We have continued to keep track of their safety and health, within the same technology community, ensuring that they are up to date with safety and health tips in their new environments.

Mindful of the importance of compliance management, we completed our routine risk assessment of the Agency's facilities across the operational zones, and responded to the immediate findings to ensure that our workforce is safe in our operating environment.

We have also improved our operations coordination strategy by opening sustainable channels of communication with relevant health institutions and sister organisations for the purpose of knowledge sharing and capacity development. Our health and safety volunteers (First-aiders, Fire Marshals and Nodal officers) in their respective departments, units and zones of the Agency have become beneficiaries of this initiative through training programmes with these institutions

and organisations. We equally distributed health equipment to the workforce and guided them on the uses. Collaborating with the Welfare Unit and the Search and Rescue Base Clinic, we were able to run successful monthly fitness sessions in the Lagos area of the Agency. This is helping the staff to take their health and fitness seriously to live a better life and be more productive.

In the coming year, we intend to review our Standard Operating Procedure (SOP) documents, as well as develop other guidelines to improve the services of HSE, to reach greater heights in our standards. We will continue to upgrade our performance and standards in all operational facilities of the Agency across the country, keeping track of international best practices.

## COORDINATING REFORMS AND BLUE ECONOMY GOALS

### Relationship with the Nigeria Data Protection Bureau (NDPB)

The Agency facilitated relationship with the Nigeria Data Protection Bureau (NDPB) to see to the implementation of the Nigeria Data Protection Regulation (NDPR) in NIMASA as part of national digital transformation. The objective is to acquaint NIMASA with the use of technologies like the internet, mobile devices, cloud computing, artificial intelligence, and the Internet of Things (IoT) to transform the way businesses and individuals operate, and to guide the Agency in the realisation of the full benefit of the Regulation.

### INTER-MINISTERIAL TASK TEAM (IMTT) ON COMPILATION AND PRODUCTION OF COMPENDIUM OF PUBLIC SERVICE REFORMS (PSR) 2021 – 2023)

As part of efforts of the Federal Government to integrate government's achievements and communication of same across the Nigerian public, the Agency participated in the Inter-Ministerial Task Team (IMTT) on compilation and production of Compendium of Public Service Reforms (PSR) 2021 – 2023 coordinated by the BPSR. This project helped to spotlight the impact of the Agency in the Maritime Sector of the Nigerian economy in the last three years, earning it the Nigeria Gov-Tech Public Service Award. This Award is the Distinguished Trailblazer award for exemplary leadership in advancing Gov-Tech initiatives and digital governance, in the category of "Best Federal MDA in Digital Transformation."

## Audit Of Institute Of Maritime Studies (ims) Established By The Agency

As part of reforms in the overall service of the Agency in the maritime sector of the Nigeria economy, the Agency completed the audit of the Institutes of Maritime Studies. It established some universities across the six geopolitical zones of the country. The objectives of this project was to:

1. **Review of MoUs/MoAs between the Agency and the respective Universities in the six geopolitical zones hosting the maritime institutes to:**
  - a) Understand the level(s) of Agreements between the Agency and the respective institutions.
  - b) Verify the level of compliance with the terms of Agreements by the parties (i.e. NIMASA and the Universities)
  - c) Note breaches of the Agreements, where there exist, determine reasons for the breaches, and advise Management accordingly.
  - d) Determine the context of the Agreements and sustainability of same.
2. **Carry out complementary operational sustainability audit of the respective institutes; such as:**
  - a) Regulation compliance
  - b) Governance and management
  - c) Educational programmes
  - d) Infrastructure and resources
  - e) Stakeholder engagement
  - f) Funding (i.e. assess how the institutes are being funded in terms of sources of funds)

It is hoped that the findings and recommendations will help to transform the operations of these Institutes and create more value in the overall capacity development objective of this investment.

## REFORM INTERACTIVE WORKSHOP

In the last quarter of the year, the Agency reached a new height in its bid to transform the system through innovations to enable it remain a competitive Maritime Administration (MARAD). In a workshop organised in 2023, in collaboration with the Bureau of Public Service Reform (BPSR), the Agency adopted resolutions it intends to pursue to support its performance in 2024 and beyond. The resolutions included:

1. Need for new Communication paradigms to drive the 3 'S' strategic Pillars of Security, Safety and Shipping Development.
2. That the gains from the Gulf of Guinea Maritime Collaboration Forum/Shared Awareness and de-confliction (GoG-MCF/SHADE) should be better projected, to further drive collaboration among countries with shared maritime concerns.
3. NIMASA to study for self-development:
  - a) The challenges of virtualisation;
  - b) Emerging issues in cyber security;
  - c) Implications of the global Deep Web for maritime business, safety and security; and
  - d) Nigeria's expected deliverables from the global Blue economy.
4. NIMASA to create a shared vision of group efficiency, to drive synergy and inclusivity.
5. NIMASA to understand that strategies and adhering to international benchmarks and standards can significantly enhance the effectiveness and efficiency of MDAs like itself, and ultimately leading to better public service delivery and governance. Hence, NIMASA as an institution is to strive for certification in:
  - a) ISO 9001
  - b) ISO 14001
  - c) ISO 45001
6. NIMASA is also to benchmark its performance using the relevant: UN Sustainable Development Goals (SDGs) indicators; World Bank's Doing Business Indicators; and Global Reporting Initiative (GRI).
7. NIMASA is to Strengthen Emergency Response Capabilities by way of establishing a robust and well-coordinated emergency response framework to address maritime incidents promptly.
8. Considering that the National Strategy for Public Service Reform (NSPSR) provides a common vision and a long-term agenda to guide the rebuilding and transformation of the Federal Public Service, NIMASA is to recourse to the document for proper guidance in its effort to transform itself.

## LEGAL SERVICES

### 3rd Edition Annual Nigerian Admiralty Law Colloquium

The Agency hosted the 3rd Edition of the Annual Nigerian Admiralty Law Colloquium in collaboration with Nigerian Institute of Advanced Legal Studies (NIALS) and the National Judicial Institute (NJI).

It may be recalled that in 2021 the Agency initiated and successfully organised the maiden edition of the Nigerian Admiralty Law Colloquium (NALC) for Judges geared towards strengthening capacity of Judges involved in maritime related cases to acquaint the judges with contemporary and emerging dimensions to maritime criminal cases. Thereafter, every year (2022 and this year, so far), the Agency continues to improve on the hosting of the NALC event. It may be recalled that in 2019, Nigeria enacted the first stand-alone legislation against piracy and other maritime offences in the West and Central African region known as the “Suppression of Piracy and other Maritime Offences (SPOMO) Act” to improve security and to ensure safe and secure shipping at sea within Nigerian Maritime zones and the GoG. The innovative strategy behind the NALC initiative is to complement the administration of the SPOMO law with adequate knowledge and awareness creation amongst judges.

Consequently, following the enactment of the Act, the Federal High Court has secured the conviction of over 20 persons under the SPOMO Act.

#### Other activities included:

1. Resolution with Nigerian Communications Commission on Agency's Guidelines/Regulations: For the purpose of laying Submarine Cables.
2. Execution of MoU between NIMASA and the Nigerian Airspace Management Agency (NAMA)
3. Commencement of partial automation of registration of shipping companies/Agents processes; and it is to be noted that One thousand Nine Hundred and Twenty Eight companies have been duly registered on the Agency's database and 516 companies have been issued their licenses.

## Facilitation of external relations and technical cooperation

The Agency facilitates external relations and technical cooperation to support learning, knowledge transfer and sharing of experience in the realisation and promotion of organisational development and strengthening of national capacity in the maritime sector. This year, the Agency was able to achieve the following:

1. Training of the legislative staff of the Senate Committee on Marine Transportation and the House Committee on Maritime Safety, Education and Administration on the nature operations of the maritime industry and its impact on the national economy.
2. The training of officers of the Maritime Safety Department at the Technical Cooperation Capacity Building programme, in Japan, sponsored by the Japan International Cooperation Agency (JICA).
3. The training of officers of the Maritime Safety Department sponsored by the Malaysia Technical Cooperation Programme (MTCP) on International Search and Rescue Coordination Course, in Kuala Lumpur.
4. The participation of officers of the ISPS Code Unit, at a high level consultative meeting for women in maritime security in the West and Central African Region, in Yaounde, Cameroun, sponsored by the Kofi Annan International Peacekeeping Training Centre (KAIPTC).
5. Implementation of the Annual Strategic Grooming and Succession Planning Programme for winners of Employees of the Month and Star Performers. To identify and continuously develop the next generation of leaders in the Agency with the right mindsets, skillsets and attitude to encourage them to always strive for excellence and serve as change agents.
6. Sensitised Senior Secondary school girls / students across three geopolitical zones of Nigeria to engender their interest to pursue careers in the maritime sector. This initiative is under the Agency's Sea Worthy Programme designed to attract more female participation in maritime activities.
7. Hosting of the Agency's Annual Essay Competition to commemorate the World Maritime Day. This initiative is to engender youth interest in the maritime industry and further deepen the discourse on strategic importance of the maritime industry in the global economy.

S/N	ACTIVITY	STATUS
1.	2023 Promotion Exercise	<p>Identification of vacancies, conduct of promotion examination, Online participation, Issuance of Promotion Letters.</p> <p>A total of <b>511</b> staff were promoted in 2023.</p>
2.	Recruitment of new Staff	28 new staff were employed in 2023.
3.	Agency-Wide Local Training Programmes	<ul style="list-style-type: none"> <li>● There was a Retreat/ Workshop Training for National Assembly Committees on Marine Transport.</li> <li>● 46 Officers attended the International Training Centre of the International Labour Organization in Turin, Italy online.</li> <li>● Some of the Agency's officers participated in the C4i Intelligence System Operators Training (Deep Blue Project). A total of 1,658 staff were trained locally.</li> <li>● A Total of 25 Procurement Planning Committee (PPC) members were trained on Strategic Procurement Planning by Public Procurement Research Centre (PPRC), ABU Zaria.</li> <li>● A total of 36 staff were trained by the International Maritime Security Operators Team (IMSOT) United Kingdom (ISPS Training) at Park Inn by Radisson, VI, Lagos.</li> </ul>

		A total of 25 staff for United Nations Office on
4.	Leadership /Management Knowledge Transfer Series	10 Leadership / Management Series for officers on Grade Levels 13-15
5.	Professional/ Technical Knowledge Transfer Series	9 Professional/ Technical Series for officers on Grade Levels 8-12.
6.	Payment of annual subscriptions/ Dues to professional bodies	Payments were made for Subscription/ Conferences/AGM for various professional bodies like ICAN, ANAN, CIPM, CITN, CIOTA, CILT, NCS, NBA, COREN, NSE e.t.c.
7.	Agency-sponsored Foreign Short-Term Training	Pre-retirement Training 22 retiring officers on GL 14 and above participated in the training in Kigali, Uganda
8.	Renewal and Signing of MoU with WMU Malmo	The Agency renewed the Memorandum of Understanding with the World Maritime University (WMU) for a period of four years. The number of annual participants is 16.
9.	Staff Monthly Pension Payment	28% Monthly Pension Contribution was credited to the Retirement Savings Accounts (RSAs) of the Agency's staff domiciled with 16 Pension Fund Administrators (PFAs) in the year.
10.	Pensioners Monthly Pension Payment	Monthly pension payments were remitted to the personal bank accounts of the Pensioners on the Agency's payroll who retired under the old Defined Benefit Scheme of the year.

11.	Physical Verification Exercise	Successfully conducted the Annual Physical Verification Exercise for 116 pensioners on the Agency's Payroll, this was carried out in all zones which was completed. A total of 8 pensioners have been removed from the Agency's payroll, having been reported dead.
12.	Pension Sensitization/ Interactive Forum	<p>Successfully sensitised and updated all staff of the Agency in all Zones and HQ on new amendments and guidelines of the Pension Reform Act 2014 (as amended), New trends in the pension industry, Advantages of Additional Voluntary Contributions, Financial planning, additional modes of accessing retirement benefits and options available to retirees after retirement through Interactive Sessions between staff of the Agency and Pension Fund Administrators (PFAs)/ Insurance Companies, this was completed in August and September.</p>
13.	Enrollment of New Staff on the Contributory Pension Scheme	Successfully enrolled 28 Newly employed staff of the Agency into the Contributory Pension Scheme in February, while an additional six were enrolled in October to the CPS, via their various Pension Fund Administrators for Monthly Pension Remittance



WATER



NEW







# Chapter FIVE **FINANCIAL** STATEMENT

ABRIDGED FINANCIAL REPORT  
(UNAUDITED)

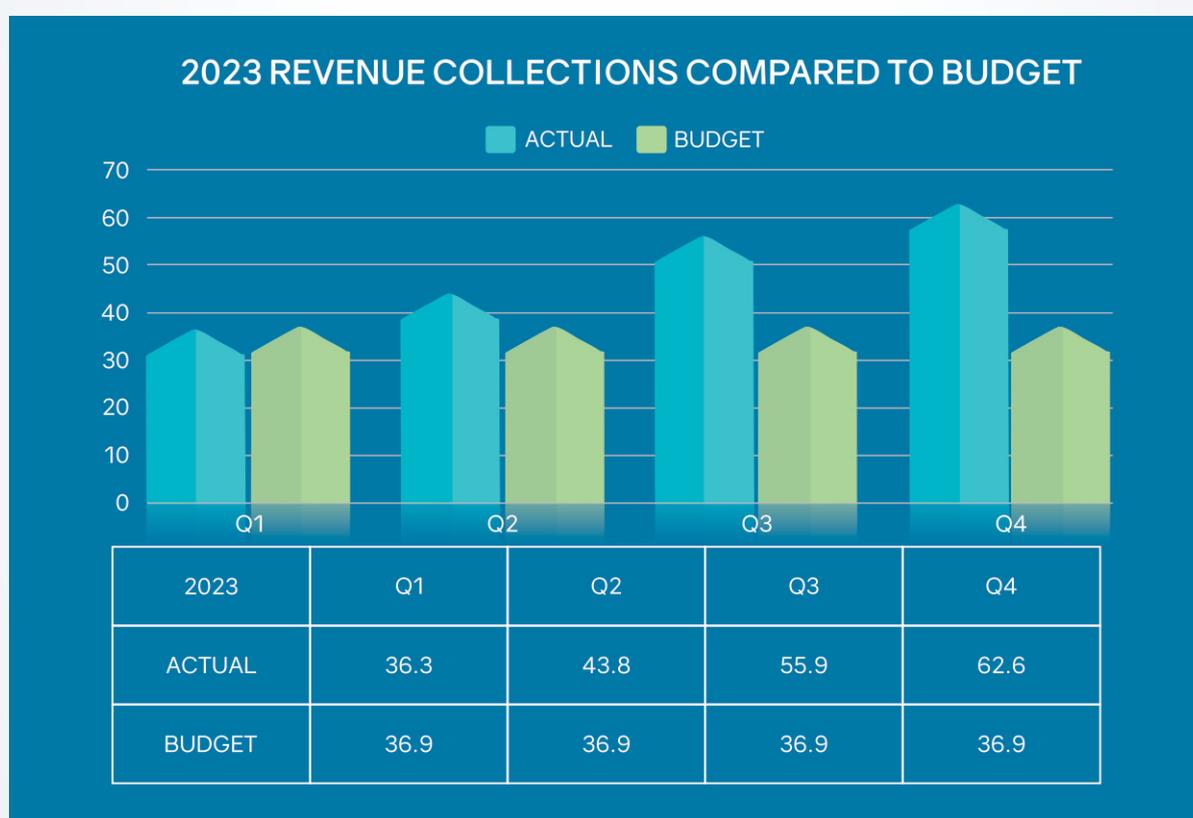
January to December 2023

## REVENUE COLLECTIONS

2023 Revenue Collections Compared to Budget - Quarter 1 to Quarter 4 (NGN'bn)

2023	Q1	Q2	Q3	Q4	TOTAL	Achieved
Actual	36.3	43.8	55.9	62.6	198.6	134.6%
Budget	36.9	36.9	36.9	36.9	147.6	

Year	Q1	Q2	Q3	Q4	TOTAL	Achieved
2023 Revenue	36.3	43.8	55.9	62.6	198.6	54%
2022 Revenue	30.1	26.5	42.0	30.4	129.0	



Forex Rate: 2023 – NGN460.00/USD (Jan – May); floating CBN rate from June 2023 to reporting date. Revenue is reported net of Cabotage Collections and Refunds.

### Notes:

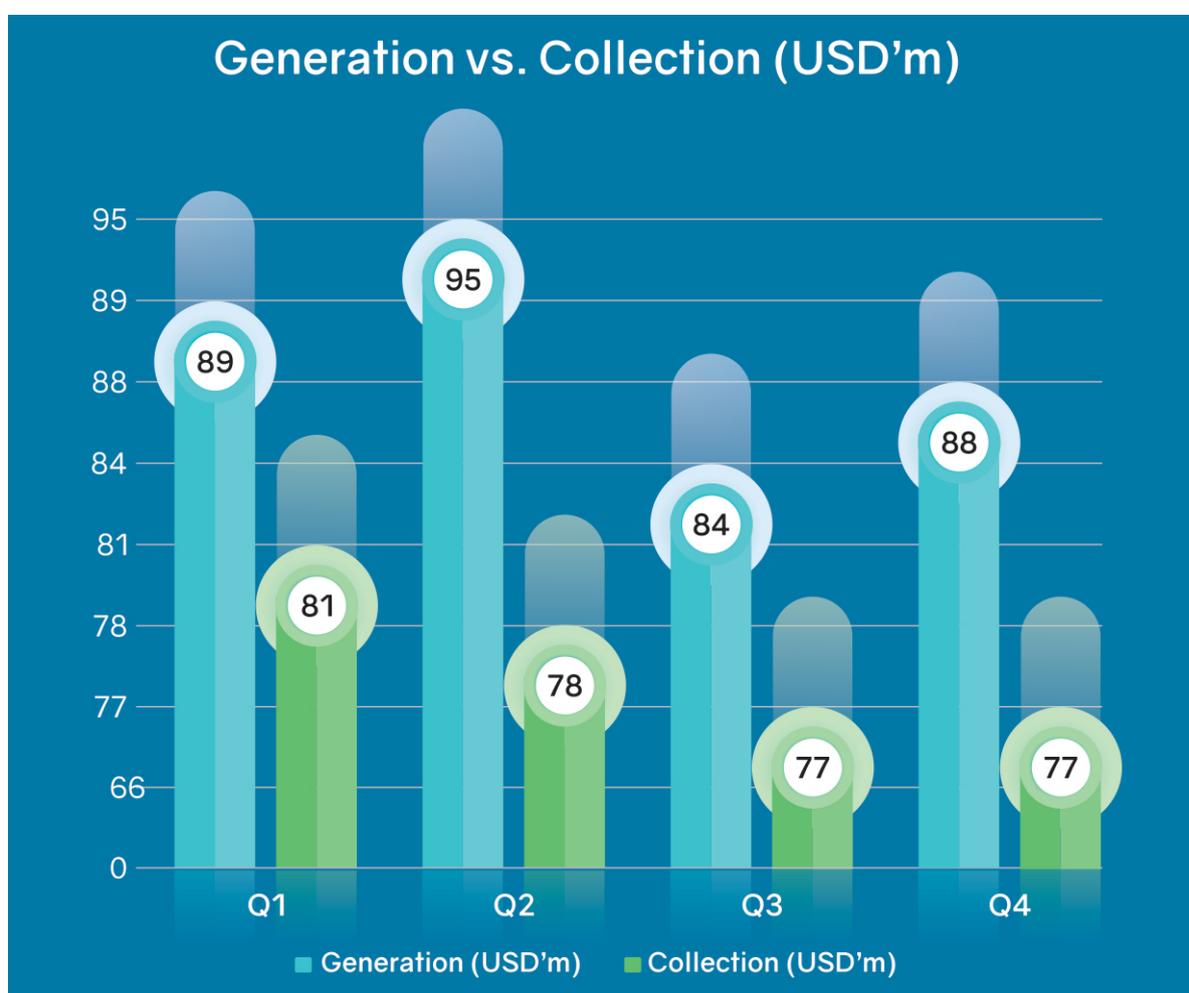
- The Agency collected NGN 198.5bn which represents 134.6% of budgeted revenue for 2023 at NGN 147.6bn.
- There was 54% improvement in collections comparing 2023 and 2022 at NGN 198.5bn and NGN 129bn respectively.

134.6% achievement was recorded due to above average collections in Quarters 2, 3 and 4 as well as the floated forex rate used in conversion

## REVENUE GENERATION VS. COLLECTION (NGN'm)

Year	Q1	Q2	Q3	Q4	TOTAL
Generation (NGN'm)	303	64	131	91	589
Collection (NGN'm)	1,977	1,746	1,364	1,982	7,069
Variance (NGN'm)	1,674	1,682	1,233	1,891	6,480

Year	Q1	Q2	Q3	Q4	TOTAL
Generation (USD'm)	89.18	95.28	83.78	88.33	356.57
Collection (USD'm)	81.32	77.74	77.45	76.53	313.04
Variance (USD'm)	(7.86)	(17.54)	(6.33)	(11.80)	(43.53)



Revenue is reported inclusive of Cabotage Collections

**Notes:**

Billing Control Team reviewed 15,948 files in 2023. They also raised 22 queries for dollar billings in the year under review.

## FIVE – YEAR REVENUE PERFORMANCE

### Revenue Generation vs. Collection (NGN'm)

Year	2019	2020	2021	2022	2023
Dollar Collections USD'm	316	330	234	296	291

Year	2019	2020	2021	2022	2023
Naira Collections NGN'm	2,020	1,696	3,386	3,362	3,928

Revenue is reported net of Cabotage Collections and Refund

#### Note:

The slight drop in 2023 Dollar Collections as compared to 2022 was largely due to down turn in the level of shipping activities and perhaps the floating of exchange rate by the Government which affected the accessibility to forex by Shipping Companies.

Naira Collections in 2023 out-performed the preceding years; indicative of the huge success recorded by the Agency in its efforts at enforcing collections and the new initiative from SPL.

## STATUTORY REMITTANCES STATUS:

S/N	ITEM	AMOUNT (NGN)
1.	Operating Surplus	51,781,465,415.39
2.	Maritime Academy of Nigeria	3,622,914,146.56
3.	Nigerian Maritime University Okerenkoko	85,617,000.00
	<b>TOTAL</b>	<b>55,489,996,561.95</b>

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

S/N	ITEM	AMOUNT (NGN)
1.	VALUE ADDED TAX (VAT) - FIRS	3,761,859,051.70
2.	WITHHOLDING TAX (WHT) - FIRS	2,597,750,704.92
3.	STAMP DUTIES - FIRS	1,034,819,825.34
4.	PAY AS YOU EARN (PAYE) - SIRS	578,822,187.51
5.	WITHHOLDING TAX (WHT) - SIRS	58,788,766.05
	<b>TOTAL</b>	<b>8,032,040,535.52</b>





NIMASA

CONTENTS



The Nigerian Maritime Administration and Safety Agency, NIMASA has taken over areas leased to it by the Nigerian Ports Authority (NPA) at the Continental Shipyard for the operations of the Modular Floating Dock. The areas include but not limited to the dolphin jetty, waterfront of the jetty adjoining the slipway, an administrative block, a construction, welding and mechanical workshop and a civil maintenance workshop, among others. During the handover ceremony, the Director General of NIMASA, Dr. Bashir Jamoh, OFR, said that handover of the Continental Shipyard to NIMASA marks the final lap in the quest of the Agency to deploy the modular floating Dockyard.



APPENDIX  
**2023 GALLERY**  
OF KEY EVENTS

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R-L: Executive Director, Maritime Labour and Cabotage Services, Nigerian Maritime Administration and Safety Agency (NIMASA), Engr. Victor Ochei; Executive Director, UBA Nigeria North, Mrs. Emem Usoro; Managing Director, Union Bank of Nigeria, Mr. Mudassir Amray; Director General NIMASA, Dr. Bashir Jamoh OFR; Executive Director Operations NIMASA, Mr. Shehu Ahmed; Managing Director/CEO, Jaiz Bank, Dr Sirajo Salisu and Change Risk Officer, Polaris Bank, Mr. Temi Ariboloye during a meeting to discuss modalities for the disbursement of the Cabotage Vessels Financing Fund, CVFF at the NIMASA headquarters in Lagos



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh presenting a souvenir to the Deputy Minister for Overseas Koreans and Consular Affairs, Republic of Korea, Choi Yeong, during a visit by the Deputy Minister to the NIMASA Headquarters in Lagos.



Base operation officer of the Nigerian Navy Ship, Delta (NNS, DELTA), Commander Samuel Musa, handing over MT Sea Eunice to the District Surveyor, Central Zone of NIMASA, Engr. Joshua Oyadiran, in Warri, Delta State.



L-R: Director, Compliance Monitoring and Enforcement, Efosa Idehen receiving a souvenir from the Director General, Nigerian Maritime Administration and Safety Agency (NIMASA); Dr. Bashir Jamoh, OFR, during a meeting between both Agencies to close ranks on submarine regulation in Nigeria, at the Head Office of NIMASA in Lagos.



The Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh OFR, (Right) presenting the keys to a 16 seater Bus to the President General, Maritime Workers' Union of Nigeria (MWUN), Comrade Adewale Adeyanju, as part of the Agencies Corporate Social Responsibility (CSR), at the headquarters of the Agency in Lagos.



The Director General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, OFR, on a condolence visit to the home of Late Barr. (Mrs.) Margaret Orakwusi, in Ikoyi; who died on 28th April 2023 after a brief illness as announced via a statement by Ezinma Ileka, Binyelum, and Ody Orakwusi (Children of Princess Margaret Nkem Onyema -Orakwusi)



Director General, Nigerian Maritime Administration and Safety Agency (NIMASA) Dr. Bashir Jamoh, OFR, (Right) presenting a souvenir to the Interim Administrator, Presidential Amnesty Programme (PAP), Major General (ret) Barry Ndiomu, when the latter paid a courtesy visit to the headquarters of NIMASA in Lagos.



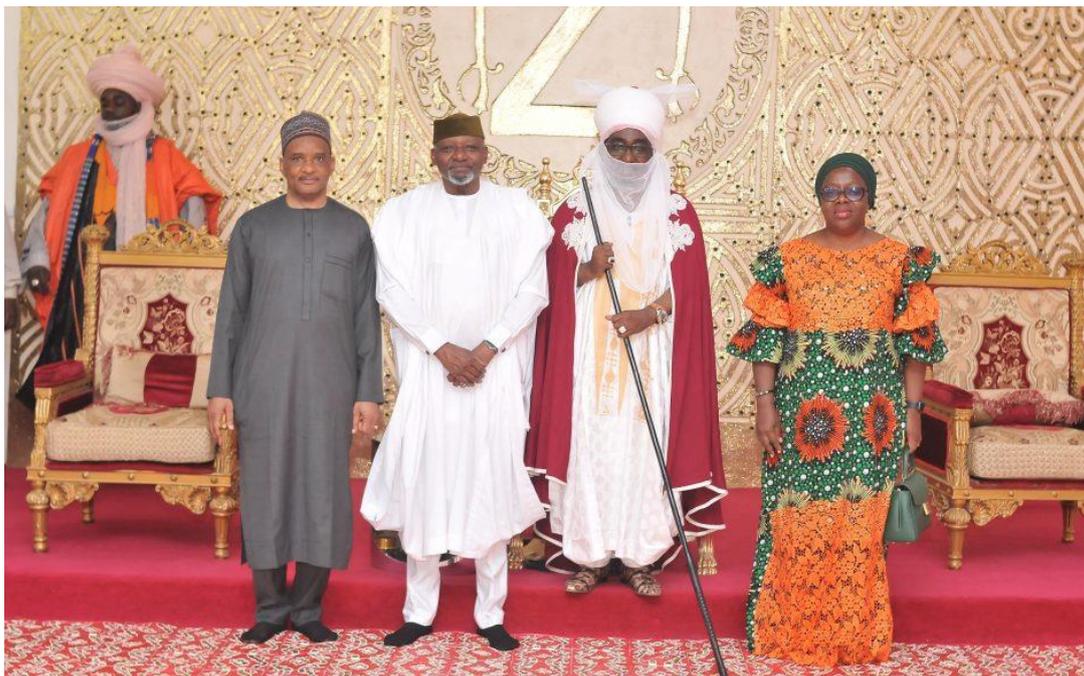
Director, Special Duties, Nigerian Maritime Administration and Safety Agency, NIMASA, Mr Isichei Osamgbi receiving an award on behalf of the Director General, NIMASA, Dr Bashir Yusuf Jamoh, OFR, during the Global African Diaspora Symposium in Abuja.



L-R: Hon Justice Mohammed Lawan Shuaibu JCA, Executive Director, Finance and Administration (NIMASA); Hon. Chudi Offodille Representing the Director General of Nigeria Maritime Administration and Safety Agency; Hon Justice Musa Datti Muhammad CFR, JSC, Prof; DG Nigerian Institute of Advanced Legal Studies (NIALS), Prof. Muhammed Tawfiq Lawan; Administrator of National Judicial Institution (NJI), Hon. Justice Salisu Garba and Rear Admiral Barabutemegha Jason Gbassa, at the Nigerian Admiralty Law Colloquium in Lagos.



Director Cabotage Services, Nigerian Maritime Administration and Safety Agency, NIMASA, Rita Uruakpa (middle), with some operational staff during the commemoration of the 2023 World Safety Day at the NIMASA headquarters in Lagos.



L-R: Director General, Nigerian Maritime Administration and Safety Agency, Dr. Bashir Jamoh, OFR; outgoing Minister of Transportation, Engr. Mu'azu Jaji Sambo; Emir of Zazzau, Ambassador Ahmad Nuhu Bamalli CFR; and Permanent Secretary, Federal Ministry of Transportation (FMT), Dr. Magdalene Ajani; during a courtesy visit to the Emir as part of the activities of the commissioning of some NIMASA projects in Kaduna State, on 27th May 2023.



L-R: Acting Board Chairman, Nigerian Maritime Administration and Safety Agency, Muhammed Abubakar; Minister of Transportation, Mu'azu Sambo; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh, OFR and others during the commissioning of Enforcement Boats and the inauguration of other projects in Lagos.



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh, OFR, flanked by the Managing Director, Melsmore, Mr. Danny Fuchs (left) and the Chief Engineer of Melsmore, Mr. Givol Yaron, during the handing over of the leased site at the Continental Shipyard Limited (CSL) of the Nigerian Ports Authority to the technical partners, Melsmore. The event was held at the headquarters of the Agency in Lagos.



R-L: Honourable Minister, Federal Ministry of Marine and Blue Economy, His Excellency, Adegboyega Oyetola, CON; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh, OFR; and Permanent Secretary, Federal Ministry of Transportation/Marine and Blue Economy, Dr. Magdalene Ajani, during the tour of the Agency's facilities in Lagos.



Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh OFR, signing the Performance Bond for 2023-2027 while the Honorable Minister of Marine and Blue Economy, Adegboyega Oyetola, CFR looks on during the Performance Bond signing in Lagos.



R-L: Director, Data Management Services, Nigerian Maritime Administration and Safety Agency, NIMASA, Chris Amakulo; Director, Special Duties NIMASA, Isichei Osamgbi; Managing Director/CEO NLNG Ship Management Limited, NSML, Abdulkadir Ahmed; General Manager, Human Resources, NLNG, Mrs Bamitale Frinle and Supervisor, Human Capital Development, Nigerian Content Development and Monitoring Board, Sallahudeen Muhammed, during the Induction Ceremony by NSML for 50 of NIMASA's Romanian trained NSDP beneficiaries in Lagos.



R – L: The Director, Reform Coordination and Strategic Management / Blue Economy, Nigerian Maritime Administration and Safety Agency, NIMASA, Mrs. Aishatu A. Jidda; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr. Bashir Jamoh; and Professor Okey Ikechukwu, MNI, during the presentation of the Agency's 'Distinguished Life Coach Award' to Professor Okey Ikechukwu at the maiden Interactive Workshop of the Agency on the Relevance of Reform Coordination and Strategic Management in Achieving the Mandate of the Agency held on 10th October 2023



R-L: Commander Deep Blue, Commodore OA Akinbami; Director General, Nigerian Maritime Administration and Safety Agency, NIMASA, Dr Bashir Jamoh, OFR; Flag Officer Commanding (FOC), Western Naval Command, Rear Admiral Mustapha Hassan; Executive Director, Maritime Labour and Cabotage Services, NIMASA, Engr. Victor Ochei and Commodore NS Lakan, during a courtesy visit by the FOC to the NIMASA headquarters in Lagos.





## MARITIME RELATED DEFINITIONS AND ABBREVIATIONS

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-foot Equivalent Units
Upbound	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  
RSO  
SOC  
SSO  
SAR  
STOAN

TVET  
USCG  
VIE

Remote Switching Centre  
Recognized Security Organizations  
Statement of Compliance  
Ship Security Officer  
Search and Rescue  
Seaport Terminal Operators Association of  
Nigeria  
Technical Vocational Education & Training  
United States Coast Guard  
Verification Inspection Exercise









NIMASA

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ANNUAL REPORT &  
ACCOUNT OF THE  
NIGERIAN MARITIME  
ADMINISTRATION &  
SAFETY AGENCY

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