

Annual Report 2024

with
Freight Statistics







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WHO WE ARE

The Nigerian Shippers' Council (NSC) was established in 1978 by Decree No. 13, now codified as the Nigerian Shippers' Council Act Cap N133, Laws of the Federation of Nigeria 2004. Our creation was driven by a global call led by UNCTAD and grounded in the United Nations Code of Conduct for Liner Conferences (1965) for countries to set up Shippers' Councils that would defend the interests of cargo owners in an increasingly complex and often imbalanced shipping environment.

From the outset, our mandate has been clear: to serve as a technical advisor and advocate for Nigerian shippers, ensuring that freight charges, shipment terms, vessel standards, and transport availability are not only transparent but also fair.

Our establishment aimed to address the imbalance of power between service providers and cargo owners, particularly in a developing economy like Nigeria, where high trade costs have long hindered competitiveness.

The landscape of port operations in Nigeria changed significantly in 2006 when the Federal Government concessioned the ports, transferring terminal operations to private operators. While this reform succeeded in attracting investment and boosting efficiency, it also exposed regulatory gaps especially in tariff regulation, service quality and user protection. The system lacked a central body empowered to balance commercial interests with public policy goals.

In response to these structural gaps and after extensive stakeholder consultations, the Federal Government appointed the Nigerian Shippers' Council as the Interim Port Economic Regulator in 2014. This role was formally established by the Nigerian Shippers' Council (Port Economic Regulator) Order, 2015, signifying a shift from our traditional role as a facilitator and advocate to that of an economic regulator, with the mandate to ensure port services are efficient, competitive, and fair.

Today, we operate at the intersection of policy, regulation and trade facilitation. Our work involves constant engagement with shipping companies, terminal operators, freight forwarders, government agencies and the Shippers themselves.

We intervene where market failures occur, develop guidelines where clarity is needed and resolve disputes to protect the integrity of Nigeria's trade environment.

As the Nigerian port system grows in scale and complexity, our history continues to inform our purpose: to be a technically grounded, stakeholder-focused institution that ensures Nigeria's shipping and logistics sectors serve the broader goals of national development.

VISION

To be the Foremost Economic Regulator Providing a Framework that Fosters Effective, Efficient and Competitive Service Delivery for Sustainable Growth in the Transportation Sector.





MISSION

i. Establish an Effective and Efficient Transport Economic Regulatory System that Advances the Rights and Interests of Stakeholders.

ii. Ensure that the Nigerian Transport Sector Contributes Optimally to the Economic Growth of the Nation.

iii. Develop and Sustain a Professional Workforce Driven by Knowledge and Technology for Consolidation and Sustainable Growth.

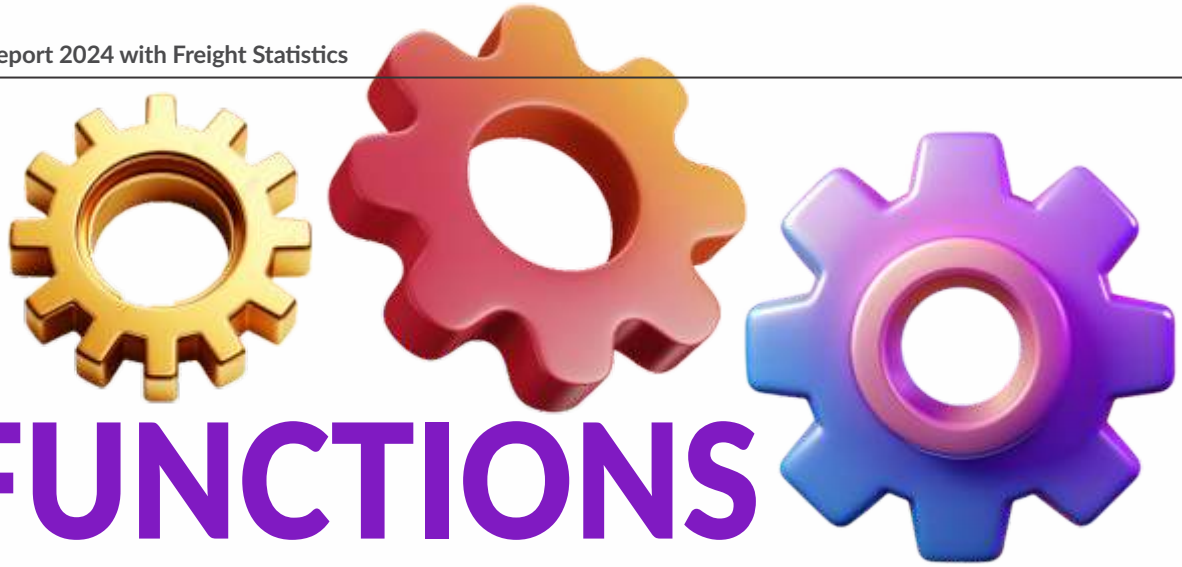
MANDATE

Establish an enabling environment for all stakeholders by instituting an efficient and effective economic regulatory system.




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Customer Focus and Stewardship
I
Innovation
T
Trust and Integrity
A
Adaptability and Value Diversity
D
Discipline and Accountability
E
Equity and Fairness
L
Leadership
CORE VALUES
CITADEL


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FUNCTIONS

THE STATUTORY FUNCTIONS OF THE COUNCIL AS CONTAINED IN DECREE 13 OF 1978, NOW NSC ACT CAP N133 LFN 2004 ARE TO:

i. Provide a forum for the protection of the interest of shippers on matters affecting the shipment of imports and exports to and from Nigeria;
ii. Provide a forum for consultation between the conference and non-conference lines, tramp-owners, the Nigerian Ports Authority and the Government of the Federation on matters of common interest;
iii. Encourage the formation of Shippers' Associations all over the country;
iv. Liaise with the appropriate arms of the Government of the Federation and other organisations in assessing the stability and adequacy of existing services and make appropriate recommendations in that behalf
v. Advise the Government of the Federation, through the Minister, on matters relating to the structure of freight rate, availability and adequacy of shipping space, frequency of sailings, terms of shipment, class and quality of vessels, port charges and facilities and other related matters;
vi. Negotiate and enter into agreements with Conference Lines and non-Conference Lines, ship-owners, the Nigerian Ports Authority and any other bodies on matters affecting the interests of shippers;
vii. Consider the problems faced by shippers with regards to coastal transport, inland waterways transport and matters relating generally to the transportation of goods by water and advise Government on possible solutions thereto;
viii. Promote and encourage the study and research into problems affecting shippers in Nigeria;
ix. Arrange from time-to-time seminars and conferences on any matter relating to its functions in Nigeria;
x. To carry out such other activities as are conducive to the discharge of its functions under this Act.

As the **Port Economic Regulator,** the Council is mandated to also carry out the following functions:

i. Provide guidelines for tariff setting in order to guide against arbitrariness;
ii. Monitor and enforce standards of service delivery to ensure availability, accessibility, affordability, stability, predictability and adequacy of services;
iii. Encourage competition and guard against the abuse of monopoly and dominant market positions;
iv. Perform mediatory role among stakeholders;
v. Establish accessible and modern dispute resolution mechanism;
vi. Regulate market entry and exit;
vii. Promote efficiency in the provision of port services;
viii. Minimise high cost of doing business and prevent its inflationary effect on the Nigerian economy;
ix. Encourage private sector investment in the port sector;
x. Monitor and ensure compliance by all parties with the provisions of the Port Concession Agreements.

SERVICES OF THE COUNCIL

01 Regulatory Services

- Set, monitor and enforce standards of service delivery, ensure stability, accessibility and adequacy of services.
- Provide guidelines for the registration of regulated service providers specifying, among other things, the terms and conditions for the registration.
- Provides guidelines on tariffs and charges.
- Regulate market entry and exit.
- Monitor and ensure compliance by all parties, with the provisions of Port Concession Agreements.

02 Stakeholders/ Industry Support Services

- Monitoring freight rates along the Nation's trading routes and providing accurate and timely data and other vital information for Shippers.
- Handling and resolving Shippers' complaints on shipping and trade matters such as excessive and arbitrary local shipping charge, short lading and non-delivery of goods, cargo losses, damage, marine insurance claims and non-refund of container deposits.
- Ensuring compliance of service providers in the transport and logistics industry with MoU's on tariffs, regulations, rules of conduct and other agreements entered into between them and the Council.

03 Stakeholders' Representation Services

- Negotiates and agrees with service providers on the quality of services and charges payable in accordance with local and international standards.
- Represents Shippers' interest in local and international shipping and trade-related fora and organizations.

04 Advocacy And Advisory Services

- Monitoring and advising on the general trends in both domestic and international commodity markets for the benefit of relevant stakeholders.
- Advocating the creation of a level playing field for both service provider and service consumers and the facilitation of seamless transportation of goods and services.
- Providing continuous assessment of the Ports, Shipping and Logistics environment against international benchmarks and standards to ensure conformity by service providers.
- Formation of Shippers' Association nation-wide to empower Shippers as a group for meaningful negotiations with providers of shipping services.

05 Research And Information Services

- Indicative freight rates and local shipping charges to the Nigeria Customs Service (NCS), Central Bank of Nigeria (CBN), Shippers and other Stakeholders.
- Border Information Centres: The BICs were established to guide Shippers at Nigerian trade borders, formalize trade, provide information to traders, reduce delays and costs, and guide shippers to comply with international conventions.
- The Council has a modern library at its Head Office, Lagos and seven (7) mini-libraries at the Coordinating Offices and Abuja Liaison Office.

06 Education And Enlightenment Services

- International Maritime Seminar for Judges.
- National Shipping Conference.
- Practical Maritime Dispute Resolution Seminar (in collaboration with Maritime Arbitrators Association of Nigeria).
- Seminars and Shippers' Clinics' at various locations in the country through the outstation to assist the Shippers in specific aspects of international trade such as Import Procedures, Bill of Lading, understanding of INCOTERMS, etc.

OFFICE LOCATIONS

To bring services to the doorstep of Stakeholders nationwide, the Council has its Head Office in Lagos, Liaison Office in Abuja and six (6) Zonal Coordinating Offices in the six (6) Geo-political zones of the Country. In addition, there are fourteen (14) Area Offices and two (4) Border Information Centres.

HEAD OFFICE
4, Otunba Ayodele Soyode Lane,
Apapa. P.M.B. 50617,
Ikoyi, Lagos

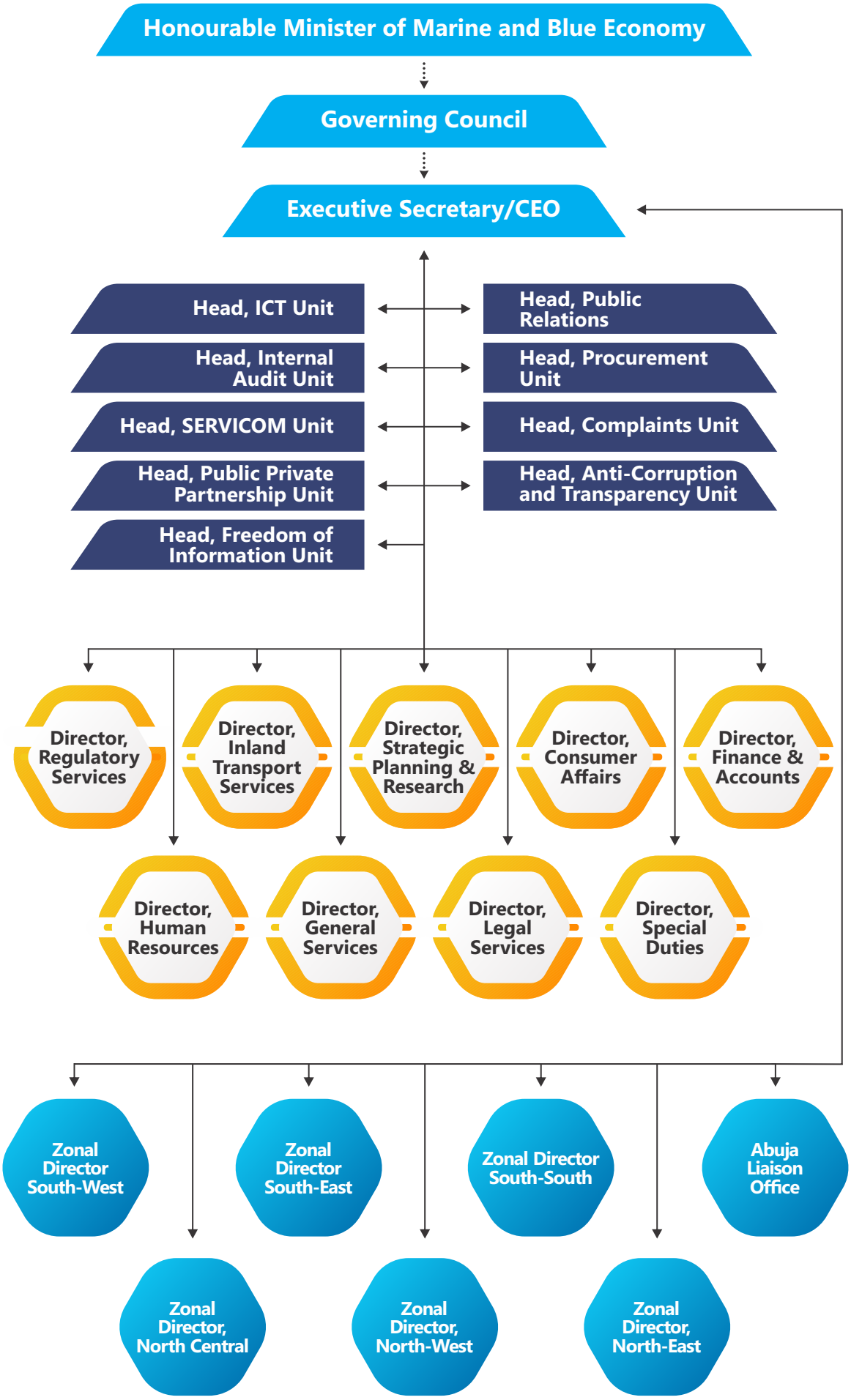
ABUJA LIAISON OFFICE
Shelter Plaza,
438, Michael Okpara Way, Wuse Zone 5,
Abuja.

Zonal Coordinating and Area Offices locations

S/N	Coordinating Offices	Area Offices	Areas Of Coverage
1.	**South-South Coordinating Office, Port Harcourt.** 32a, King Perekule Street, GRA Phase 2, Port Harcourt, Rivers State.	**Benin** - KY Plaza Opp. PZ Junction Sapele Road Benin City Edo State. **Calabar** - 3rd Floor, Henss Building Complex 24/26 Murtala Mohammed Highway, Calabar, Cross River State. **Warri** - No 5, Effurun/ Sapele Raod Warri, Delta State. **Uyo** – 7/13, Aka Road (Anchor Insurance Building) by Plaza Plaza Uyo, Akwa Ibom State.	Akwa Ibom, Bayelsa, Cross River, Delta, Edo and Rivers States.
2.	**South-East Coordinating Office, Aba.** 25, Aba - Owerri Road, Aba, Abia State.	**Enugu -** No 2a Colliery Avenue GRA, Enugu, Enugu State. **Onitsha -** No 87 Upper New Market Road, Onitsha Anambra State.	Abia, Anambra, Ebonyi, Enugu and Imo States
3.	**South-West Coordinating Office, Ibadan.** 16B, His Grace Building, Opp. Oando Filling Station, Mokola Hill, Mokola, Oyo State.	**Akure -** 3rd Floor Bank of Agriculture Alagbaka, Akure. Ilorin - Ahmadu Bello Way Room 445-447 Governor Office, Ilorin.	Ekiti, Kwara, Ogun, Ondo, Osun and Oyo States.

4.	**North-East Coordinating Office, Bauchi.** 5, Ahmad Abdulkar Road, Bauchi, Bauchi State.	**Maiduguri -** 9/10 Kirikasama Road Opposite Unity Bank, Maiduguri. **Yola -** No 2 Mohammed Tukur Road Old GRA Jimeta, Yola, Adamawa State.	Adamawa, Bauchi, Borno, Gombe, Taraba, and Yobe States.
5.	**North-West Coordinating Office, Kano.** No 78, Bajekoli, Besides Shagalinku, Restaurant Off Zoo Road, Kano State.	**Kaduna -** Kaduna Inland Port Kachia Road, Kakuri, Kaduna State. **Katsina/Funtua -** No 26 Hassan Usman Road GRA, Katsina State. **Sokoto -** No 1 Kano Road Opposite FIRS Office, Sokoto State.	Jigawa, Kaduna, Kano, Katsina, Kebbi, Sokoto and Zamfara States.
6.	**North-Central Coordinating Office, Jos.** Zaria Road, Opposite Federal Government College, By Road Safety.	**Lokoja -** Zone 8 Round About Before Meme Bridge, Lokoja, Kogi State. **Makurdi -** No 19 Railway By-Pass High-Level Makurdi, Benue State. **Minna -** Ladi Kwali Road Behind Zenith Bank, Tunga, Minna, Niger State.	Benue, Kogi, Nassarawa, Niger and Plateau States
7.	**Border Information Centres** Seme-Krake Border Information Centre. Jibiya- Maradi Border Information Centre. Mfum-Cross River Border Information Centre. Illela- Sokoto Border Information Centre	**Border Information Centre** **Beside NIPOST Office,** **Seme Border,** **Seme, Lagos.** **Jibiya-Maradi Border Post** **Katsina.** **Nigeria-Cameroon Border** **Mfum/Ekok,** **Cross-River.** **Illela-Sokoto Border** **Illela-Birnin Konni.**	

ORGANOGRAM


Honourable Minister of Marine and Blue Economy
Governing Council
Executive Secretary/CEO
Head, ICT Unit
Head, Public Relations
Head, Internal Audit Unit
Head, Procurement Unit
Head, SERVICOM Unit
Head, Complaints Unit
Head, Public Private Partnership Unit
Head, Anti-Corruption and Transparency Unit
Head, Freedom of Information Unit
Director, Regulatory Services
Director, Inland Transport Services
Director, Strategic Planning & Research
Director, Consumer Affairs
Director, Finance & Accounts
Director, Human Resources
Director, General Services
Director, Legal Services
Director, Special Duties
Zonal Director South-West
Zonal Director South-East
Zonal Director South-South
Abuja Liaison Office
Zonal Director, North Central
Zonal Director, North-West
Zonal Director, North-East

MANAGEMENT TEAM



PIUS UKEYIMA AKUTAH,
MON, Esq., FCILT, FCIOTA, Ph.D.

EXECUTIVE SECRETARY/CEO



M.C. OGBONNAH
DIRECTOR,
REGULATORY SERVICES



A.V. OKAM
DIRECTOR, HUMAN RESOURCE MANAGEMENT



G.E ONOJEDO
DIRECTOR,
CONSUMER AFFAIRS



K. OTHMAN
DIRECTOR, NORTH WEST ZONAL COORDINATING OFFICE



I.A. OKOLUE
DIRECTOR,
INLAND TRANSPORT SERVICES



A.S. BASHIR
DIRECTOR, NORTH-EAST ZONAL COORDINATING OFFICE



O.B. ANIFOWOSE
DIRECTOR, STRATEGIC PLANNING & RESEARCH



Z. MAGAJI
DIRECTOR,
SPECIAL DUTIES



A.U. YAZAH
DIRECTOR, NORTH CENTRAL ZONAL COORDINATING OFFICE



M. ABUBAKAR
DIRECTOR,
GENERAL SERVICES



B. A. SALEH.
DIRECTOR,
LEGAL SERVICES

EXECUTIVE SECRETARY/CEO'S MESSAGE



Dr. Akutah Pius Ukeyima,
Esq., FCILT, INSTTA, MON, PH.D.

Executive Secretary/CEO
Nigerian Shippers' Council

It is with profound honour and a deep sense of responsibility that I present the 2024 Annual Report of the Nigerian Shippers' Council (NSC). This report encapsulates the Council's strategic interventions, regulatory activities, programmes, and key milestones achieved over the past year, underscoring our unwavering commitment to fostering efficiency, transparency, and competitiveness across Nigeria's maritime and logistics landscape.

The year 2024 marked a significant turning point for the maritime sector, following the establishment of the Federal Ministry of Marine and Blue Economy in 2023 by the administration of His Excellency, President Bola Ahmed Tinubu, GCFR. This landmark development elevated the maritime industry to the forefront of national economic discourse. Under the visionary leadership of the Honourable Minister, His Excellency Adegboyega Oyetola CON, the Ministry has championed policies aimed at unlocking the full potential of Nigeria's vast marine and inland water resources. The Ministry's creation is emblematic of a renewed commitment to economic diversification, sustainable resource management, and positioning Nigeria as a premier maritime hub in Africa.

In alignment with this bold national agenda, the Nigerian Shippers' Council, as the Port Economic Regulator and Trade Facilitation Agency, scaled up its regulatory and facilitative roles. We deepened stakeholder engagement, strengthened oversight mechanisms across port operations and inland logistics corridors, and launched forward-looking initiatives to eliminate systemic inefficiencies, reduce the cost of doing business, and promote an enabling environment for private sector investment.

Throughout the reporting year, the Council provided strategic policy and technical inputs to various government reform initiatives. We also enhanced structured dialogue among service providers, port users, and regulators—ensuring synergy and improved service delivery. Notably, our efforts toward digitalising regulatory processes and fostering inter-agency collaboration yielded measurable improvements in port efficiency, compliance enforcement, and operational transparency.

In responding to sectoral challenges, the Council remained proactive. We undertook robust stakeholder consultations, facilitated dispute resolution and tariff negotiations, and ensured adherence to approved standards. Our regulatory interventions spanned freight stabilisation, inland dry port development, multimodal transport promotion, cargo visibility and security systems, as well as sustainability-aligned initiatives in line with global benchmarks.

This report provides insights into our achievements under key strategic pillars—regulation, operations, and stakeholder engagement—while also acknowledging persistent challenges such as infrastructure deficits and procedural delays. Importantly, it outlines the measures being implemented to address these gaps.

The successes recorded in 2024 reflect the dedication and professionalism of our Management, and staff. I express my sincere appreciation for their commitment and drive. I also acknowledge the invaluable support of the Honourable Minister of Marine and Blue Economy, as well as the enduring partnership of our stakeholders across the public and private sectors.

As we look to the future, the Nigerian Shippers' Council remains committed to advancing reforms and innovations that strengthen Nigeria's integration into regional and global trade. We will continue to build a maritime ecosystem that is secure, efficient, transparent, and inclusive—delivering sustainable value to shippers, service providers, investors, and the broader Nigerian economy.

Thank you.

PREFACE

The Nigerian Shippers' Council (NSC) 2024 Annual Report presents a comprehensive account of the Council's activities, accomplishments, and contributions to the development of Nigeria's maritime and logistics sector during the year under review. This report reflects the collective efforts of the Council's departments, divisions, and units, and underscores our shared commitment to transparency, accountability, and continuous improvement.

In 2023, as part of its efforts to diversify the Nigerian economy by harnessing the country's maritime potential, the administration of President Bola Ahmed Tinubu established the Ministry of Marine and Blue Economy, led by the Honourable Minister, Mr. Adegboyega Oyetola. This significant development signals the Federal Government's renewed commitment to tapping into the vast opportunities within the marine and blue economy as a catalyst for economic diversification, sustainable development, and job creation.

In alignment with this national priority, the Nigerian Shippers' Council has continued to discharge its regulatory mandate with renewed vigour, strengthening its oversight of port operations and the wider logistics value chain to promote efficiency, transparency, and competitiveness in maritime trade.

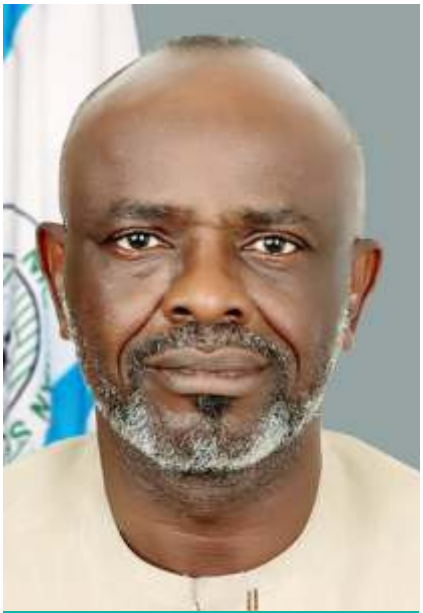
The Council actively participates in the development and implementation of policies and frameworks that advance the marine and blue economy agenda, providing technical input, fostering stakeholder collaboration, and supporting inter-agency coordination.

Through these efforts, the Council remains a key contributor to national strategies aimed at unlocking the economic potential of Nigeria's marine resources, attracting investments, facilitating trade, and driving sustainable growth in the maritime sector in line with global best practices.

The report provides an accurate, comprehensive, and objective account of the Council's performance in 2024. The report highlights key regulatory interventions, trade facilitation initiatives, stakeholder engagements, capacity development efforts, as well as the challenges encountered and the strategic measures adopted to address them, in line with the Council's mandate as the Port Economic Regulator and Trade Facilitation Agency.

I wish to acknowledge the visionary leadership and support of the Executive Secretary/CEO, the guidance of Management, and the cooperation of all departments whose contributions made the production of this report possible. I also extend my appreciation to the Federal Ministry of Marine and Blue Economy, various government agencies, and our stakeholders for their continued partnership and collaboration.

It is our hope that this report will serve as a valuable reference, highlighting the Council's progress and providing useful insights to inform future planning and decision-making in the continued development of Nigeria's maritime and logistics sector.



O.B. ANIFOWOSE

DIRECTOR, STRATEGIC PLANNING & RESEARCH

Chapter 1

REGULATORY AND OPERATIONAL SERVICES



1.1. KEY PERFORMANCE INDICATORS (KPIs) FOR CONTAINER TERMINALS IN LAGOS SEAPORT

The Council conducted quarterly assessments to evaluate the operational performance of container terminals at Lagos Seaports. These assessments included carrying out comparative analysis of the World Average and Regional Average to recommend Standards for Nigerian Ports.

Table 1: *World and Regional Average and the Recommended Standards of KPIs for Nigerian Ports.*

Indicators	World Average	Regional Average	Recommended Standards for Nigerian Ports
Berth Occupancy	70%	60%	65%
Ship Turnaround Time	1 day	3 days	3 days
Crane moves per hour(mph)	40 mph	36 mph	36 mph
Cargo Dwell Time	7 days	13 days	13 days
Time Spent at Anchorage	1 hour	17 hours	8 hours
Truck Turnaround Time	20 minutes	1 hour	45 Minutes

Table 2: *2024 Key Performance Indicators (KPIs) For Container Terminal Operations in Lagos Seaports*

KEY PERFORMANCE INDICATORS (KPIs) FOR CONTAINER TERMINAL OPERATIONS IN LAGOS SEAPORTS (2024)							
Indicators	TICT	PTML	FIVE STAR	PCHS	APMT	LEKKI	RECOMMENDED STANDARD
Berth Occupancy (%)	41.2	10.9	34.5	18.6	65	21.4	65
Ship Turnaround Time (Days)	1.6	0.6	1.5	1.5	3.9	1.5	3
Crane Move Per Hour (HOURS)	34.9	3.6	8.6	12.8	14.1	17.8	36
Cargo Dwell Time (DAYS)	19.4	4.5	7.6	14.5	19.6	12.5	13
Time Spent at Anchorage (HOURS)	0	1.2	4.4	0.5	13.4	0	8
Truck Turn Around Time (MINUTES)	180	10.9	280	16.8	163.8	67.4	45

- **Berth Occupancy:** In 2024, APMT (65%) was the only Lagos terminal to meet the regional berth occupancy benchmark of 60%, also nearing the global average of 70%. This indicates high utilization, which may also suggest pressure or congestion if not properly managed. This indicated high utilization, which may also suggest pressure or congestion if not properly managed. All other terminals operated below both benchmarks, suggesting under-utilization or having had more flexible schedules

- **Cargo Dwell Time:** In 2024, PTML Terminal recorded the shortest average cargo dwell time at 4.5 days, indicating higher operational efficiency or faster cargo clearance. However, PCHS TICT and APMT had the longest dwell times, pointing to possible inefficiencies, congestion, or delays.

- **Crane Moves per Hour:** In 2024, TICT was the only terminal in Lagos to surpass the recommended standard of 25 moves per hour (Mph), achieving an impressive 34.9 Mph. This indicates its exceptional crane productivity and operational efficiency. While other terminals did not meet the standard, Lekki Port's performance of 17.8 Mph is noteworthy, given that it is a relatively new facility.

- **Ship Turnaround Time:** In 2024, most Lagos terminals performed well against the recommended ship turnaround time of 1.9 days. TICT, PCHS, Five Star and Lekki Port all operated within the standard, indicating efficient vessel handling and port operations. However, APMT (3.9 days) had the longest turnaround time, suggesting congestion or operational delays.

- **Time spent at Anchorage:** In 2024, TICT and Lekki Port demonstrated the most efficient vessel traffic management, as their vessels generally berthed upon arrival with minimal or no waiting time at anchorage.

  On the other hand, APMT (13.4 hours) and Five Star (4.4 hours) recorded the longest average times at anchorage, indicating persistent berth congestion or delays in vessel scheduling.

- **Truck Turnaround Time:** In 2024, PTML and PCHS met the recommended truck turnaround time standard of 45 minutes, indicating efficient gate operations and cargo handling. Lekki (67.4 min) slightly exceeded the benchmark, suggesting moderate delays. However, Five Star (280min) and TICT (180min) performed below standard, reflecting significant bottlenecks likely due to poor yard management, congestion, or inefficient loading/unloading processes.

Based on the analysis of the performance indicators during the year under review, the following recommendations are put forward to strengthen the ports operational efficiency:

i. **Deployment of Advanced Scanning Machines:** Increasing the number of modern scanning machines for cargo examination will enhance security checks and expedite the clearance process.
ii. **Adoption of Intermodal Transport Systems:** Utilizing diverse transportation methods, such as railroad, and waterways, can decongest ports and alleviate pressure on access roads.
iii. **Rehabilitation of Port Access Roads:** Accelerating the ongoing repair and upgrading of port access roads is vital to ensuring smooth traffic flow.

iv. **Investment in Modern Cargo Handling Equipment:** Terminal operators should be encouraged to invest in state-of-the-art cargo handling technologies.
v. **Streamlined Cargo Clearance Processes:** Improving coordination with customs and adopting digital clearance systems can eliminate procedural delays.

Table 3: *Comparison of Key Performance Indicators (KPIs) For Container Terminal Operations in Lagos Seaports (2023 And 2024)*

COMPARISON OF KEY PERFORMANCE INDICATORS (KPIs) FOR CONTAINER TERMINAL OPERATIONS IN LAGOS SEAPORTS (2023 AND 2024)											
INDICATORS	TICT		PTML		FIVE STAR		PCHS		APMT		LEKKI
	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Berth Occupancy (%)	41.2	38	10.9	48	34.5	30	18.6	37	65	53.5	21.4
Ship Turnaround Time (Days)	1.6	31.65	0.6	1.19	1.5	2	1.5	2.43	3.9	1.16	1.5
Crane moves per hour (mph)	34.9	21.65	3.6	11	8.6	9.5	12.8	11.6	14.1	14.55	17.8
Cargo Dwell Time (Days)	19.4	18.3	4.5	16.5	7.6	9.25	14.5	18	19.6	20.7	12.5
Time spent at anchorage (Hours)	0	0	1.2	2.3	4.4	7.5	6	3.9	13.4	7.2	0
Truck Turnaround Time (Minutes)	180	133	10.9	26	280	215	16.8	22.7	163.8	142	67.4

1.2. CARGO STATISTICS AT LAGOS SEAPORT TERMINALS

Table 4: *Comparison of Cargo Throughput for Lagos Seaport (2023 & 2024)*

	2023		2024	
	Import	Export	Import	Export
Tonnage (MT)	10,764,246	1,299,921	10,229,718	661,547
Container (TEUs)	694,344	394,357	647,228.00	389,502.00
Vehicles (Units)	81,990	264	115,389.00	482

- **Tonnage (Metric Tons - MT):** Within the period under review, imports across Lagos seaports decreased from 10,764,246 MT in 2023 to 10,229,718 MT in 2024, representing an approximate decline of 5.0%. Concurrently, exports significantly dropped from 1,299,921 MT to 661,547 MT, reflecting a sharper decrease of nearly 49.1%. This substantial decline in export tonnage indicated challenges in the export trade, despite government incentives aimed at boosting export activities."

- **Containers (Twenty-foot Equivalent Units - TEUs):** Container imports decreased from 694,344 TEUs in 2023 to 647,228 TEUs in 2024, representing an approximate decline of 6.8%. However, exports saw a slight decrease from 394,357 TEUs in 2023 to 389,502 TEUs in 2024, indicating a marginal drop of about 1.2%. Import container traffic continued to dominate and the minor decline in export containers suggested a clear underutilization of export container capacity within maritime trade.

- **Vehicles (Units):** The vehicle unit statistics indicated that imports decreased from 115,389 units in 2023 to 81,990 units in 2024, a decline of approximately 28.9%. Concurrently, exports decreased from 482 units to 264 units, reflecting a 45.2% drop. This reduction in both imported and exported vehicle units could be attributed to trade policy changes in Nigeria during the period under review.

1.3. NIGERIAN AVIATION HANDLING COMPANY (NAHCO) & SKYWAY AVIATION HANDLING COMPANY (SAHCO) CARGO STATISTICS AT MURTALA MUHAMMED INTERNATIONAL CARGO AIRPORT IKEJA, LAGOS

Table 5: *NAHCO & SAHCO Import Cargo Throughput in Kilograms (kg), 2023*

ORGANIZATION	IMPORT			
COMPANY	1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER
	(Kg)	(Kg)	(Kg)	(Kg)
NAHCO	7,011,990.00	7,388,220.00	7,811,012.00	7,600,558.00
SAHCO	8,100,954.00	8,551,016.00	8,470,213	8,698,433
TOTAL	15,112,944	15,939,236	16,281,225	16,298,991
Grand Total	63,632,396			

Table 6: NAHCO & SAHCO Export Cargo Throughput in Kilograms (kg), 2023

ORGANIZATION	EXPORT			
COMPANY	1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER
	(Kg)	(Kg)	(Kg)	(Kg)
NAHCO	3,221,003.00	4,009,771.00	4,092,200.00	4,223,112.00
SAHCO	4,074,646	4,264,680	4,330,110	4,406,662
TOTAL	7,295,649	8,274,451	8,422,310	8,629,774
Grand Total	32,622,184			

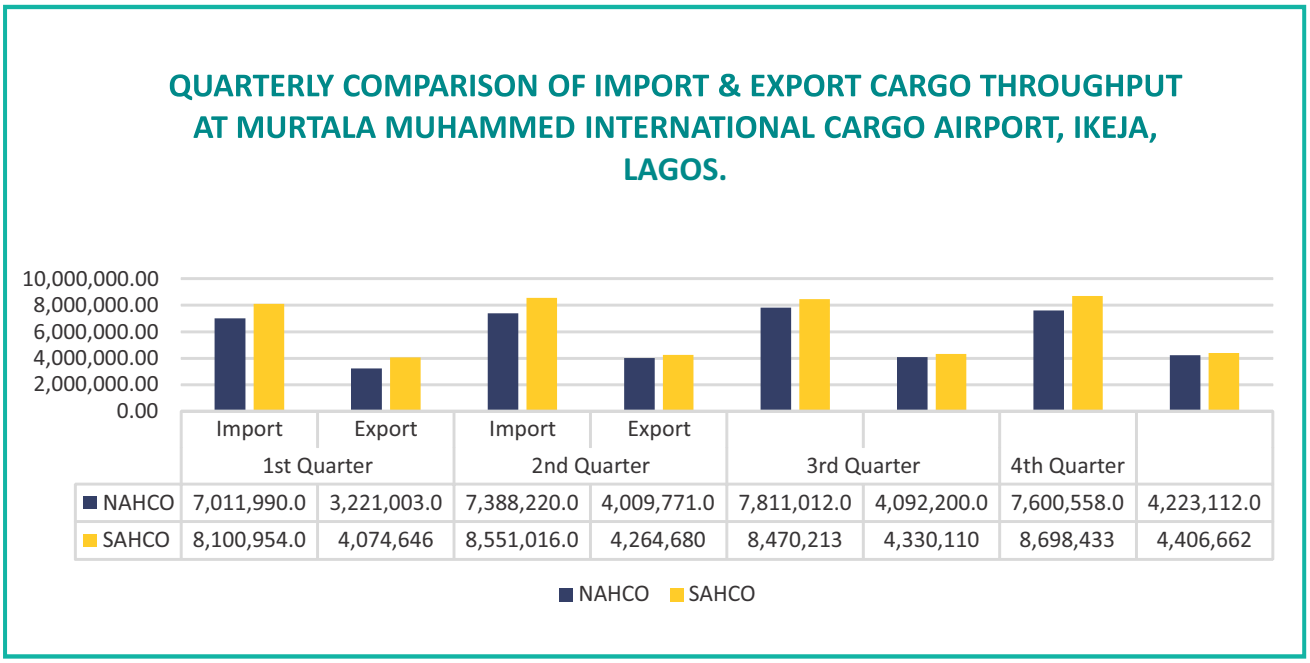


Figure 1: Quarterly Comparison of Import and Export Cargo Throughput

An analysis of import and export cargo throughput at Murtala Muhammed International Cargo Airport, Ikeja, Lagos in 2024 indicated that the total exports amounted to 32,622,184 kg, while total imports reached 63,632,396kg. This significant imbalance indicated that the airfreight sector was underutilized for exports, resulting in many cargo aircraft departing Nigeria without cargo.

1.4. CONFIRMATION OF REASONABLENESS OF DEMURRAGE, FREIGHT RATES AND CHARTER PARTY PAYMENTS IN 2024

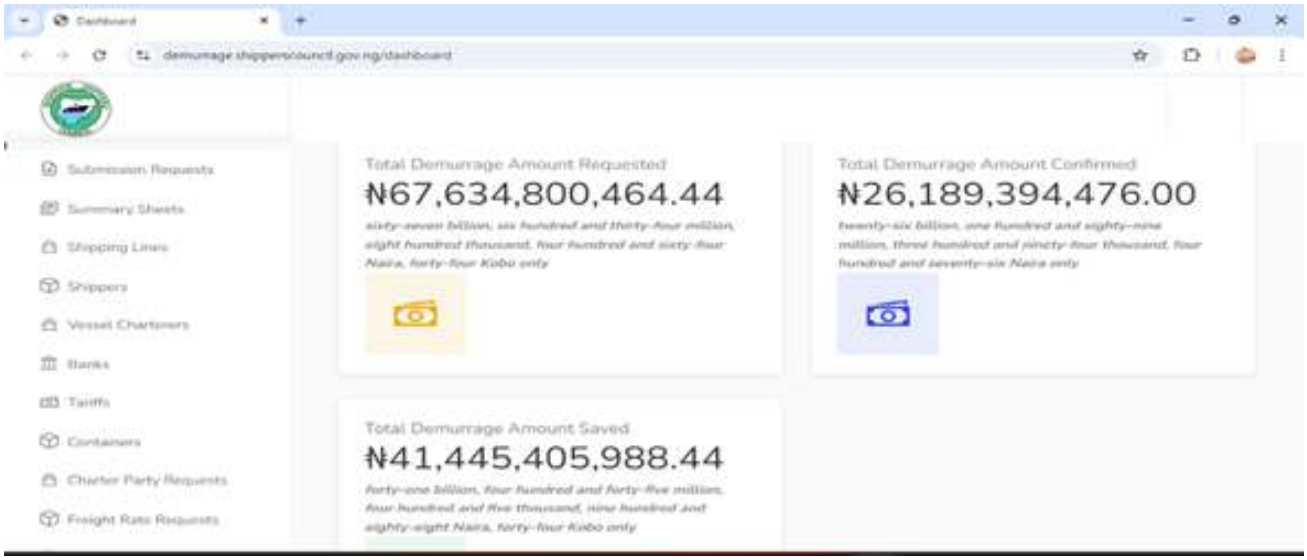


Figure 2: *Confirmation of Reasonableness of Demurrage, Freight Rates and Charter Party Payments*

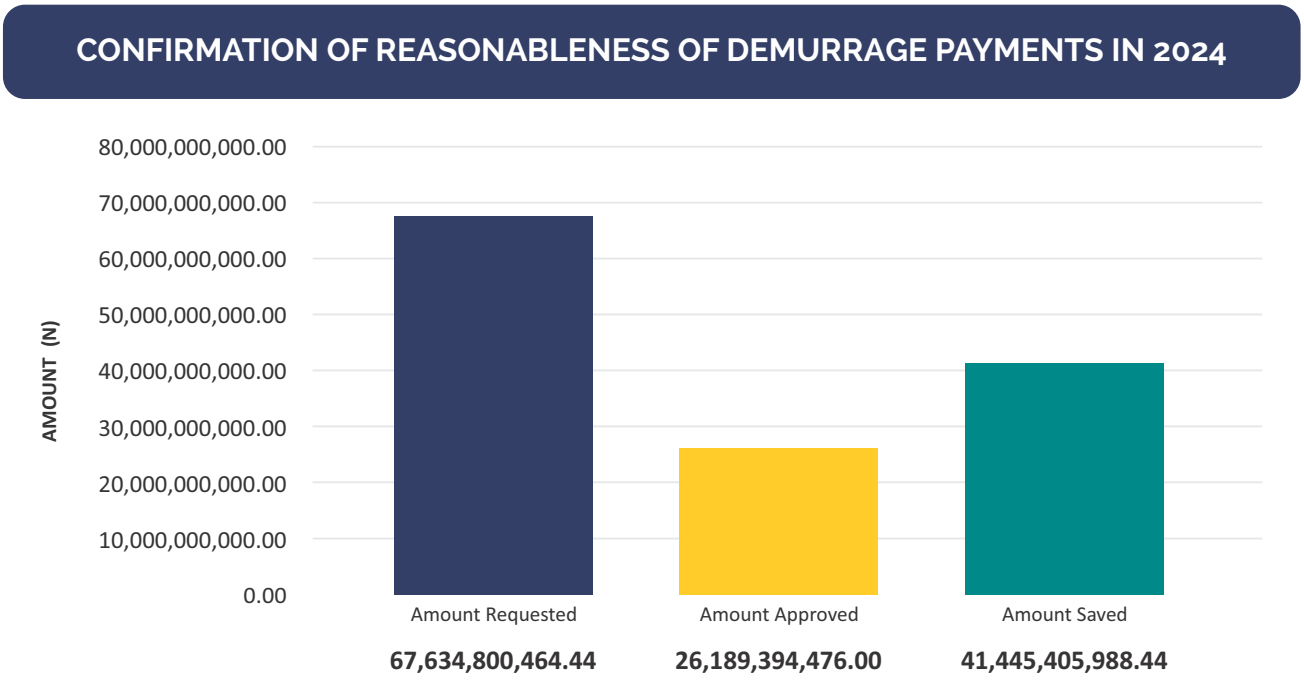


Figure 3: *Confirmation of Reasonableness of Demurrage, Freight Rates and Charter Party Payments*

In 2024, the Council saved 41,445,405,988.44 **(Forty-one Billion, Four Hundred and Forty-five Million, Four Hundred and Five Thousand, Nine Hundred and Eighty-Eight Naira, Forty-four Kobo only)** in Demurrage requests and also a saved $2,680,000 **(two million six hundred and eighty thousand dollars)** in Charter Party requests.

1.5. PORT EVALUATION FOR KADUNA INLAND DRY PORT (KIDP)

Table 7: Container Import Traffic at KIDP from January to December 2024

CONTAINER IMPORT TRAFFIC THROUGHPUT			
S/N	QUARTERLY	TRAFFIC	PERCENTAGE
1	Q1 -JAN-MARCH	1001 TEUS	5%
2	Q2-APR-JUN	1035 TEUS	3.5%
3	Q3-JUL-SEP	1193 TEUS	10%
4	Q4-OCT-DEC	1656 TEUS	20%
	Total	4885 TEUS	

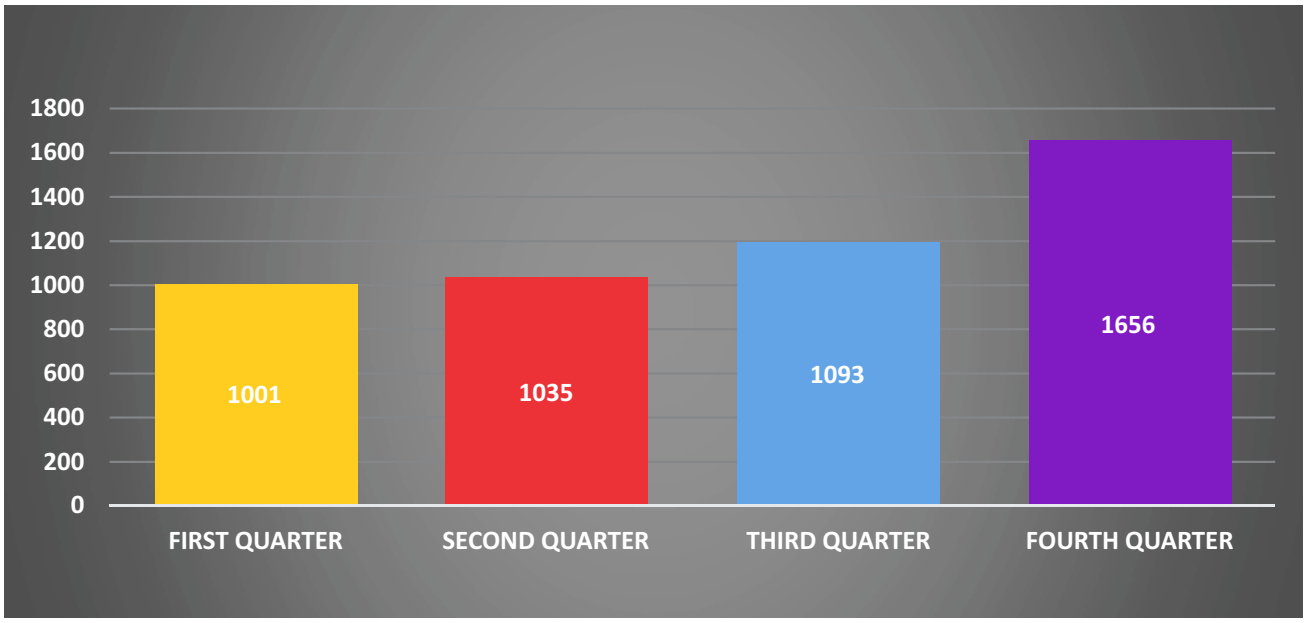


Figure 4: Container Import Traffic from January to December 2024

The graph indicated a significant growth in cargo throughput from September to December 2024. This increase was likely attributable to the naira's appreciation against the dollar and the customary year-end surge in import cargo demand.

Despite these advancements, KIDP faced the following challenges:

i. **Inadequate Infrastructure:** The lack of a functional rail line to KIDPL and incomplete dual access road construction were major bottlenecks. These issues increase reliance on expensive and inefficient road transport, causing delays and higher costs.

ii. **Rising Operational Costs:** High costs due to diesel subsidy removal, transportation from Lagos to Kaduna, terminal charges, and inflation-driven forex rates significantly inflate logistics expenses. These costs reduce competitiveness and create financial strain on operators.
iii. **Inefficient Inter-Agency Collaboration:** Poor coordination between government agencies at KIDPL, Lagos Seaport corridors, and Customs services complicated operations. The absence of a streamlined NICCIS II framework further exacerbated inefficiencies, delaying cargo processing and movement.
iv. **Regulatory and Logistical Challenges:** Traffic extortion by local and state agencies, combined with fragmented support from shipping companies, created additional financial and operational burdens, discouraging optimal use of inland dry ports.

1.6. STAKEHOLDERS' ENGAGEMENT

1.6.1. SIGNING OF AGREEMENT ON THE MINIMUM STANDARDS OF CONDITIONS OF SERVICE FOR WORKERS IN THE SHIPPING INDUSTRY.

The Council, under the supervision of the Federal Ministry of Marine and Blue Economy (FMM&BE), facilitated the signing of an agreement establishing standard minimum conditions of service in the shipping industry.

This agreement was signed on August 26, 2024, at Eko Hotel, Lagos State, between the Maritime Workers Union of Nigeria (MWUN) and the Shipping Agencies, Clearing and Forwarding Employers Association (SACFEA), on behalf of employees in the shipping industry. Subsequently, the Federal Ministry of Marine and Blue Economy also constituted a committee to ensure compliance

1.6.2 HOSTING OF THE 17TH INTERNATIONAL MARITIME SEMINAR FOR JUDGES

The Council successfully hosted the 17th International Maritime Seminar for Judges from the 9th to 11th of July 2024 at Ladi Kwali Centre, Abuja. The seminar provided a veritable platform for discussions and sharing of knowledge on topical issues in maritime law, focusing on regulations and legal frameworks for maritime disputes.

Judicial officers and international resource persons from within and outside the continent bared their thoughts on recent legal developments in shipping and admiralty law.

1.6.3 SENSITIZATION PROGRAMME ON ONLINE REGISTRATION OF REGULATED PORT SERVICE PROVIDERS AND USERS ACROSS PORTS CITIES IN NIGERIA

The Council conducted a sensitization program for Regulated Service Providers and Users across major port cities, including Lagos, Port Harcourt, Calabar, Kano, and Warri from 15th to 29th April, 2024.

The program aimed to educate stakeholders about the online portal designed to streamline registration and eliminate unverified stakeholders within the port ecosystem. This initiative aligns with the NSC Port Economic Regulation 2015, Part II, Section 4, and seeks to establish a comprehensive database of legitimate shippers, thereby enhancing stakeholder identification and regulatory oversight.

The outcome of the program were as follows:

i. The portal is expected to establish order and transparency, allowing the Council to accurately identify legitimate service providers and users within the port system.
ii. Non-registration or failure to renew registration as required may lead to the withdrawal of the Council's services, cancellation of registration, and potential blacklisting.

1.6.4. STAKEHOLDERS WORKSHOP ON PORT ECONOMIC REGULATION AND IMPACT ON SHIPMENT OF EXPORT COMMODITIES THROUGH NIGERIAN PORTS.

The Council in collaboration with the Nigeria Export Commodities Coordinating Committee (ECCC) organized a stakeholders' workshop on Port Economic Regulation and Impact on Shipment of Export Commodities through Nigerian ports at Rockview Hotel, Apapa Lagos and Grand Central Hotel Kano on 17th and 25th July, 2024 respectively.

The recommendations were as follows:

i. **Harmonize Export Procedures:** The Council should lead in streamlining varied export guidelines from port agencies to reduce confusion and delays.
ii. **Enhance Exporter Enlightenment:** The Council should boost its partnership with the ECCC to consistently inform shippers on Nigeria's trade agreements and evolving policies.
iii. **Address Port Costs and Charges:** The Council should urgently address export service charges at ports to significantly improve Nigeria's non-oil export competitiveness.

1.6.5. 3RD NATIONAL AIRFREIGHT STAKEHOLDERS' FORUM (ASF)

The Council, in collaboration with the Airfreight Stakeholders' Forum (ASF) and supported by the Rivers State Government, held the 3rd National Airfreight Summit on October 24, 2024, at the Bougainvillea Hotel, Port Harcourt. The summit themed **"Diversification of Nigeria's Economy: Harnessing the Potentials of Airfreighting,"** convened stakeholders to address challenges in the airfreight

sector and explore its role in economic growth and diversification.

Key objectives included fostering discussions on airfreight's economic potential, enhancing collaboration with the government, promoting Port Harcourt International Airport as an agro-export hub, and educating stakeholders on export opportunities. Previous summits in Kwara and Kano States boosted air cargo activities, particularly in Kano.

The resolutions were as follows:

i. **Policy Advocacy:** The Council and ASF should engage with policymakers to advocate for a supportive regulatory framework facilitating efficient airfreight operations.
ii. **Process Streamlining:** Relevant government agencies should collaborate to reduce bureaucratic barriers and streamline processes, ensuring cost-effective airfreight operations.
iii. **Strengthened Stakeholder Communication:** The Council will enhance the functionality of ASF to foster better communication among stakeholders, enabling the sector to address emerging challenges, share best practices, and strategize effectively.
iv. **Regulatory Intervention:** The Council and other regulatory authorities should take measures to address the actions of non-state actors disrupting airfreight by extorting export-laden trucks.
v. **Simplified Agency Roles:** The government should rationalize the roles and responsibilities of agencies operating at airports to improve the competitiveness of Nigerian exports in international markets.
vi. **National Single Window Implementation:** The government should fast-track the establishment of a National Single Window for airfreight to simplify export processes and enhance efficiency for stakeholders.

1.6.6. STAKEHOLDERS' ENLIGHTENMENT ON PROPER PACKAGING SYSTEM

The Council organized a One Day Stakeholders Enlightenment program for exporters of Agro Commodities with the theme: **"Proper Packaging- an Essential Tool for Agro Export"** held on 26th August, 2024 in Makurdi, Benue State.

The outcome was as follows:
The Council should partner with Nigerian Export Promotion Council, Central Bank of Nigeria, NEXIM Bank and other critical stakeholders for value addition on Agricultural products meant for export to ensure accessibility of export financing.

1.6.7. STAKEHOLDER'S SENSITIZATION FORUM ON SETTING MINIMUM STANDARDS FOR PORT SERVICE PROVIDERS IN NIGERIA.

The Council hosted a pivotal One-Day Stakeholder's Sensitization Forum on November 14, 2024, in Port Harcourt, Rivers State. The program aimed to gather input from stakeholders in Nigeria's maritime sector regarding minimum standards for port service providers and users, fostering discussions on improving port efficiency.

The forum succeeded in uniting diverse stakeholders, including regulatory agencies, shipping companies, and other maritime professionals, to address the challenges and solutions for enhancing Nigerian ports.

A consensus emerged on the necessity of mandatory standards and the adoption of international best practices to improve service delivery. Participants identified inefficiencies in the current regulatory framework and proposed holistic reviews, enhanced training, and improved equipment as critical steps forward. The Council was tasked with playing a more proactive role in stakeholder engagement and monitoring compliance with standards.

1.6.8. SEMINAR ON EXPORT OF AGRICULTURAL PRODUCE THROUGH THE CALABAR PORT.

The Calabar port office in a bid to enlighten its stakeholder with the requisite knowledge on export trade procedures and documentation organized an awareness seminar on the need to use the Calabar port.

The theme of the seminar was **"Export of Agricultural Produce through the Calabar port / issues and prospects".** The seminar was held on the 1st February, 2024.

The seminar resulted in increased knowledge among Calabar traders regarding proper export documentation and trade procedures.

1.6.9. SENSITIZATION SEMINAR ON "UNLOCKING THE GREAT POTENTIALS OF NON-OIL BUSINESS THROUGH PARTICIPATION IN THE AFRICAN CONTINENTAL FREE TRADE AREA (AFCFTA) WHAT STAKEHOLDERS NEED TO KNOW".

The Council organized a One-Day Enlightenment Seminar titled **"Unlocking the Potentials of Non-Oil Exports Through Participation in the African Continental Free Trade Area (AfCFTA): What Stakeholders Need to Know"** on April 25, 2024. The event, held in Aba, Abia State, aimed to empower stakeholders in the South-East Zone with knowledge on maximizing the benefits of AfCFTA, enhancing business reach, and improving profitability through non-oil exports.

The seminar attracted a diverse audience, including manufacturers, shippers, freight forwarders, shipping agents, traders, bankers, government agencies, ministries, and members of the Organized Private Sector (OPS). It provided crucial insights into the AfCFTA's potential to boost intra-African trade, drive economic growth, and foster regional integration by reducing trade barriers, streamlining customs, and leveraging technology. Practical export steps, including NEPC registration, proper documentation, and compliance with standards, were outlined to mitigate risks and unlock incentives.

The seminar concluded with expert panel discussions, where seasoned professionals shared experiences and provided actionable strategies for navigating challenges in the export sector.

1.6.10. STAKEHOLDERS CLINIC ON FINANCING INITIATIVES FOR EXPANSION AND GROWTH OF NON-OIL EXPORT: PROSPECTS AND CHALLENGES

The Council organized a one-day stakeholder's clinic on June 13, 2024, in Aba, Abia State, with the theme **"Financing Initiatives for Expansion and Growth of Non-Oil Export: Prospects and Challenges."**

The program's core objective was to educate stakeholders on various single-digit interest credit facilities and the processes for accessing them. The aim was to empower participants to leverage government credit facilities for the expansion and growth of their export businesses.

The attendees included a wide range of participants, such as representatives from the leather, garment, and shoe clusters, traders, financial institutions, government regulatory agencies, and other key industry players.

A significant highlight was the disclosure of the Bank of Industry's (BOI) recently launched 200 billion intervention fund for the expansion of Small and Medium Enterprises (SMEs) in Nigeria. The seminar also provided crucial insights into the necessary documents required to obtain these credit facilities from the BOI.

1.6.11. MEETING WITH CIVIL SOCIETY GROUPS AND OTHER STAKEHOLDERS ON PEACE OVER PROTEST

The Council held a consultative meeting with diverse members of Civil Society Groups and other stakeholders on July 31st, 2024, in Abuja. The primary purpose of the meeting was to foster peace and stability to prevent disruptions to business activities.

During the address to the diverse groups, the Executive Secretary/CEO, in collaboration with the National Stability Projects, urged potential protesters to consider the far-reaching consequences of their actions. He advocated for constructive dialogue with the government as a more effective approach.

Notable attendees included former Minister of Youth and Sports, Sunday Akin Dare, and the Minister of Water Resources, Engineer Suleiman Hussein Adamu. Other participants comprised members from various Civil Society Organizations, including the Pitch Agro Allied Cooperative Ltd, Peace Advocacy, the National Motorcycle Union, the Market Women's Association, the Association of Persons Living with Disabilities, the Widows' Association, the Farmers' Association, and the National Association of Road Transport Operators (NARTO).

The forum concluded with a peaceful walk, symbolizing the participants' unified belief that constructive engagement is the most effective means to address national issues.

1.6.12. WORKSHOP FOR POLICE IN ONNE AND RIVERS PORTS ON "TOWARDS ELIMINATING DELAYS IN CARGO DELIVERY"

The Council organized a workshop for the Police Officers in Onne and Rivers' ports on April 18, 2024, at Beverly Hills Hotels and Resort, Port Harcourt. The workshop themed "Towards Eliminating Delays in Cargo Delivery," aimed to educate police officers on streamlining their operations in the port sector and provide insights into port processes and procedures, with a focus on their specific roles.

The discussions underscored the primary reasons for the frequent interception of cargoes after clearance is primarily due to importers' non-compliance during the declaration process. To address this, Customs applies multiple layers of checks, with post-audit clearance serving as the ultimate enforcement measure to ensure compliance, even after the release of cargo and the return of containers.

The recommendations were as follows:

i. Increased support the establishment and strengthening of maritime courts within ports.
ii. The need to educate port users and consignees on the importance of accurate declarations and proper documentation to reduce incidences of false declarations, and enforce stricter sanctions as provided by the Customs and Excise Management Act (CEMA).
iii. The Council should collaborate with the Nigerian Ports Authority (NPA) to ensure terminal operators improve their working tools and equipment.
iv. The Council should partner with CRFFN and freight forwarding groups to encourage importers and clearing agents to digitalize their processes, ensuring integration with NICIS II across all Customs formations nationwide.

1.6.13. MEETING ON EXPORT PROCESSING TERMINALS (EPTs)

The Council organized a meeting on 16th April 2024 with the Nigerian Ports Authority (NPA), Nigeria Customs Service, Nigerian Export Promotion Council, and operators of Export Processing Terminals (EPTs) to discuss the NPA's newly introduced EPTs.

The primary goal of these EPTs is to support exporters, particularly those dealing with perishable items such as agricultural produce and minerals. EPTs provide dedicated locations where exports can undergo essential processes, including certification, stuffing into containers, and other preparatory measures, before being moved to the port for shipment.

The outcomes of the meeting were as follows:

i. Discuss and enumerate the specific services provided by the Export Processing Terminals and their associated charges.
ii. Emphasize the importance of EPTs registering with the Council as Regulated Service Providers to ensure adherence to established standards.
iii. Deliberate on the operational linkage between Export Processing Terminals and Domestic Export Warehouses for seamless movement of export cargo to the ports.

1.6.14. MEETING WITH FEDERAL PRODUCE INSPECTION SERVICE (FPIS) AND SHIPPING COMPANIES

The Council convened a meeting on 23rd May 2024 with the Federal Produce Inspection Service (FPIS) and several shipping companies to address the increase in the cost of disinfestation and fumigation of produce and receptacles by FPIS.

In attendance were representatives from the following organizations; Federal Produce Inspection Service, Mediterranean Shipping Company (MSC), Pacific International Line (PIL), Arkas Shipping Company, CMA/CGM, Grimaldi Nigeria Limited, Ocean Network Express, COSCO Shipping, Lagos &Niger Shipping, Hapag Lloyd.

The outcomes of the meeting were as follows:

i. Shipping lines should temporarily withhold passing the disinfestation charge to exporters until a lasting resolution is achieved.
ii. The Shipping Line/ Agent are only expected to charge documentation fees for export.
iii. FPIS to work on issuing certificates per each container worked on which should be forwarded with the bills to the shipping company for payment.

1.6.15. INTER-AGENCY COMMITTEE MEETING ON DOMESTIC EXPORT WAREHOUSE (DEW)

The Council participated in an Inter-agency Committee meeting on Domestic Export Warehouse (DEW) at the Nigerian Export Promotion Council on 30th May 2024.

The DEW policy, introduced in 2021 by the Nigerian Export Promotion Council in collaboration with the Nigerian Shippers' Council and other export value chain agencies, streamlines and enhances export procedures.

It integrates all regulatory inspections, certifications, documentation, fumigation, customs checks, and container sealing into a one-stop facility before shipment to seaport terminals.

The outcomes of the meeting were as follows:

I. A test run will be conducted for the two DEW facilities that are ready for operations: Lalas Agro Allied Farms Ltd in Kano and Kaduna Inland Dry Port in Kaduna.
ii. All DEW implementing agencies are to finalize the Service Level Agreement and Standard Operating Procedures for the DEW projects promptly before the official launch.

1.6.16. MEETING WITH NIGERIA CUSTOM SERVICE, SEME AREA COMMAND AND OTHER OPERATORS IN SEME.

The Council convened a meeting on May 30, 2024, at the ECOWAS Joint Border Post Conference Room in Seme with representatives from the Nigeria Custom

Service, Seme Area Command, and various other operators. The purpose of the meeting was to address persistent complaints from importers, exporters, and freight forwarders working at the Seme Border Post.

The primary issues on the agenda were the delayed release of container deposits from shipping companies in Cotonou and the need for an extension of free days for returning empty containers.

The discussions and outcomes were as follows:

i. **Reactivation of Seme- Cotonu Border Forum-** This forum is a vital platform for directly confronting and resolving challenges at the border.
ii. **Scrutiny of Levies:** The leadership of the Association of Nigerian Licensed Customs Agents (ANCLA) and the National Association of Government Approved Freight Forwarders (NAGAFF) were tasked with investigating whether the high levies currently imposed on Nigerian-bound cargo also apply to goods destined for the Republic of Niger and Chad.
iii. **Container Deposit Delays:** ANCLA and NAGAFF leadership will also probe why shipping companies in Cotonou delay the payment of container deposits to Nigerian importers/exporters, and whether the actions of agents contribute to these delays.
iv. **Adequacy of Free Days:** The meeting concluded that the existing five-day free window for returning empty containers is sufficient.
v. **Trader Sensitization:** Following the official opening of the Seme Border Post, the Nigeria Customs Service was advised to consider sensitizing traders in Alaba.

1.6.17. MEETING WITH THE FEDERAL COMPETITION & CONSUMER PROTECTION COMMISSION (FCCPC)

The Council attended a meeting on Tuesday, July 30, 2024, at the Federal Competition & Consumer Protection Commission (FCCPC) Headquarters in Abuja. This meeting focused on the Memorandum of Understanding (MoU) signed by the two organizations, an agreement designed to enhance regulatory collaboration, better protect consumer interests, and foster fair competition within Nigeria's shipping and logistics sector. A key outcome of this partnership will be the establishment of a Consumer Protection Regime (CPR) specifically for the shipping and ports industry.

The Outcome of the meeting was as follows:

I. **Codification of Consumer Protection Regime:** The Consumer Protection Regime (CPR) will be codified and, following a broad awareness campaign for stakeholders, will be prominently posted at all seaport terminals and Inland Dry Ports. This display will ensure both service providers and users are clearly informed of their rights and responsibilities.

1.6.18. MEETING WITH THE MTN MOBILE MONEY (MOMO)

The Council held an interactive meeting with representatives from MTN Mobile Money (MOMO) Nigeria to discuss challenges related to cross-border trade transactions.

The meeting concluded with key resolutions aimed at addressing the identified challenges:

i. **Collaborative Sensitization:** The Council and MTN MOMO agreed to collaborate on sensitizing stakeholders about the cross-border remittance payment application. This initiative seeks to facilitate seamless cross-border payments.
ii. **Dedicated Awareness Sessions:** MTN MOMO agents would be allotted thirty-minute speaking slots in all relevant Council seminars and workshops to directly sensitize stakeholders on the MOMO platform.

1.6.19. MEETING WITH THE ASSOCIATION OF MARITIME TRUCK OWNERS (AMATO)

The Council convened a meeting on 3rd September 2024, with the Association of Maritime Truck Owners (AMATO) to address their complaint concerning the severe maltreatment and brutalization of their drivers by local touts, commonly known as "agberos.

It was recommended that a committee should be established to comprehensively address the concerns raised by AMATO and develop actionable solutions. This committee will comprise representatives from several key agencies and departments, including:

- Relevant departments within the Council
- The Department of State Services (DSS)
- The Nigeria Police Force
- The Lagos State Government
- The Lagos State Traffic Management Authority (LASTMA)

1.6.20. NIGERIA'S 2024 TRADE POLICY REVIEW AT WORLD TRADE ORGANIZATION (WTO) GENEVA

The Council participated in the World Trade Organization (WTO) meeting concerning Nigeria's Trade Policy Review, held from November 13th to 18th, 2024, in Geneva, Switzerland.

The review proved to be significant, with notable engagement from key international partners. The United Kingdom delivered a statement, expressing approval of Nigeria's initiatives to enhance its trade policy and investment environment and lauded Nigeria's advancements in critical areas such as trade facilitation, monetary policy, and infrastructure development.

The outcomes of the review were as follows:

i. **Trade Openness:** The review acknowledged Nigeria's demonstrated efforts and willingness to liberalize its trade policy and enhance its engagement in global trade.
ii. **Investment Facilitation:** Nigeria's proactive steps and readiness to improve its investment climate were recognized, including its participation in the WTO

Investment Facilitation for Development Agreement.

iii. **Green and Digital Transition:** Nigeria's strategic plans to foster sustainable development and significantly reduce its carbon footprint by 2060 were also noted.

Despite the positive progress, several challenges were brought forth during Nigeria's Trade Policy Review at the WTO:

i. **Impact of State-Owned Enterprises (SOEs):** Concerns were raised regarding the influence of state-owned enterprises on the business environment, specifically their potential to cause market-distorting practices and unfair competition.

ii. **Customs Procedures:** While Nigeria has made commendable efforts to modernize its customs procedures, including the deployment of 67 scanners at various seaports and border posts, there is a recognized need for further work to streamline and simplify these processes.

iii. **Green and Digital Transition (EU Emphasis):** The European Union specifically stressed the importance of accelerating the green and digital transition in Nigeria, underlining the necessity for sustainable development and broader economic diversification.

iv. **Economic Headwinds:** Nigeria's delegation acknowledged the internal challenges presented by Naira devaluation and rising inflation. Despite these hurdles, they reaffirmed the country's commitment to bridging the gap between economic growth and social development.

1.7. COORDINATION OF SHIPPERS' ASSOCIATIONS ACTIVITIES

The Council, in line with its mandate actively supports the establishment and coordination of Shippers' Associations across Nigeria, serving as their secretariat. The ultimate goal is to unite all shippers—both importers and exporters—under a single, overarching body. By doing so, the Council facilitates collective efforts to address shared challenges affecting shipments in and out of Nigeria.

The Shippers' Associations are currently organized under a national body, the **National Shippers' Association of Nigeria (NASAN),** with associations established in the following states and geopolitical zones:

Table 8: Zonal Coordinating Offices & State Shippers' Associations

S/N	ZONAL COORDINATING OFFICES & AREA OFFICES	STATE SHIPPERS' ASSOCIATIONS
1	Liaison Office, Abuja	Abuja Shippers' Association
2	North East Zonal Coordinating Office, Bauchi • Yola Area Office • Maiduguri Area Office	Bauchi State Shippers Association Gombe State Shippers Association Bornu State Shippers Association Yobe State Shippers Association Taraba State Shippers Association Yola State Shippers Association.
3	North West Zonal Coordinating Office, Kano • Kaduna Port Office • Sokoto Area Office • Katsina Area Office	Kano/Jigawa Shippers' Association, Katsina Shippers' Association, Kaduna State Shippers' Association, Sokoto State Shippers' Association. Zamfara State Shippers' Association. Kebbi State Shippers' Association
4	North Central Zonal Coordinating Office, Jos • Lokoja Area Office • Minna Area Office • Makurdi Area Office	The Shippers' Association, Jos Kogi Shippers Association Benue Shippers Association (BSA) Niger State Shippers' Association
5	South East Zonal Coordinating Office, Aba • Enugu Area Office • Onitsha Area Office	Anambra State Shippers Association Enugu State Shippers Association Abia State Shippers Association Imo Shippers Association
6	South West Zonal Coordinating Office, Ibadan • Akure Area Office • Ilorin Area Office	Ekiti State Shippers' Association Kwara State Shippers' Association Ogun State Shippers' Association Ondo State Shippers' Association Osun State Shippers' Association Oyo State Shippers' Association
7	South South Zonal Coordinating Office, Port Harcourt • Warri Port Office • Calabar Port Office • Uyo Port Office • Benin Area Office	Rivers /Bayelsa State Shippers Association (RIVERSA) Calabar Shippers Association Benin Shippers Association Warri Shippers Association Akwa Ibom Shippers' Association Delta State Shippers Association

1.8. ES/CEO'S MARITIME INDUSTRY ACCOLADES.

i. The ES/CEO, Barr. Pius Akutah, was named Maritime Man of the Year 2024 on 5th December, 2024 by Maritime Industry Merits Awards (MIMAS). He was voted for his outstanding and innovative leadership skills and honoured for his pioneering role in pushing for the Legislation and recognition of the Council as Ports and Shipping Economic Regulator.

ii. The ES/CEO, Barr. Pius Akutah, was conferred with a fellowship from the National Labour Institute in Ilorin on 28th of November, 2024

This recognition underscores the Council's dedication to capacity-building, fostering strategic labor relations, and ensuring industrial harmony in the maritime sector.

iii. The ES/CEO, Barr. Pius Akutah, was honored as a Professional Fellow and Icon of Disaster Risk Reduction and the Distinguished Disaster Icon Award by UNIPORT's Centre for Risk Management on 15th October, 2024.

iv. The ES/CEO, Barr. Pius Akutah, was presented with the "Exemplary In Business Award" by the Nigerian Television Authority International on 28th September, 2024. The award reflects the Council's commitment to driving excellence in the maritime industry.

v. The ES/CEO, Barr. Pius Akutah, was honored with an award by PCRC Area B Command recognizing his outstanding leadership in nation-building, safety, and community policing. This recognition highlights the Council's commitment to fostering security and progress within our communities on 24th June, 2024.

vi. The Executive Secretary/CEO, Barr. Pius Akutah, received the Distinguished Leadership Award from the Nigerian Society of Engineers on the 30th of September, 2024.

vii. The Executive Secretary/CEO received the Distinguished Fellowship Award from Chartered Institute of Transportation Administration (CIOTA) on the 12th of November, 2024.

viii. The Executive Secretary/CEO received the "Leadership Award for Outstanding Visionary Leadership in the Maritime Development" in December 6th 2024.

ix. The Nigerian Shippers' Council was recognized as the "Best Federal MDA in Ease of Doing Business" on October 11, 2024. On the same date, Barr. Pius Akutah, the Executive Secretary/CEO, received the Distinguished Govtech Trailblazer Award from the Bureau of Public Service Reforms (BSPR), acknowledging his exceptional leadership in promoting Govtech initiatives and digital governance.

Chapter 2

SERVICE RELATIONSHIP MANAGEMENT









2.1. COMPLAINTS HANDLING

In fulfillment of its mediatory mandate, the Council addressed and resolved stakeholders' complaints with the objective of promoting accountability, enhancing service delivery and ensuring client satisfaction. Over the course of the year, a total of 210 complaints were received. The majority of these complaints were lodged against shipping lines; while warehousing and distribution centers recorded the fewest complaints. Import and export companies constituted the largest group of complainants, whereas truck owners represented the smallest group.

ANALYSIS OF STAKEHOLDERS COMPLAINTS HANDLED

1. Analysis of Amount Saved

The data presented reflects the amount saved or recovered as a result of the intervention, presented in both Nigerian Naira () and United States Dollars (USD).

Table 9: *Amount saved in year 2024*

Amount Saved (N)	Amount Saved ($)
N773,592,972.333	$777,824.02

2. Analysis on Status of Complaints

Table 10: *The data indicates counts of different statuses of complaints handled:*

STATUS OF COMPLIANT	Count	% Count
Resolved	85	40%
On-going	72	34%
Closed	53	25%
Grand Total	210	100%

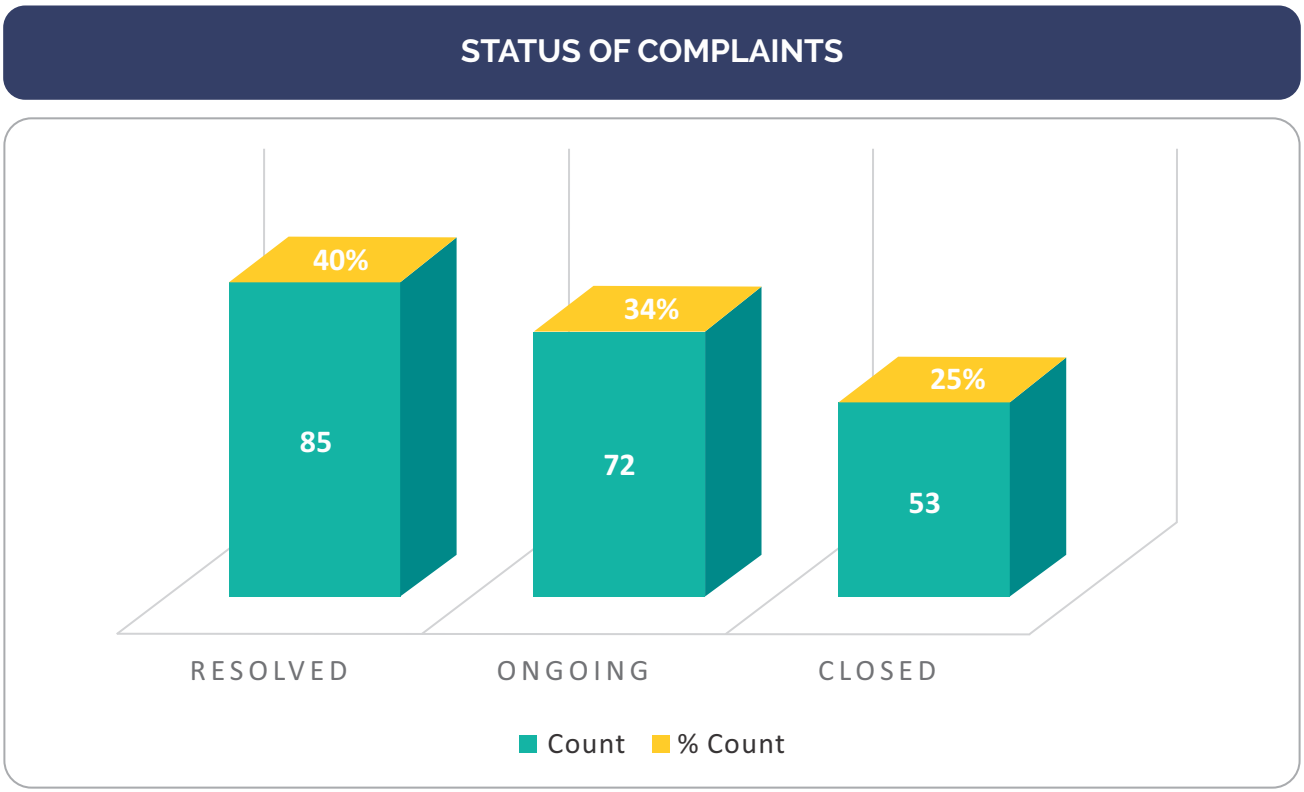


Figure 5: *Status of Complaints Handled*

3. Analysis of Complaint Against Stakeholders

Table 11: *Counts of complaints against different stakeholders.*

STAKEHOLDERS	COUNT OF COMPLAINTS	% COUNT OF COMPLAINTS
Shipping Lines/Carriers	138	66%
Port Terminal Operators	42	20%
Shippers (Importers/Exporters)	17	8%
Logistics Services	6	3%
Government Agency	4	2%
Freight Forwarding	2	1%
Warehousing and Distribution Centers	1	0%
Grand Total	210	100%

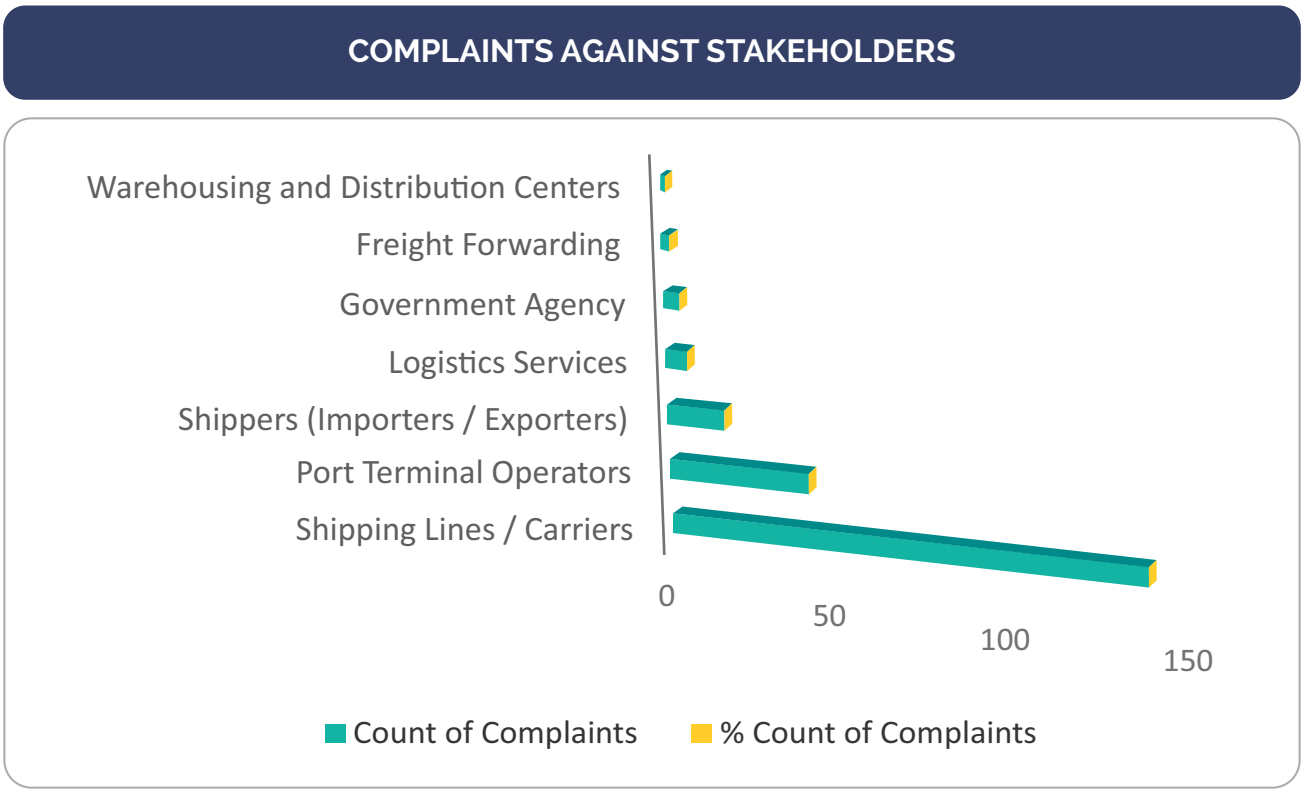


Figure 6: *Complaints Against Stakeholders*

4. Analysis of Complainants

Table 12: *Category of the Complainants*

COMPLAINANTS	COUNT OF COMPLAINTS
Import and Export Companies	188
Shipping Companies	29
Legal Firms	18
Freight Forwarders	10
Terminal Operators	8
Government Agencies	8
Truck Owners	3
Grand Total	264

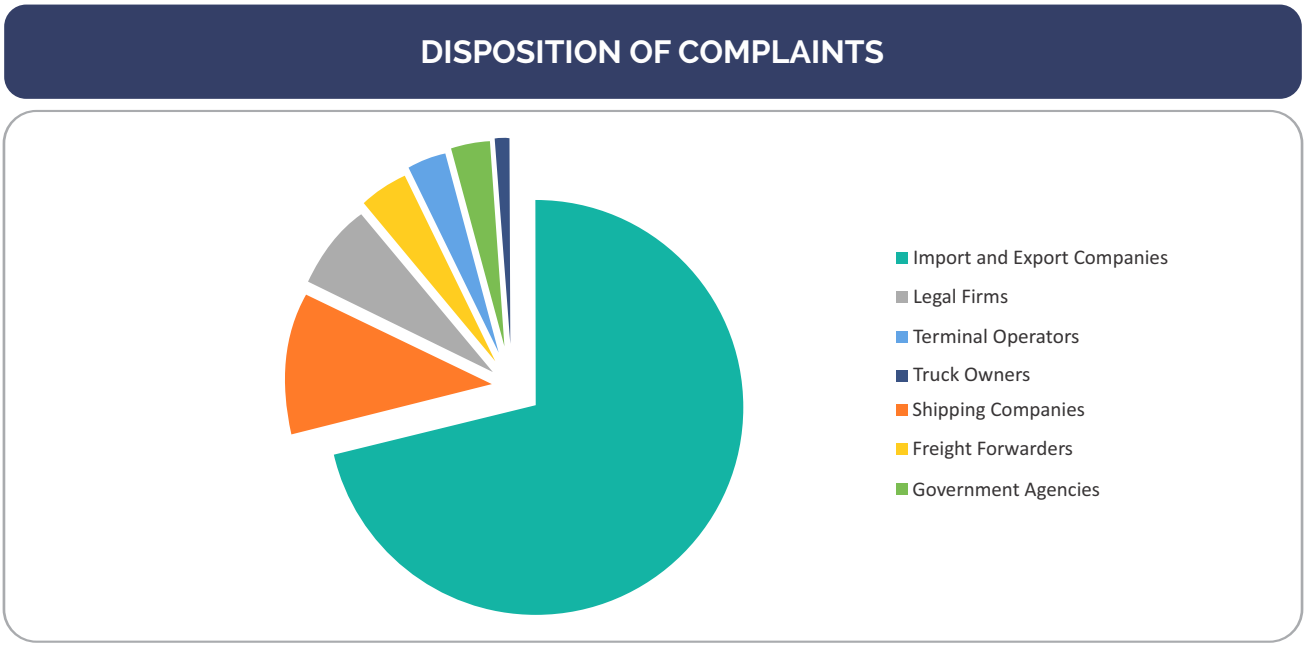


Figure 7: *Category of the Complainants*

Table 13: *Disposition of Stakeholders' Complaints from 2018 – 2024*

Year	Complaints Handled	Resolved	Outstanding	Amount saved (N)	Amount saved ($)
2018	231	83	148	225,824,805	
2019	453	114	388	363,004,119	
2020	648	109	509	35,940,582	
2021	668	211	457	1,567,512,759	
2022	415	126	231	203,546,709	
2023	264	99	165	349,290,462	35,058.02
2024	210	85	125	773,592,972.333	777,824.02

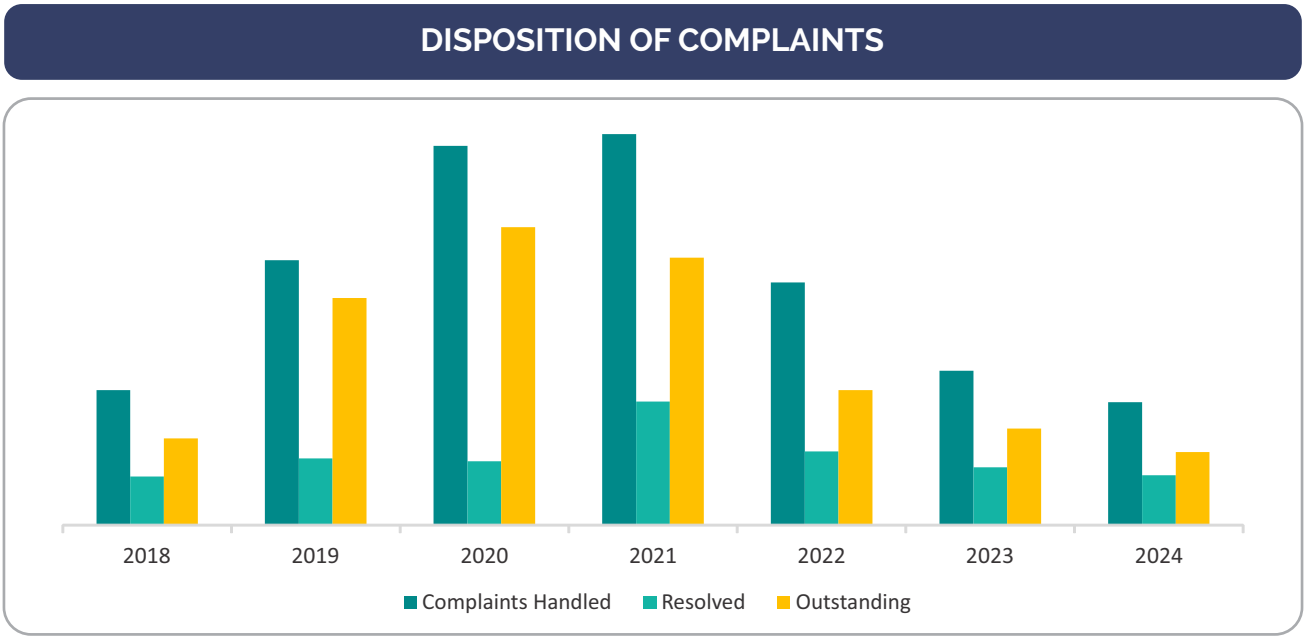


Figure 8: *Disposition of Stakeholders' Complaints from 2018 - 2024*

2.2. SERVICOM ACTIVITIES

The SERVICOM Unit is a Federal Government initiative established to enhance service delivery across public institutions. It plays a vital role in fostering a professional, efficient, and highly motivated workforce through a variety of strategic activities and tools. Key initiatives carried out by the Council under SERVICOM include:

2.2.1. IMPACT ASSESSMENT OF THE COUNCIL'S SERVICE DELIVERY TO STAKEHOLDERS

The Council undertook an Impact Assessment exercise involving interviews and engagements with various stakeholders. The objective was to evaluate the quality of services delivered, identify service gaps, and gather recommendations to enhance stakeholder satisfaction.

This exercise yielded reliable insights into the effectiveness of the Council's services in line with its mandate as a port regulator and advocate for shippers' interests. The findings also serve as valuable input for informed management decision-making.

2.2.2 CUSTOMER SERVICE WEEK 2024

The Council commemorated the 2024 Customer Service Week, a global event observed annually. The theme for the year, "Team Service", emphasized collaboration and dedication. The celebration served as an opportunity to appreciate the commitment of both staff and stakeholders to exceptional service delivery







2.2.3. PUNCTUALITY AWARD

In a bid to promote a culture of timeliness, the Council, recognized staff who consistently demonstrated discipline in adherence to punctuality, including timeliness on official bus routes. This initiative highlights management's commitment to operational excellence, staff motivation, and a disciplined work environment.



2.2.4. CROSS-FUNCTIONAL COLLABORATION

The Council organized a sensitization programme themed "Stress Management and Mental Health" to promote workplace wellness. The initiative was designed to equip staff with effective coping strategies for managing stress, thereby enhancing mental health and productivity.



2.3. PRODUCTION OF IN-HOUSE PUBLICATION: THE FORUM

The Council continued the production of The Forum, an internal publication aimed at keeping staff informed of Council activities. It features key developments, events, and accomplishments, highlighting contributions from both staff and stakeholders within the maritime industry.

2.4. PRODUCTION OF IN-HOUSE PUBLICATION: THE SHIPPER

The Council also produced The Shipper, a 30-minute weekly television programme broadcast on TVC every Tuesday at 8:30 p.m. and on NTA 2 every Wednesday at 8:30 p.m. The programme provides comprehensive reports on maritime industry events and Council activities, both nationally and internationally. It serves as a platform for public enlightenment, advocacy, and dissemination of critical information.

2.5. SPONSORED RADIO PROGRAMME: MARITIME TODAY

In line with its stakeholder engagement strategy, the Council sponsored Maritime Today, a radio broadcast featured on Lagos Traffic Radio 96.1 FM every Wednesday and Saturday at 10:00 a.m. The show features Council staff and maritime industry stakeholders as guest speakers, spotlighting the Council's initiatives and current developments in the global maritime sector

2.6. CORPORATE SOCIAL RESPONSIBILITY (CSR)

In line with the Nigerian Shippers' Council's (NSC) Corporate Social Responsibility (CSR) initiative and its ongoing commitment to community development, the Council undertook empowerment initiatives across various communities nationwide. These efforts included the donation and distribution of essential items such as hospital equipment, household appliances (including beds, freezers, generators, kettles, washing machines, solar panels, mosquito nets, and pressing irons) to hospitals, orphanages, schools, and other similar institutions. The following beneficiaries received support under the Council's Corporate Social Responsibility projects:

- Government Secondary School, Alu, Benue State
- Model Primary Care, Hegha, Benue State
- Benue Progressive Multipurpose Cooperative Society, Benue State
- NKST Orphanage, Mkar, Benue State

- NKST Bristow Secondary School, Gboko, Benue State
- Amazing Grace College, Gboko, Benue State
- NKST College Mkar, Benue State
- Mbaikyaa Community School, Benue State
- Ukan Community School Kartyo, Benue State
- Mbaikyaa Progressive Secondary School, Benue State
- MDG Oloti Lagbua Primary Health Centre, Iragbiji, Osun State.
- Kufena Science School, Zaria
- Beth Torrey Home for the Handicapped, Wusasa, Zaria
- Primary Health Care Central Magajiya, Zaria
- Government Secondary Scholl Magajiya, Zaria
- Emir's Palace, Bwari, Abuja-FCT.
- Gwagwalada Primary Health Centre, Abu ja -FCT






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12.5 KILOS NET


CHEST FREEZER





















Chapter 3

CORPORATE PLANNING AND ADMINISTRATIVE SERVICES

3.1. STRATEGIC RETREAT FOR MANAGEMENT STAFF

The Council held its 2024 Strategic Management Retreat from March 20th to 23rd 2024 in Abeokuta, Ogun State with the theme "Unlocking the Potentials of the Marine and Blue Economy for Rapid National Economic Development."

The retreat brought together the Management Team including the Executive Secretary/CEO to review the 2022–2024 Strategic Plan, align the Council's goals with Federal Priorities and discuss strategic directions under the Marine and Blue Economy Ministry. Key focus areas included regulatory reform, ICT deployment, succession planning, revenue generation and implementation of the Performance Bond signed by the ES/CEO. Presentations and deliberations at the retreat addressed achievements and challenges of the outgoing strategic plan, the importance of repositioning NSC within the Blue Economy framework and the need for robust succession planning in light of looming retirements.

The retreat concluded with several resolutions including calls for enhanced interdepartmental collaboration, development of an innovation strategy and expanded stakeholder engagement. The ES/CEO committed to driving reforms and structural improvements, including legislative updates and improved funding mechanisms to position the Council as a key player in Nigeria's economic development through maritime trade.







3.2. OPERATIONAL RETREAT FOR MIDDLE MANAGERS

The Council, as part of its broader efforts to enhance service delivery and support the sustainable growth of Nigeria's Marine and Blue Economy hosted a three-day Operational Retreat from July 25th to 27th 2024, at Orchid Hotels, Lekki, Lagos. The retreat brought together all middle managers for a focused engagement aimed at strengthening strategic alignment and operational effectiveness.

The retreat was designed to deepen understanding of the Council's strategic direction and ensure alignment with priorities under the Federal Ministry of Marine and Blue Economy. Through focused sessions and collaborative discussions, key areas addressed included inter-agency coordination, internal communication, operational efficiency and capacity building.

Through this engagement, the Council reaffirmed its commitment to strengthening its role in trade facilitation, regulatory oversight and stakeholder collaboration. Participants left the retreat with a clearer understanding of their responsibilities in driving institutional goals and implementing modern effective practices.






ERIAN SHIPPERS' COUNCIL
ERATIONAL RETREAT
NAGEMENT (GL 12-14) OFFICERS
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NIGERIAN SHIPPERS' COUNCIL
2024 OPERATIONAL RETRE



3.3. HUMAN CAPACITY DEVELOPMENT

The Council sustained its strategic focus on workforce enhancement through structured capacity building initiatives. In 2024, a series of in-house trainings, external workshops, professional development programs and international engagements were executed to strengthen institutional competence, operational efficiency and service delivery outcomes.

3.3.1. TRAINING PROGRAMMES

Table 14: *Employee Training Overview 2024*

TRAINING PROGRAM TYPE	NUMBER OF SESSIONS	NUMBER OF STAFF TRAINED
In-House Training	7	210
Workshops/Training	96	366
Conferences/Mandatory (MCPDEP)	14	57
Pre-retirement Training	4	41
International Training	1	4

3.3.2. STAFF STRENGTH

The Council had a total staff strength of 484 personnel, consisting of 307 males and 177 females.

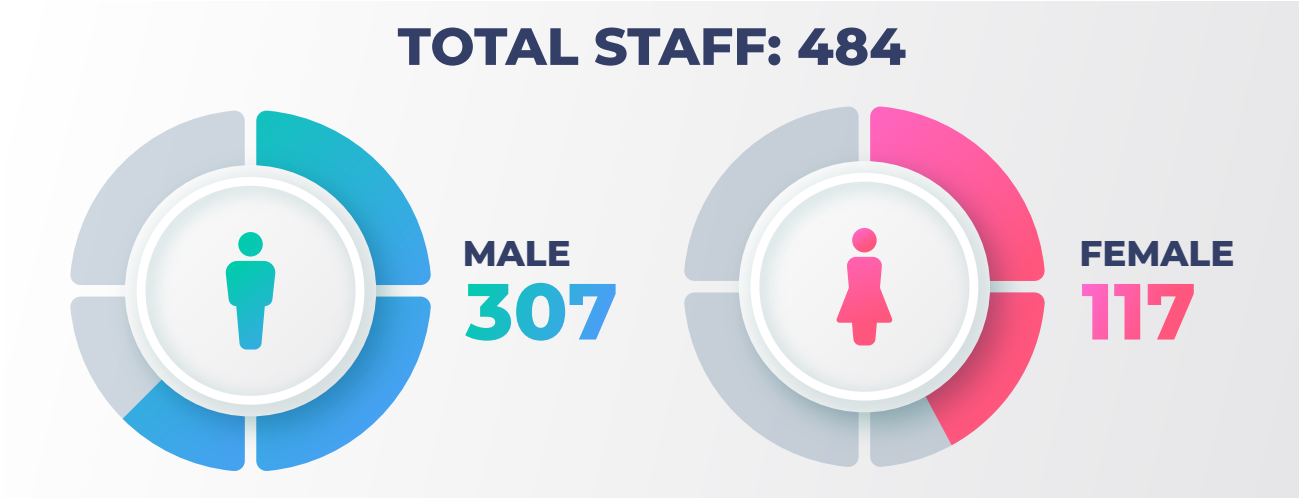


Figure 9: *Employee Staff Strength 2024*

3.3.3. EMPLOYEE RELATIONS AND WELFARE SERVICES

The Council remained committed to fostering a supportive and productive work environment through a range of employee welfare and industrial relations initiatives. These efforts aimed to boost staff morale, recognize long-standing service and support financial preparedness for retirement are as follows:

1. Exit Grant: The Exit Grant is awarded to employees upon the successful completion of their service with the Council in appreciation of their meritorious contributions. In 2024, a total of 13 employees received the Exit Grant.
2. Home Ownership Grant: The Home Ownership Grant supports long-serving employees in acquiring a personal residence as they approach retirement. To qualify, staff must have completed a minimum of 18 years of service and be within two years of retirement. In 2024, 13 employees benefited from the Home Ownership Grant.
3. Retirement Send-Off Ceremonies: As part of its recognition culture, the Council organized send-off ceremonies in 2024 for four (4) officers who retired from service. These ceremonies reflect the Council's commitment to honoring dedicated service and upholding values of respect and gratitude toward its workforce.







3.3.4. MEDICAL SERVICES

The Council remained committed to providing quality healthcare services to its staff, dependents and retirees across all locations. To further enhance access to medical care, new hospitals were engaged as retainer clinics. In addition, preventive healthcare remained a key priority with sensitization sessions conducted on the following topics:

- Lassa Fever Awareness
- Oral Hygiene: Essential Practices for a Healthy Mouth
- Cholera Prevention Tips
- Stress Management Strategies
- Mental Health and Stress
- Diabetes: Types, Management and Prevention









3.4. INSURANCE AND RISK MANAGEMENT

The Council ensures comprehensive insurance coverage for its staff and assets, safeguarding against risks such as death, accidents, theft and fire. In compliance with Federal Government directives through the National Insurance Commission (NAICOM) all insurance policies are promptly renewed and fully funded.

As of the end of the 2024 fiscal year, there were no outstanding insurance premiums across any policies. In addition, all newly recruited staff have been fully covered under the Group Life Assurance (GLA) and Group Personal Accident Insurance (GPA) schemes. The type of Insurance undertaken were:

1. Staff Group Life Assurance Scheme (GLA)
2. Staff Group Personal Accident Insurance Scheme (GPA)
3. Motor Vehicle and Motorcycle Insurance
4. Plant All-Risk and Computer Insurance
5. Fire and Burglary Insurance

3.5. PENSION ADMINISTRATION

The Council Pension Fund is managed by the Board of Trustees (BOT) of the Nigerian Shippers' Council Staff Pension Scheme, in accordance with the provisions of the Pension Reform Act, 2014, as well as guidelines for Pre-Act Pensioners.

The Council currently has a total of seventeen (17) pensioners under the old pension scheme and their pensions are paid regularly on the 25th of every month. Employer and employee pension contributions under the contributory scheme are remitted to the appropriate Pension Fund Administrators (PFAs) on or before the 7th of the following month.

As of the reporting period, there are no outstanding obligations under both the old pension scheme and the contributory pension scheme.











Chapter 4

TRANSPORT INFRASTRUCTURE DEVELOPMENT

4.1. OFFICIAL COMMISSIONING OF FUNTUA INLAND DRY PORT

The Council facilitated the official commissioning of the Funtua IDP by His Excellency, the President of the Federal Republic of Nigeria Asiwaju Bola Ahmed Tinubu, GCFR who was ably represented by the Secretary to the Government of the Federation, Sen. George Akume, FNIM, CON on 9th May, 2024.As the third operational Inland Dry Port in the country, the Funtua IDP brings port services closer to the hinterland, reduces congestion at seaports, and boosts regional trade with neighbouring countries.

This achievement aligned with the Federal Government's agenda to promote economic diversification and enhance non-oil exports.

4.2. MEETING WITH KOGI STATE INVESTMENT PROMOTION AND PUBLIC PRIVATE PARTNERSHIP AGENCY (KIPPPPA)

The Council and the Kogi State Investment Promotion and Public Private Partnership Agency (KIPPPPA) held a meeting on 28th May, 2024 to further deliberate on the development of the proposed Vehicle Transit Area (VTA) project in Lokoja. The discussions centered on the NSC's role as a facilitator in transport infrastructure development and the state government's commitment to expediting the VTA project. The Kogi State Investment Promotion and Public Private Partnership Agency (KIPPPPA) was directed to fast-track the project's commencement and completion.

The key outcomes of the meeting included:

- The agreement by the Council to facilitate a Memorandum of Understanding (MoU) between the state government and the preferred bidder for the VTA project, as requested by the Nigeria Sovereign Investment Authority (NSIA).
- Concerns regarding the potential impact of the Lokoja/Abuja concessioned road on the VTA's location.

4.3. MEETINGS WITH CONCESSIONAIRE OF JAURI IDP MAIDUGURI, MIGFO NIGERIA LIMITED, MAIDUGURI BONDED TERMINAL LIMITED AND REPRESENTATIVE OF BORNO STATE GOVERNMENT

The Council facilitated the development of the Jauri Inland Dry Port (IDP) project in Maiduguri, Borno State, through a series of meetings with the concessionaire, the Borno State government, Migfo Nigeria Limited, and Maiduguri Bonded Terminal Limited. A due diligence and on-the-spot assessment of the Maiduguri Bonded Terminal was conducted from September 2-4, 2024, to inform its valuation.

Key outcomes from these engagements were:

- Agreement on partnership arrangements between Migfo and Maiduguri Bonded Terminal.
- Determination of project timelines and milestones.
- Completion of the due diligence and on-the-spot assessment of the Maiduguri Bonded Terminal.
- Initiation of a valuation exercise to determine share allotments and percentages within the partnership.

Despite this progress, significant challenges persisted:

- Insecurity in the North East region.
- Lack of an access road to the project site.
- Bureaucratic delays in obtaining necessary approvals.
- Finalizing share allotments and percentages for the partnership.

4.4. MEETINGS WITH CONCESSIONAIRE OF HEIPANG JOS IDP AND REPRESENTATIVE OF PLATEAU STATE GOVERNMENT

The Council facilitated meetings with stakeholders to discuss the development of the Jos Inland Dry Port. The discussions focused on establishing new timelines and overcoming persistent challenges to ensure its timely completion.
The Outcomes were as followed

- Discussion of modalities for timely project delivery, exploring various strategies to ensure completion.
- The introduction of a potential new partner, Marina Inland Handling Terminal Ltd, which has expressed interest in a partnership with the Plateau State Government and PIPC Ltd.
- Emphasis by the Council on fast-tracking the project's completion, recognizing its priority status.
- An agreement for the Plateau State Government and the Council to collaborate on sourcing credible investors.

However, the project faced the following challenges:

- Difficulty in sourcing credible investors with a proven track record in transport infrastructure development.
- Persistent project completion delays, hindering the timely delivery of the IDP.

4.5. MEETING WITH CATAMARRAN NIGERIA LIMITED TOWARDS THE DEVELOPMENT OF ERUNMU INLAND DRY PORT (IDP)

The Council convened a meeting on July 18, 2024, following an offer from Messrs. Light House Marine Limited to either partner with or acquire the Erunmu Inland Dry Port (IDP) project from its current concessionaire. The ES/CEO directed an urgent meeting that included the Council, the Erunmu IDP concessionaire (Catamaran), the Host Community, and the new investor, all aimed at fast-tracking the project's completion.

The key outcomes from the meeting included:

- Financial Due Diligence: Light House Marine Limited was directed to submit their financials to the Council to demonstrate their financial capacity for collaboration on the project.
- Concessionaire's Plan: Catamaran, the current concessionaire, was mandated to provide a detailed timeline on their plans to resume work at the site.
- Concession Agreement Status: The Council to draft a reminder to the Federal Ministry of Justice, Federal Ministry of Marine & Blue Economy, and the Acting Permanent Secretary of the Ministry of Marine & Blue Economy regarding the status of the revised Concession Agreement for the Erunmu IDP.

Despite this renewed interest, the Erunmu IDP project faced significant challenges:

- Lack of Rail Connectivity: There is currently no rail connectivity to the IDPs from the seaports via the standard gauge rail line, limiting the project's multimodal potential.
- Customs Recognition: The non-recognition of Inland Dry Ports as "Ports of Origin and Destination" by the Nigeria Customs Service, which instead treats them as mere "Bonded Warehouses," presents a major regulatory hurdle for the project's full operationalization and benefits.

4.6. MEETINGS WITH FEDERAL MINISTRY OF MARINE & BLUE ECONOMY (FMM&BE), ARISE CO AND OGUN STATE GOVERNMENT ON PROPOSED PAPALANTO INLAND DRY PORT PROJECT

The Council participated in several key events marking significant progress for the Papalanto Inland Dry Port (IDP) project in Ogun State, also known as the Gateway Inland Dry Port (GIDP). These events included a due diligence visit, a groundbreaking ceremony, and the issuance of a Certificate of Compliance.

The key activities and milestones were as follows:

- Groundbreaking Ceremony: The GIDP project was officially launched with a groundbreaking ceremony on 11th October, 2024 by the Executive Governor

of Ogun State, Prince Dapo Abiodun, in the presence of the Hon. Minister of FMM&BE Oyetola Adegboyega.

- On-the-Spot Assessment: The project site was visited to evaluate its suitability for the IDP with discussions on essential requirements such as a compliance certificate, securing land title documents, and resolving host community compensation issues.
- Stakeholder Engagement: The Council facilitated meetings with representatives from the Ogun State Government, the Federal Ministry of Marine & Blue Economy, and Arise CO to discuss project specifics.
- Compliance Certification: A Certificate of Compliance was issued and presented to the State Governor, signifying a crucial regulatory approval.

Despite the progress, the project faced notable hurdles:

- Land Title Documents: The absence of legal title documents for the land remains a significant challenge.
- Host Community Compensation: Unresolved issues regarding compensation for the host community could lead to future disputes.
- Access Road Condition: The poor condition of the access road to the project site is a concern, potentially hindering construction and operational activities.

4.7. INSPECTION VISIT TO ORE VEHICLE TRANSIT AREA (VTA) BY NSC/FRSC MoU IMPLEMENTATION COMMITTEE

The Council and Federal Road Safety Corps (FRSC) MoU Implementation Committee conducted an inspection visit to the Ore Vehicle Transit Area (VTA) on September 10, 2024. The visit aimed to assess the facility's development, enforcement, utilization, and identify any challenges hindering its full operation. The committee also sought to collaborate with the Ondo State Government to ensure the project's speedy completion and operation.

The outcomes were:

- The Ore VTA facility was thoroughly inspected by the joint committee with discussions on the sharing formula between the Concessionaire and the Ondo State Government.
- A heavy tow truck to be deployed to Ore VTA for enforcement purposes, directly addressing one of the identified challenges.
- The FRSC was scheduled to convene a Stakeholders' consultative meeting in October, indicating further collaborative efforts.

Despite the ongoing efforts, several challenges continued to impede the optimal functioning of the Ore VTA:

- Little or no patronage by truckers suggested a struggle in attracting the target users to the facility.
- The presence of illegal private parks located along the highways diverted potential users from the VTA.
- Lack of active State Government participation in the project's progress.

4.8. JOINT IMPLEMENTATION COMMITTEE MEETING OF THE DEVELOPMENT OF VEHICLE TRANSIT AREAS (VTA) AND OTHER TRANSPORT INFRASTRUCTURE IN ADAMAWA STATE

The Council convened a meeting of the Joint Implementation Committee in Yola to consider the options/model to be adopted by the Adamawa State Government in developing a Vehicle Transit Area (VTA) project in the State.

The outcomes were as follows:

- Site Suitability: The committee inspected land in Mubi and confirmed its suitability and viability for the VTA, citing its topography, size, and proximity to a trunk 'A' highway.
- Procurement Model: The Adamawa State Governor approved the adoption of the Traditional Procurement Model/Option, as proposed by the Council, for the VTA project.
- Site Security: Construction of perimeter fencing at the Ngorore project site was to commence immediately to secure the area.
- Procurement Process Initiation: The joint implementation committee's secretariat was directed to prepare a draft advertisement for the procurement process to be published in major newspapers (The Guardian, Daily Trust, and Weekly Scope).

Despite these advancements, the project faced challenges:

- Cumbersome Land Documentation: The process of securing land documents and obtaining necessary approvals for compensation payments proved cumbersome and lengthy.
- Community Awareness: There was a notable ignorance among the local community regarding the economic importance of the project, which could potentially hinder support and cooperation.

4.9. INTER-MINISTERIAL COMMITTEE MEETINGS ON DRAFT BOOT AGREEMENT FOR INLAND DRY PORTS (IDPs)

The Council participated in Inter-Ministerial Committee meetings focused on reviewing and finalizing the draft Build, Own, Operate, and Transfer (BOOT) Agreement for Inland Dry Ports (IDPs) across Nigeria. These meetings were crucial for addressing pending issues and ensuring the comprehensive completion of the agreement.

The key activities and achievements were as follows:

- Implementation Roadmap: The Council was tasked with creating a roadmap for implementation for critical stakeholders involved in the IDP projects.
- Stakeholder Engagement: Final copies of the draft BOOT agreement would be circulated to the Concessionaires to ensure their input is incorporated
- Agreement Finalization: The Draft BOOT Agreement was reviewed and redrafted.

This ongoing process underscored the government's commitment to providing a clear and comprehensive legal framework for the development and operation of Inland Dry Ports, a vital component of Nigeria's logistics infrastructure.

4.10. MEETING WITH KAJAST SERVICEFIELD LIMITED ON TSAMIYA INLAND DRY PORT

The Council convened a meeting on 28th October 2024 with Kajast Servicefield Limited to deliberate on their intention to invest in the development of an Inland Dry Port (IDP) project in Tsamiya, Kebbi State.

The outcomes included:

- Site Assessment: The Council to conduct an on-the-spot assessment and due diligence at the proposed site in Tsamiya.
- Project Implementation Committee: A dedicated Project Implementation Committee to be constituted, comprising staff from the Council, representatives from the Kebbi State Government and Kajast Servicefield Limited.
- Investor Responsibilities: Kajast Servicefield Limited was required to provide evidence of land acquisition and proof of compensation payment for the proposed site. They were also tasked with conducting a thorough investment evaluation, including necessary soil tests and environmental impact assessments.

4.11. PERFORMANCE EVALUATION OF INLAND DRY PORTs AND VEHICLE TRANSIT AREAs IN NIGERIA

1. VEHICLE TRANSIT AREAS - PPP STAGES OF PROCUREMENT PROCESSES

The table indicates percentages of States Government participation who are interested in the project and some have paid land compensation, scoring 10% achievement as stated below:

Table 15: *Vehicle Transit Areas 2024*

STATE	ACHIEVEMENT	PERCENTAGE
Kogi, Lokoja	Exchange of Letters (land) Yet to issued, Payment of Compensation, Outline Business Case, Bidders Conference, Request for Qualification, Request for Proposal –Yet to be issued by NSC – slight changes,	65%
Edo Aviela	Indicated interest/Land allocation, Payment of Compensation – C of O – Remainder letter	35%
Ondo Ore	Exchange of Letters (land), Outline Business Case, Preferred bidder – Operational/ Need for Enforcement (NSC&FRSC)	90%
Niger	Indicated interest/Land allocation	15%
Sokoto Illela	Indicated interest/Land allocation, Outline Business Case	25%
Yobe	Indicated interest/Land allocation (state Government)	70%
Abuja Abaji	Indicated interest/Land allocation	15%
Enugu Obollo-Afor	Exchange of Letters land, Outline Business Case, RFQ,	45%
Katsina Jibia	Indicated interest/Land allocation	15%
Adamawa	Indicated interest/Land allocation	15%
Kebbi Koko Jega	Indicated interest	10%
Zamfara	Indicated interest/Land identification	15%
Ogun, Ogere	Indicated interest/Land identification	15%

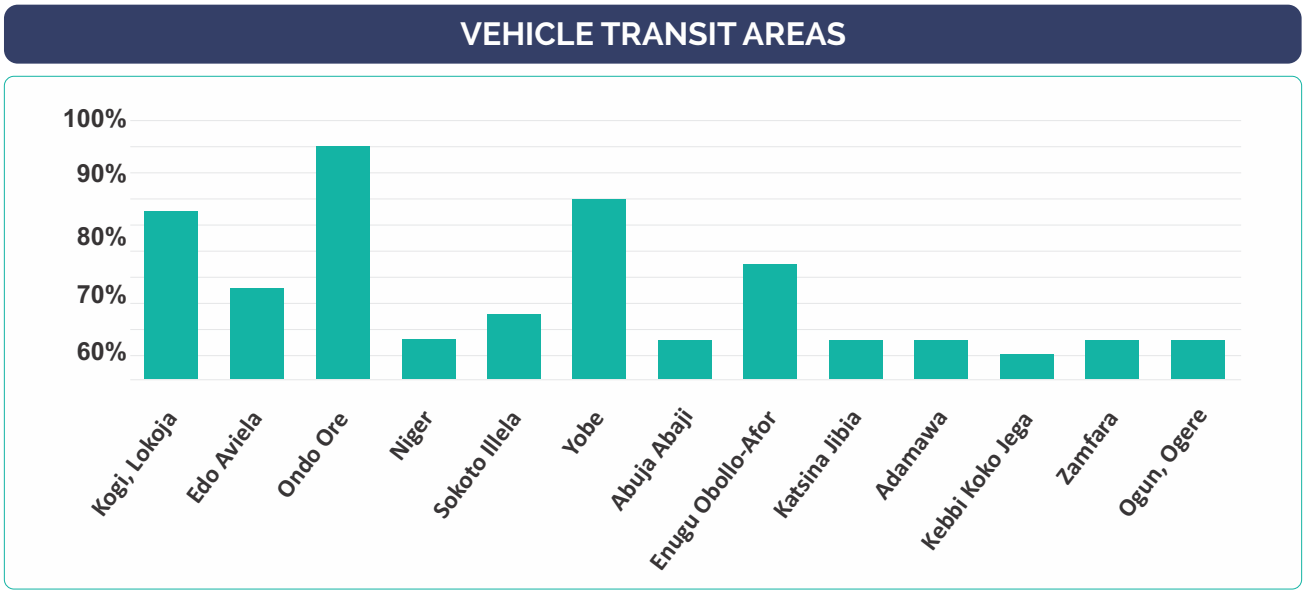


Figure 10: *Vehicle Transit Areas 2024*

In the analysis, Kogi, Ondo, Yobe and Obolla-Afor had the highest percentage of level of State Government commitment and support for the project and investors interest.

Table 16: *Inland Dry Ports*

INLAND DRY PORTS – PPP STAGES OF PROCUREMENT PROCESSES

STATE	ACHIEVEMENT	PERCENTAGE
Kebbi, Lolo	Land allocated land compensation yet to be settled, Preferred bidder, Negotiation Stage	40%
Zamfara	Indicated interest/Land identification	15%
Osun, Dagbolu	Land allocated, Outline Business Case	15%
Bauchi	Outline Business Case	20%
Oyo Ibadan CRCC	Exchange of Letters (land), Outline Business Case, Bidders Conference, Request For Qualification, Request for Proposal, Preferred Bidder, Negotiation stage, Full Business Case Unfortunately, the Company Withdrew from the project	60%
Anambra	Exchange of Letters (land), Land allocation, OBC available	10%
Edo AMES-Edo	Exchange of Letters Land, Outline Business Case, Preferred Bidder, Request for Qualification, FBC, Request for facility upgrade (upgrade report is available and submitted to the investor for implementation and upgrade to IDP Status) Facilities –handling equipment, admin block, warehouses.	60%
Ogun, Papalanto	Indicated interest, land allocation, OBC, Negotiation state by Project Delivery Team	30%

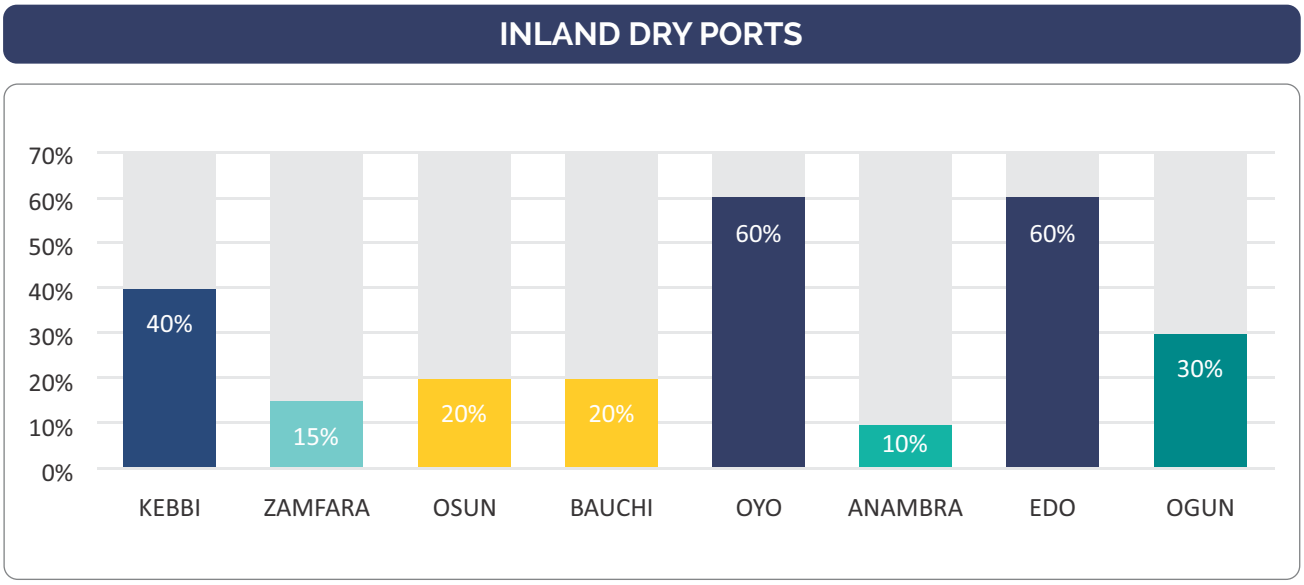


Figure 11: *Inland Dry Ports*

4.12. HARMONIZATION OF HAULAGE RATES AT EASTERN SEAPORTS

The Council has been actively engaged in a series of meetings with various stakeholders operating at the Eastern Seaports to pre-validate, harmonize, and ratify haulage rates. The primary goal has been to establish an acceptable and sustainable rate for the haulage industry, address inconsistencies, and foster better coordination among transport associations.

The Outcomes of the engagement were as follows:

- Review of various haulage rates proposals submitted by various Transport Unions and Associations
- Harmonization of Council's rates and those presented by Transport Unions.
- The new haulage rates were negotiated, pre-validated, validated, and ratified by the Committee and the Council and await the approval of the Executive Secretary/CEO before application.
- Following complaints regarding the recently announced rates, an all-inclusive meeting was held to review the rates further based on current economic realities.
- Stakeholders agreed to re-evaluate the rates due to ongoing inflation and Transport Associations/Unions were tasked with meeting to negotiate a realistic and acceptable rate for ratification by the Council at a future meeting.

However, Challenges highlighted included the delay in establishing sustainable rates due to continuous inflation and disunity among Transport Associations and Unions.

4.13. PREVALIDATION OF HAULAGE RATES AT WESTERN SEAPORTS TO MAJOR ROAD TRANSPORT CORRIDORS

The Council, in its ongoing efforts to harmonize haulage rates at the Eastern Seaports now extended this initiative to the Western Seaports. A meeting was convened on June 24, 2024, with the primary objective of collating proposed haulage rates from various Transport Associations/Unions operating in the region. The ultimate goal was to produce an acceptable and sustainable rate for the haulage industry at the Western Seaports.

The key outcomes of the meeting were as follows:

- **Consolidated Rate Proposal:** NAMPTOP NEXUS, in collaboration with AMATO and NARTO, presenting a unified document outlining their proposed haulage rates. This indicates a positive step towards a more coordinated approach among some key transport associations.

- **Multiple Checkpoints:** The Council was urged to address the pervasive issue of multiple checkpoints manned by the police, Customs, and Local Government Officials. These checkpoints often lead to delays and increased operational costs.

- **Hostility from Host Communities:** Concerns were also raised regarding hostile interactions and challenges faced by transporters from host communities, an issue that impacts the efficiency and safety of haulage operations.

4.14. INTER-AGENCY FORUM: ADVANCING SEAMLESS CARGO MOVEMENT TO THE HINTERLAND

The Council established an Inter-Agency Forum dedicated to resolving the significant challenges impeding the seamless movement of cargo from seaports to various destinations across Nigeria.

The Inter-Agency Forum, formally inaugurated on 14th May, 2025 with the theme "Seamless Movement of Cargo to the Hinterland," was created to address the pervasive difficulties faced by shippers in transporting goods from the ports. Key government agencies and private stakeholders participated in identifying challenges and proposing solutions.

The key discussions and resolutions were as follows:

- **Enhancing Port Operations and Access Road Decongestion:** Agencies such as Nigeria Customs, FRSC, NRC, and LASTMA highlighted their efforts to facilitate cargo movement and improve decongestion along port access roads. The Council was expected to liaise with the Nigerian Ports Authority (NPA) to improve the Truck Electronic Call-up System

- **Proactive Planning:** Stakeholders were urged to be proactive and futuristic in tackling challenges that could lead to a repetition of the Apapa traffic gridlock, especially concerning the Lekki Deep Seaport and Free Trade Zone.

- **24-Hour and Weekend Operations:** The forum strongly advocated for stakeholders to key into weekend and 24-hour cargo operations at the ports. The Nigerian Custom Services was specifically called upon to aggressively sensitize the general public on new innovations and services, such as 24-hour and weekend cargo clearing operations.

- **Combating Extortion and Ensuring Security on Port Corridors:** The Council committed to liaise with relevant authorities to reverse the ban on "motor boys" (assistants who direct drivers while loading), recognizing their role in avoiding accidents at terminals. Additionally, the Council will work with the Lagos State Government and other authorities to form a Task Force to combat extortion and truck vandalization along port corridors.

4.15. JOINT IMPLEMENTATION COMMITTEE MEETINGS.

The Council and the Federal Road Safety Corps (FRSC) are actively collaborating through a Memorandum of Understanding (MoU) to enhance Minimum Safety Standards in the transport sector. Their joint implementation committee holds regular meetings to further this objective, focusing on driver training, vehicle compliance, and road safety sensitization.

The Outcomes of the meetings were as follows:

- **Driver and Fleet Certification:** The partnership emphasized the importance of certified drivers and compliant fleets. Discussions have revolved around the certification/training of Council drivers on FRSC Minimum Safety Standards and the provision of the FRSC Road Transport Safety Standardization Scheme (RTSSS) 2.0 Portal Code along with refresher training for staff on its use.
- **Special Marshal Training:** The modalities for the second phase of Special Marshal Training for Council's Staff have been a recurring topic and have been scheduled for the second quarter of 2025.
- **Vehicle Transit Area (VTA) Enhancement:** The Ore Sunshine City Vehicle Transit Area (VTA) has been a focus of inspection visits by the committee to assess its completion and enforcement levels. A significant unresolved issue at Ore VTA is the lack of a heavy-duty tow truck for enforcement, which the FRSC is liaising with the Ondo State Sector Commander to address. Concerns have also been raised regarding a gas plant being built near the Ore VTA, prompting the Council to collaborate with FRSC Akure to identify the approving ministry. FRSC will visit Ore VTA again to ascertain the level of completion and enforcement.

- **Weigh Bridges:** The FRSC is actively engaged in discussions regarding the resuscitation of Weigh Bridges on Nigerian roads, with plans to pay a courtesy visit to the Minister of Works and Housing to discuss this critical issue, as well as liaise with the Federal Ministry of Works regarding the Federal Executive Council's pronouncement on Weigh Bridges.
- **Latching of Containers:** The Council continued its engagement with AMATO and other Haulage Associations on the critical need for latching of containers to avoid falling and accidents, underscoring the importance of basic safety measures.

4.16. SENSITIZATION SEMINAR "SAFE TO LOAD ON NIGERIAN ROADS": PROMOTING ROAD SAFETY IN HAULAGE

The Council in collaboration with the Federal Road Safety Corps (FRSC), organized a "Safe to Load on Nigerian Roads" sensitization seminar in Lagos on August 28, 2024. The seminar aimed to establish and enforce Minimum Safety Standards for Fleet Operators, thereby reducing truck and tanker-related accidents from loading points to final destinations.

The seminar yielded several critical outcomes and commitments:

- Addressing Insecurity and Extortion: The Council and FRSC were to intervene with relevant authorities, such as the Office of the National Security Adviser (NSA), to tackle widespread insecurity, truck vandalization, and extortion by both state and non-state actors along port corridors.
- Haulier Self-Regulation and Training: Haulage operators are encouraged to practice self-regulation by consistently training and retraining their drivers. This includes certifying their fleets under the FRSC Road Safety Standardization Scheme (RTSSS).
- Replicating Success in Dry Cargo: The proven success of the "Safe to Load" initiative in the wet cargo haulage system is to be replicated in the dry cargo haulage system, expanding the safety benefits across different logistics sectors.
- Driver Conduct and Awareness: A strong emphasis was placed on training truck drivers and conductors on road ethics and educating them about the severe dangers of driving under the influence of alcohol.

4.17. MEETINGS WITH AMATO ON TRUCKING CHALLENGES IN LAGOS

The Council mediated on critical issues affecting truck owners and cargo movement in Lagos, including addressing service withdrawal threats due to insecurity and engaging with government bodies on operational hurdles.

Following a threatened service withdrawal by the Association of Maritime Truck Owners (AMATO) due to incessant truck vandalization and attacks, the Council convened an emergency meeting. They successfully persuaded AMATO to suspend their strike, assuring them that the Executive Secretary/CEO and the Corps Marshal would urgently escalate the issue. Subsequently, the Council met with the Lagos State Commissioner for Transport to discuss AMATO's complaints and foster collaboration on seamless cargo movement.

Another significant concern raised by AMATO was the constant seizure of their trucks by the Nigeria Customs Service/security agencies. In response to AMATO's plea for intervention, the Council held a meeting to address these grievances. To resolve this, the Council plans a joint courtesy visit to the Comptroller General of Customs. Additionally, the Council's Legal Department will provide clarity on the law of contract of carriage to resolve ambiguities surrounding truck seizures.

4.18. SENSITIZATION SUMMIT IN COLLABORATION WITH THE NIGERIAN RAILWAY CORPORATION WITH THE THEME: "LIMITATIONS TO RAIL TRANSPORTATION OF CARGOES" AND SIGNING CEREMONY OF THE MoU BETWEEN NSC AND NRC

The Council and the Nigerian Railway Corporation (NRC) have formally partnered, signing an MoU to enhance multimodal cargo evacuation. A sensitization program was organized by both agencies on August 8, 2024 themed, Limitations to Rail Transportation of Cargoes which focused on leveraging rail to move goods efficiently from seaports to Inland Dry Ports (IDPs) and other hinterland destinations.

The outcomes included:

- Fast-tracking rail infrastructure (narrow and standard gauge) and securing rail assets from vandalism.
- Promoting IDP operations to importers/exporters.
- Urging synergy among NSC, Customs, NPA, and Terminal Operators to address port bottlenecks, traffic, security, and documentation.
- Pressing Terminal Operators to improve cargo handling equipment and ensure proactive empty container evacuation.
- Encouraging stakeholders to utilize port automation and 24/7 operations for faster cargo evacuation.

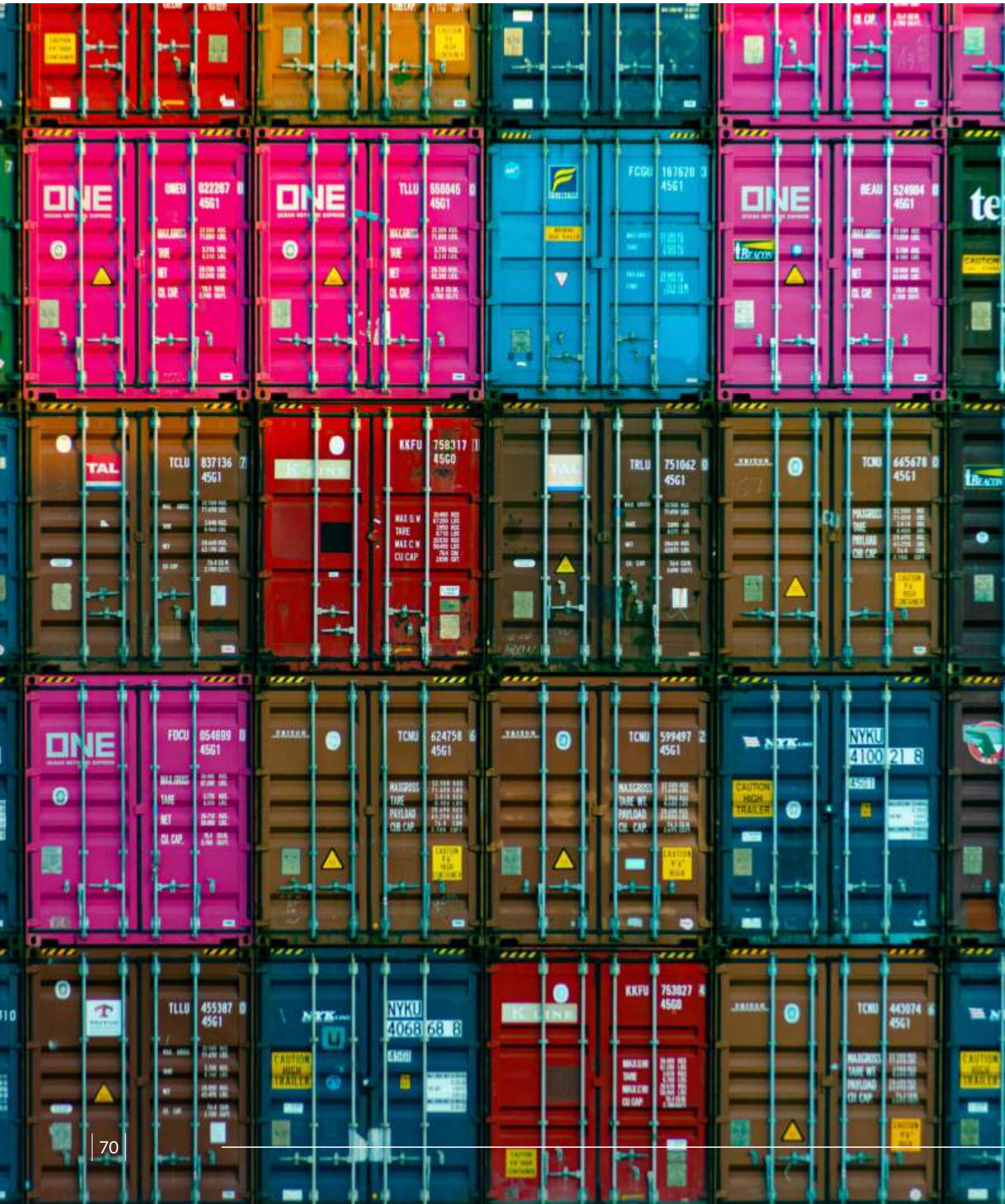
4.19. MEETINGS WITH BARGE OPERATORS' ASSOCIATION OF NIGERIA (BOAN)

The Council collaborated with the Barge Operators' Association of Nigeria (BOAN) to enhance cargo evacuation via inland waterways. The partnership aimed to foster seamless cargo movement to the hinterland and increase the patronage of barge transportation.

The discussions between the Council and BOAN have focused on identifying and resolving challenges faced by barge operators. A key issue highlighted was the Fifty Million Naira (N50M) cash bond imposed by the Nigerian Ports Authority (NPA) for licenses, a significant departure from the previously accepted insurance bond. The Council committed to liaising with relevant agencies to resolve this and other problems enumerated by BOAN.

The following were also discussed:

- The need for key players in barge operations to register with the NSC.
- The Council will also reach out to barge operators in the South-South ports (Port Harcourt, Warri/Sapele, Calabar) to enhance and sustain their contribution to cargo movement.
- BOAN to submit a comprehensive list and contact addresses of its members across Nigeria to the Council for enhanced collaboration.


ONE
ONEU 022287 0
45G1
ONE
TLLU 566046 0
45G1
FCGU 167620 3
45G1
ONE
BEAU 524004 0
45G1
TAL
TCLU 837136 7
45G1
KKFU 758317 1
45G0
TAL
TRLU 751062 0
45G1
TRITON
TCNU 665678 0
45G1
ONE
FDCU 054689 0
45G1
TRITON
TCNU 624758 6
45G1
TRITON
TCNU 599497 2
45G1
NYK
NYKU 4100 21 8
CAUTION HIGH TRAILER
TLLU 455387 0
45G1
NYK
NYKU 4068 68 8
CAUTION HIGH TRAILER
KKFU 763027 4
45G0
TRITON
TCNU 443074 6
45G1

Chapter 5

GUIDELINES & PROCEDURES





5.1. REGISTRATION OF REGULATED SERVICE PROVIDER

In line with the Council's role as the Economic Regulator of Nigerian Ports, all regulated service providers are required to register with the Council. To complete the registration process, please visit www.shipperscouncil.gov.ng and download the registration form for regulated service providers, or visit any NSC office to obtain the form.

Regulated Service Providers include:

- Nigerian Ports Authority (NPA)
- Seaport Terminal Operators
- Shipping Companies and Agencies
- Off Dock Terminal Operators
- Cargo Consolidators
- Logistics Service Providers
- Freight Forwarders and Clearing Agents
- Inland Container Depot Operators
- Stevedoring Companies
- Council for the regulation of Freight Forwarding in Nigeria and
- Any other Port Service Provider or user.

5.2. PROCEDURES TO REQUEST FOR INFORMATION

Stakeholders can request for information by submitting such request in writing to the Council through the following means:

NSC email address:
info@shippersCouncil.gov.ng;
nsc@shippersCouncil.gov.ng. Or

The Executive Secretary/CEO
Nigerian Shippers' Council
4, Otunba Ayodele Soyode Lane,
Apapa, Lagos.

Or

Nigerian Shippers' Council zonal offices:

• North-East Zonal Coordinating Office
bauchi@shippersCouncil.gov.ng
+234 8062896500

North-West Zonal Coordinating Office
kano@shippersCouncil.gov.ng
+234 8037803719

North-Central Zonal Coordinating Office
jos@shippersCouncil.gov.ng
+234 8033396927

South-East Zonal Coordinating Office
aba@shippersCouncil.gov.ng
+234 8098128195

South-South Zonal Coordinating Office
ph@shippersCouncil.gov.ng
+234 8028196696

South-West Zonal Coordinating Office
ibadan@shippersCouncil.gov.ng
+234 8023208182

Abuja Liaison Office
abuja@shippersCouncil.go.ng
+234 8033203733

The request should state the verifiable address and phone number(s) of the applicant.

5.3. PROCEDURES FOR REGISTRATION OF USERS OF SHIPPING SERVICES

The requirement for registration, depending on the type of membership, shall include:

- Certificate of incorporation
- Certificate of registration of the business name
- Copy of Bill of Lading for a most recent transaction
- Copy of Certificate of Registration with Nigerian Export Promotion Council (Exporter)

The categories of membership include:

- Corporate: Trade Group/Associations (Commodity Groups, Chambers of
- Commerce, Recognized Business Groups)
- Business Names (Own name, Partnerships)
- Public Agency (Federal/State/Local Government, Organisations, Parastatals,
- Companies, etc.)
- Associate (Potential Shippers, Clearing and Forwarding Companies, Insurance
- Companies, Banks, Law Firms, etc.)

I. The registration form can be downloaded from the NSC website: www.shippersCouncil.gov.ng or obtained from NSC offices.
ii. Application letter for membership should be addressed to the ES/CEO of NSC with a duly filled form and the required documents.
iii. Acknowledgement is sent to the applicant while the application is forwarded to the Consumer Affairs Department of NSC for processing.
iv. The application will be verified, and a confidential visit is conducted to the office premises of the applicant.
v. After a satisfactory confidential visit to the premises and verification of the relevant documents, an approval letter will be issued to the applicant.
vi. After the above, the certificate of membership will be issued to the applicant.

5.4. PROCEDURES FOR COMPLAINTS HANDLING



5.4.1. Written Complaints

Where a port user or regulated service provider has any complaint or claim relating to the loss, damage, quality of services or infringement of rights at the ports, the following procedure shall be applicable:

i. **Complaints shall be sent to NSC electronically through an email to:**
complaints@shippersCouncil.gov.ng.
WhatsApp no: +234818 888 8895.
Mobile no: 0818 888 8895, 0703 584 6468

Or

A written request to:
The Executive Secretary/CEO
Nigerian Shippers' Council,
4, Otunba Ayodele Soyode Lane,
Apapa, Lagos.

i. The ES/CEO will forward the complaint to the Complaints Unit for processing.

ii. After the review of the complaint, the complainant will be given an acknowledgement within 24 hours.

iii. Investigation of the complaint will commence within 48 hours with immediate action towards resolving the complaint.

iv. The outcome will be communicated to the complainant within seven (7) days after receiving the complaint.

5.4.2. Complaint through the Port Service Support Portal (PSSP)

i. The complainant is expected to send the request through the Port Service Support Portal (www.pssp.ng).

ii. The complainant will receive acknowledgement for submitting the complaint.

iii. Notification will be sent to the relevant Department of the Council.

iv. The Department will send the complaint to the appropriate agency to resolve the matter.

5.5. PROCEDURES/ GUIDELINES FOR CLAIMS CONCERNING LOSS OR DAMAGE TO CARGO



Obligations expected from the complainant:

i. Complaints should be forwarded through the Port Service Support Portal or in writing.
ii. Complaints Desk Officers of Organisations in the industry must be accessible when needed.
iii. Complainants must not withhold useful information.
iv. Complaints must be made only for legal and genuine business transactions.
v. Information supplied by complainants must be accurate and backed with necessary documentations.

5.6. PROCEDURES FOR CLAIMS CONCERNING LOSS OR DAMAGES ON EXPORT AND IMPORT CARGO



In accordance with Section 67 of the Insurance Act 2003, all imported goods into Nigeria must be insured with a Nigerian-registered insurer.

Therefore, all laws, contracts, or instruments related to the importation of goods must be interpreted in compliance with the requirements of the Insurance Act 2003.

A claimant seeking compensation for damage or loss of cargo imported into Nigeria should:

i. Give immediate notice in writing to the Insurance Company.
ii. Insist on a cargo loss Joint-Survey of the goods and take photographs of the damaged goods with Shipping Companies, Terminal Operators or Other Providers of Transport Services.
iii. Provide full documents as stated at the back of the Marine Certificate (including Bill of Lading front stamped from the Bank).
iv. Provide total estimates of loss incurred (after the Joint Survey).
v. Show salvage amount, if different from total loss amount of cargo.
vi. Make a Claim against any negligent Third Party such as Shippers Agents, Master of the vessel, Terminal Operators, Road Transporters, etc. and hand over copies of such claims to the Insurer.
vii. Contact Nigerian Shippers' Council at its Head Office or any of the Zonal
viii. Coordinating Offices or Area Offices for assistance.

5.7. ALTERNATIVE DISPUTE RESOLUTION (ADR)



The Council provides Alternative Dispute Resolution to Providers and Users of Shipping Services by playing a mediatory role in resolving disputes.

5.8. PROCEDURE FOR BENCHMARKING OF TARIFFS, RATES AND CHARGES AT THE PORT



The Nigerian Shippers' Council periodically releases guidelines and notices on Tariffs, Rates, and Charges and sets the minimum and maximum levels of applicable tariff at Nigerian Ports.

Consequently, the Council does the following:

I. Observe and take into consideration prevailing local and global economic trends affecting the Port Industry and the market.
ii. Request every Regulated Service Provider to file its Operating Tariffs, Rates and Charges.
iii Publish from time to time all Tariffs, Rates and Charges levied by Regulated Service Providers.

5.9. PROCEDURES FOR MONITORING



The NSC shall, in writing, authorize any of its officials or appoint external inspectors to exercise on its behalf the powers of monitoring as follows:

i. To investigate the activities of a regulated service provider, a non-regulated service provider and any port user concerning compliance in line with existing guidelines, regulations and laws.
ii. Enter the premises of any affected Regulated Service Provider to:
   - Inspect and make copies of extracts from books, records, documents or other information storage system;
   - Demand the production of and inspect the relevant license, permit, certificate or authority;
   - Shall obtain a warrant before the entry into premises of any affected person who is not a Regulated Service Provider or User of Port Services.

5.10. PROCEDURES FOR ENFORCEMENT



Any person who fails to comply with the provisions of the Nigerian Shippers' Council (Port Economic) Regulations, 2015, or who contravenes any of its provisions, guidelines made under it, or any relevant legislation in the provision or use of port and related services, shall be deemed to have committed an offence.

Such an individual shall be subject to appropriate sanctions, which may include:

- Private warning;
- Public warning;
- Suspension of operations and sealing of premises for a specific period, which shall in the opinion of the Council be deemed to be reasonable;
- Blacklisting; or
- De-registration and revocation of the operating license.

5.11. GUIDELINES AND PROCEDURES FOR THE CONFIRMATION OF REASONABLENESS OF DEMURRAGE PAYMENTS.



As a condition for remitting proceeds from demurrage and detention by Shipping Agents, the Central Bank of Nigeria (CBN) requires that Shipping Agents obtain confirmation from the Council in accordance with the Revised Foreign Exchange Manual effective from August 1, 2018.

The Council advises that any application or request for confirmation must adhere to the following guidelines:

1. **Shipping Agents**
   Shipping Agents cannot submit applications directly to the Council. Instead, they must apply through the commercial bank where their accounts are held. The commercial bank will then submit the application to the Council on behalf of its clients.

   i. Applicants should note that the Council will only consider the demurrage and detention fee, excluding any other charges.

   ii. Applications must be accompanied by a duly completed and approved Form A.

   iii. Applicants are advised that all relevant invoices attached to the request should

contain the following details:
- Actual times of arrival and departure of the vessel
- Demurrage free days
- Billable days
- Size/type of container
- Bill of Lading number
- Invoice Number
- The rate per day
- Container Number
- Voyage Number
- Agreement between Principal and Shipping Agent

iv. All invoices attached to the application must be final invoices for the transaction. Therefore, provisional invoices will be withheld until the transaction is completed.

v. Applicants must bear in mind that the Council will study all invoices attached to the application to ensure that the requested amount is in line with approved charges, as only these will be confirmed.
Furthermore, submitted invoices should be accompanied by a spreadsheet summary. A template of the spreadsheet can be obtained from the Secretary of the Committee for Confirmation of Demurrage.

vi. Applicants should endeavor to authenticate the invoices with the company's Managing Director's stamp and signature or of any Authorised officer.

vii. Applications would be treated on a "first come, first served" basis within 15 working days for each month's invoice.

2. Commercial Banks

i. Commercial banks should ensure that all applications comply with the above details before forwarding them to the Council.

ii. The amount and month(s) or period for which the request is being made should be indicated in the Bank's application to the Council.

iii. Commercial Banks should endeavour to consult the Secretary of the Committee to confirm demurrage for advice and guidance before submitting their applications at the Executive Secretary's Office.

iv. Commercial Banks and Applicants should note that they might be regularly consulted on issues about the application in the confirmation process. As such, they are expected to identify a contact person for each request for that purpose.

5.12. GUIDELINES ON SETTING AND MODIFICATION OF TARIFFS, RATES AND CHARGES FOR SERVICE PROVIDERS IN THE NIGERIAN PORT SECTOR



The Guidelines outline the requirements and procedures that Service Providers must follow when proposing new tariffs or requesting future tariff adjustments from the Council. These Guidelines will serve as the basis for evaluating and assessing such proposals.

1. Requirements:

i. All applicants for tariff approval request must be registered with the NSC, pursuant to Section 4(1) of the Nigerian Shippers' Council (Port Economic) Regulations 2015.

ii. Tariffs, Rates and Charges for every service shall be submitted to the NSC for consideration and approval.

iii. All approval requests must comply with any price floors or caps determined by the NSC.

iv. Justification for tariff request and financial performance.

v. Cost structure for previous and current year.

vi. Future income projections.

2. Procedure for Requests:

i. All tariff requests shall be addressed to the Executive Secretary/CEO

ii. On receipt of application, NSC shall acknowledge the letter within 3 working days

iii. Where tariff adjustment is requested:
   a. In the case of the Port Regulator, it shall cause to be issued notice of intent, specifying the justifications for the adjustment to the service provider(s) at least thirty (30) working days before the commencement of the new tariff.
   b. In the case of the service provider, it shall notify the Port Regulator stating the reason(s)/justification(s), at least thirty (30) days before the commencement of negotiations.

iv. The NSC shall verify the submissions within two (2) weeks based on the

documents received from the applicant.

v. Where there are observed inconsistencies with the application submitted, the NSC may require further clarifications from the service provider to enable processing of the application or reject same with reasons.

vi. In such a situation, the NSC shall communicate to the applicant, the rejection within three (3) working days.

vii. Where the tariff is recommended by the NSC, the service providers should create necessary awareness before implementation.

viii. NSC shall publish the approved tariffs/charges/rates/fees on its website and if need be, the print media seven (7) days after approval has been officially granted and fourteen (14) days before the commencement of the next tariff regime.

3. General

i. All charges shall be denominated in local currency in accordance with government's extant financial rules, regulations and guidelines.

ii. All Service Providers shall file with the NSC annually, existing tariffs and/or any adjustment for services showing all rates and charges including the terms and conditions for free and reduced charges of any service.

iii. Nigerian Shippers' Council shall continue to provide the platform for mediation and resolution of disputes involving providers and users of port services in accordance with its statutory powers. Setting of Tariffs, Rates and Charges under this Guideline shall be in collaboration with stakeholders to arrive at a decision that will be acceptable to all parties.

iv. The NSC shall communicate its decision within forty-five (45) working days from date of receipt of the application.

v. In processing all tariff requests, the NSC shall at all times, comply with the provisions of the Nigeria Data Protection Regulations 2019 (NDPR).

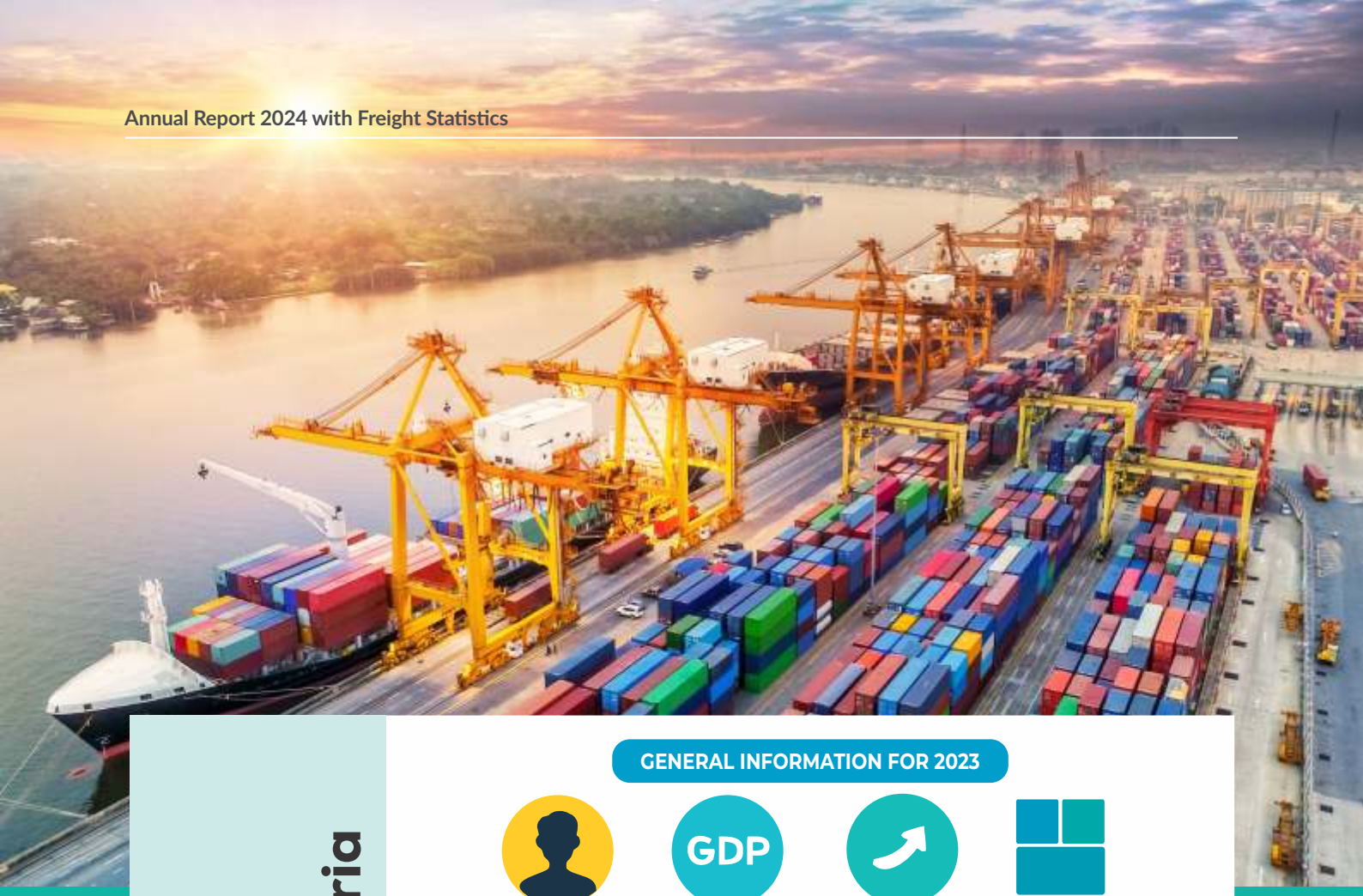












Maritime Profile: Nigeria

GENERAL INFORMATION FOR 2023

Population
227.883 M

GDP
374 984 M US$

GDP
2.86%

Merchandise trade[3]
104,610 M

GDP growth

Coast/area ratio[2]
3.4 m/km²

Fleet - National flag[3]
5,907 K DWT

Ship building[4]
1,252 GT

Ship recycling[4]
1,252 GT

MARITIME KEY FIGURES [6]

Number of seafarers[6]
(m) 25,610

Number of port calls[6]
-

MARITIME AND FREIGHT STATISTICS



1. INTRODUCTION

The maritime sector stands at the crossroads of innovation, resilience, and global inter-connectivity. As the world adapts to shifting economic dynamics, geopolitical challenges, and climate-related imperatives, shipping remains the backbone of international trade, powering economies and connecting continents. Today, the need for real-time, actionable maritime intelligence is no longer optional—it is foundational to strategic planning, operational efficiency, and sustainable development.

The 2023/2024 edition of Nigeria's Shipping and Maritime Statistics presents a forward-looking analysis of the industry's performance, reflecting both domestic milestones and global trends. This report encapsulates data-driven insights that highlight Nigeria's maritime footprint in an increasingly competitive landscape, drawing from authoritative sources, including the United Nations Conference on Trade and Development (UNCTAD) portal, https://unctadstat.unctad.org, and national statistical systems.

Beyond numerical indicators, this year's report examines how maritime infrastructure, policy reforms, trade volumes, and fleet development are shaping Nigeria's trajectory in global shipping. It also underscores the growing role of digital transformation, green logistics, and regional cooperation in redefining the maritime economy.

As stakeholders, seek to future-proof the sector, this publication aims to serve as a reliable compass for decision-makers, researchers, and industry players navigating the evolving waters of global trade.

2 NIGERIA MARITIME PROFILE 2023 - 2024

2.1 MARITIME KEY FIGURES 2023 - 2024

Table 1: *Nigeria Maritime Key Figures 2023-2024*

NIGERIA		
MARITIME KEY FIGURES		
	2023	**2024**
Merchandise Trade (Millions current US$)	123,427	104 610
Container Port Throughput (TEU)	1,566,109	1 466 109
Fleet-National Flag (Thousands DWT)	4,930	5 907
Fleet–Ownership (Thousands DWT)	4,974	8 347
Number of Port Calls	-------	-------
Number of Seafarers	25,610	25 610
GDP (Millions current US$)	475,059	374 984
GDP Growth Rate	+3.25 %	+2.86 %

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.2 PORT CALLS AND PERFORMANCE

Table 2: COMPARISON OF KEY PERFORMANCE INDICATORS (KPIs)

COMPARISON OF KEY PERFORMANCE INDICATORS (KPIs) FOR CONTAINER TERMINAL OPERATIONS IN LAGOS SEAPORTS (2023 AND 2024)											
INDICATORS	TICT		PTML		FIVE STAR		PCHS		APMT		LEKKI
	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Berth Occupancy (%)	41.2	38	10.9	48	34.5	30	18.6	37	65	53.5	21.4
Ship Turnaround Time (Days)	1.6	31.65	0.6	1.19	1.5	2	1.5	2.43	3.9	1.16	1.5
Crane moves per hour (mph)	34.9	21.65	3.6	11	8.6	9.5	12.8	11.6	14.1	14.55	17.8
Cargo Dwell Time (Days)	19.4	18.3	4.5	16.5	7.6	9.25	14.5	18	19.6	20.7	12.5
Time spent at anchorage (Hours)	0	0	1.2	2.3	4.4	7.5	6	3.9	13.4	7.2	0
Truck Turnaround Time (Minutes)	180	133	10.9	26	280	215	16.8	22.7	163.8	142	67.4

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

As indicated in the table above, specific data for port calls, time spent in ports, vessel age and size in 2023 and 2024 are not publicly available. However, detailed overview of Nigeria's port calls and maritime performance for 2023, categorized by vessel type where data is available is highlighted below:

Total Vessel Calls
Total Ship Calls: 3,778 vessels called at Nigerian ports in 2023, marking a 4.5% decrease from 3,957 vessels in 2022.

Container Ships
Container Traffic: Handled 1,566,162 TEUs in 2023, a 6.8% decline from 1,681,328 TEUs in 2022.

Port Performance Metrics
Cargo Throughput (excluding crude oil): 70.47 million metric tons in 2023, a 6.4% decrease from 75.27 million metric tons in 2022.

Total Cargo Volume (including crude oil): 122.87 million metric tons in 2023, a 2.1% increase from 120.37 million metric tons in 2022.

Average Vessel Turnaround Time: Improved to 4.0 days in 2023 from 5.1 days in 2022, largely due to the efficient operations at the Lekki Deep Sea Port, which achieved a turnaround time of just one day.

2.3. NATIONAL FLEET - Carrying Capacity by Type of Ship

Table 3: *Nigeria National Fleet Carrying Capacity by Type of Ship*

(Thousands DWT)	2005	2010	2015	2020	2021	2022	2023
Total Fleet	691.0	989.4	4232.6	4534.0	4930.0	4974.0	5 906.9
Oil Tankers	606.0	750.4	707.9	1178.0	1240.0	1288.0	2 074.7
Bulk Carriers	13.0	13.2	0.0	0.0	0.0	0.0	0.0
General Cargo	30.0	19.2	19.0	30.9	30.9	37.6	37.6
Container Ships	..	..	0.0	0.0	0.0	0.0	0.0
Other Types of Ships	42.0	206.7	3505.8	3325.2	3659.1	3648.1	3794.7

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

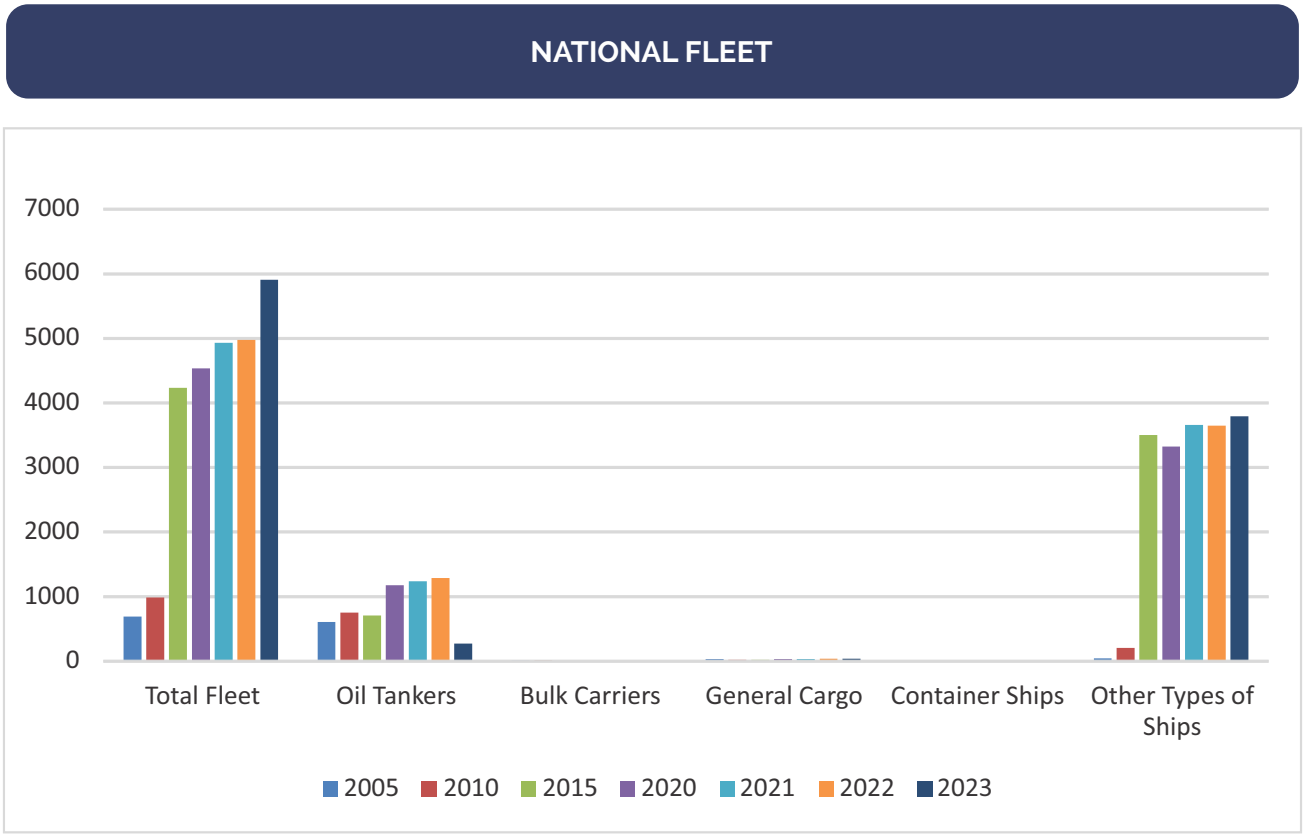


Figure 1: *National Fleet*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.4 INTERNATIONAL MERCHANDISE TRADE 2023

Table 4: Nigeria International Merchant Trade

Total Merchandise (millions of US$)	2010	2015	2020	2021	2022	2023
Merchandise Exports	84000	50216	35634	46932	63075	55182
Merchandise Imports	44235	44700	55390	51941	60351	49428
Merchandise Trade Balance	39765	5516	-19757	-5008	2724	5754

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*



Figure 2: *Nigeria International Merchandise 2023*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.5 TOP 5 PARTNERS IN 2023 (exports, millions of US$)

Table 5: *Top 5 Trade Partners in 2023*

TOP 5 TRADE PARTNERS IN 2023	
PARTNER	**EXPORTS (MILLIONS OF USD)**
The Netherlands	6185
Spain	5352
United States of America	4764
France	3969
India	3809

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

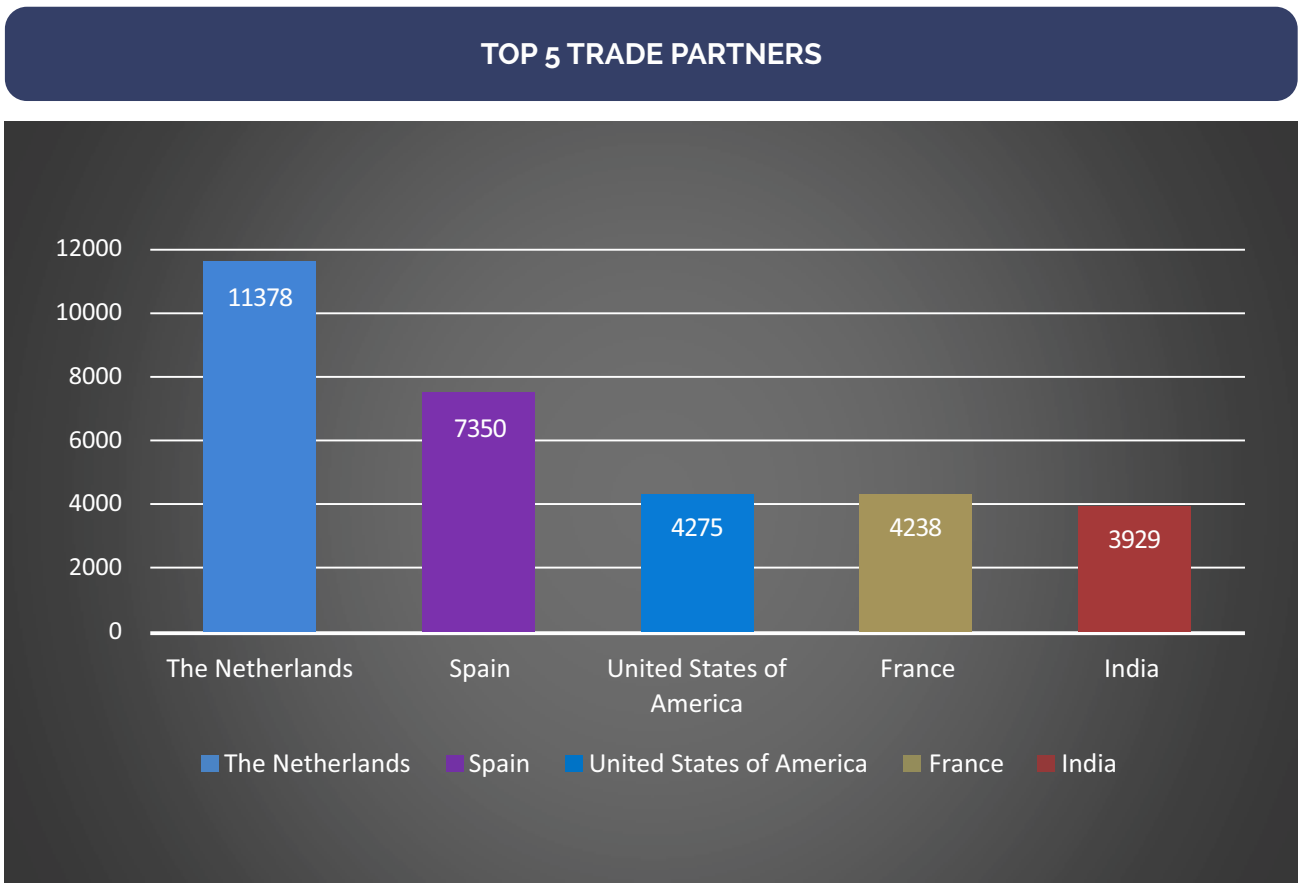


Figure 3: *Top 5 Trade Partners*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.6 NIGERIA EXPORT STRUCTURE BY PRODUCT GROUP IN 2023

Table 6: Export Structure

PRODUCTS	PERCENT (%)
Fuel	90
All Food Items	6
Other	4

Source: UNCTAD DATA CENTRE: https://unctadstat.unctad.org/

Table 7: World Share in Maritime Indicators

MEASURE	% SHARE
Population	2.82
Coastline (KM)	0.19
Gross Domestic Product (US$)	0.35
Merchandise Export US$	0.23
Merchandise Import US$	0.20
National Flag Fleet (DWT)	0.26
National Flag Fleet (US$)	0.62
Fleet Ownership (DWT)	0.37
Fleet Ownership (US$)	0.56
Ship Building (GT)	-
Ship Recycling (GT)	0.02
Seafarer Supply (Officers)	1.04
Seafarer Supply (Ratings)	1.61
Container Port Throughput (TEU)	0.17
Port Calls (Container Ships)	-
Port Calls (Liquid Bulk Carriers)	-
Port Calls (Dry Break Bulk)	-
Port Calls (Dry BulK)	-
Port Calls (LPG)	-
Port Calls (LNG)	-

Source: UNCTAD DATA CENTRE: https://unctadstat.unctad.org/

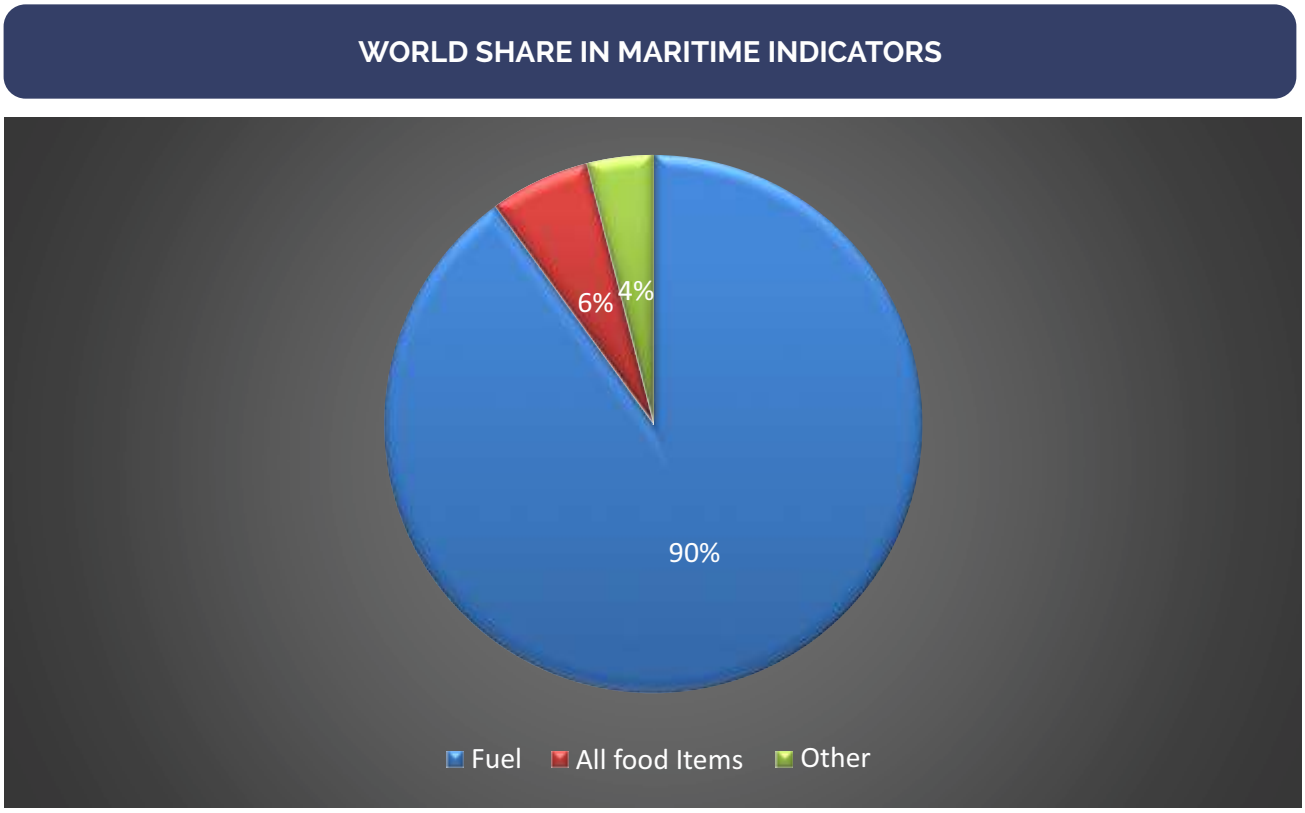


Figure 4: *World Share in Maritime Indicators*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.6 NIGERIA WORLD SHARES IN MARITIME INDICATORS FOR 2023

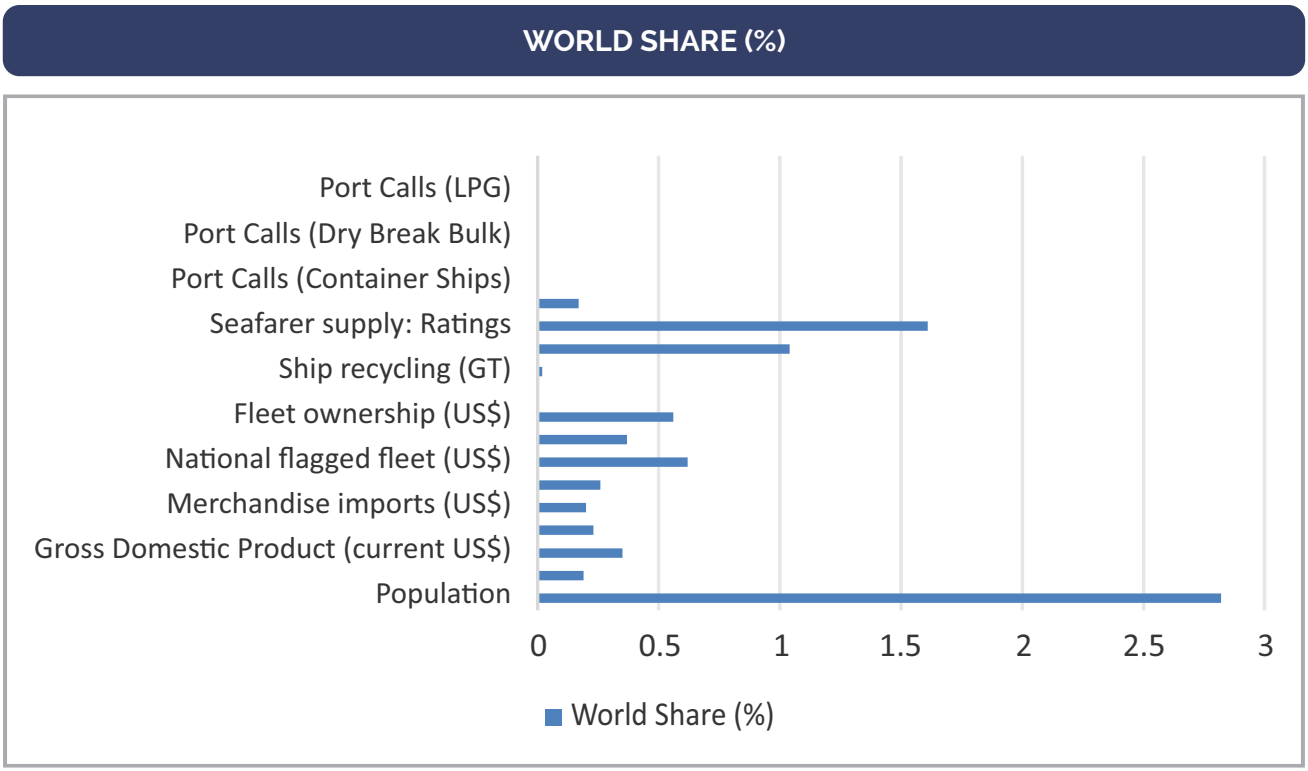


Figure 5: *World Share in Maritime Indicators*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.7 LINER SHIPPING CONNECTIVITY

2.7.1 Bilateral Connectivity index of Nigeria - Top 10 partners in Q1 2024 Can only take values between 0 (minimum) and 1 (maximum)

Table 8: *Bilateral connectivity index*

BILATERAL CONNECTIVITY INDEX	
Partner	**Connectivity Index**
China	0.312
Ghana	0.308
Spain	0.304
Singapore	0.301
Togo	0.299
Malaysia	0.298
Belgium	0.295
Benin	0.293
Cote d'Ivoire	0.290
Italy	0.289

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

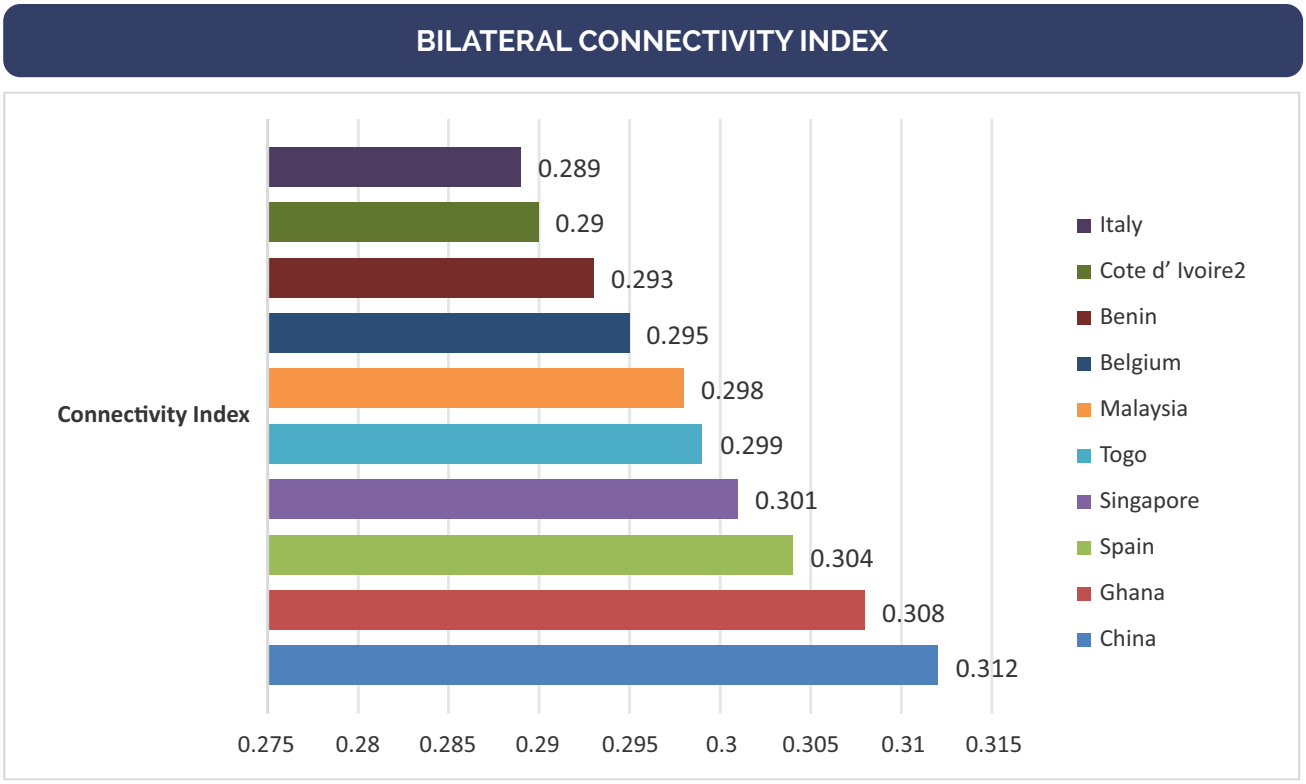


Figure 6: *Bilateral Connectivity Index*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.7.2 Nigeria Liner Shipping Connectivity Index

Average Q1 2023=100 (2006 – 2023)

Table 9: Liner shipping connectivity index

Partner	Connectivity Index
2006	76
2007	85
2008	80
2009	90
2010	95
2011	90
2012	87
2013	95
2014	100
2015	105
2016	100
2017	90
2018	80
2019	75
2020	85
2021	78
2022	80
2023	83

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

The table above shows the approximate trends in global maritime connectivity from 2006 to 2023, with Q1 2023 set as the baseline (average = 100). The liner shipping connectivity index demonstrates significant dynamism over the past two decades, experiencing periods of robust growth, subsequent decline, and recent stabilization at a level lower than its historical peaks.

The data in the table is further illustrated in the chart below:

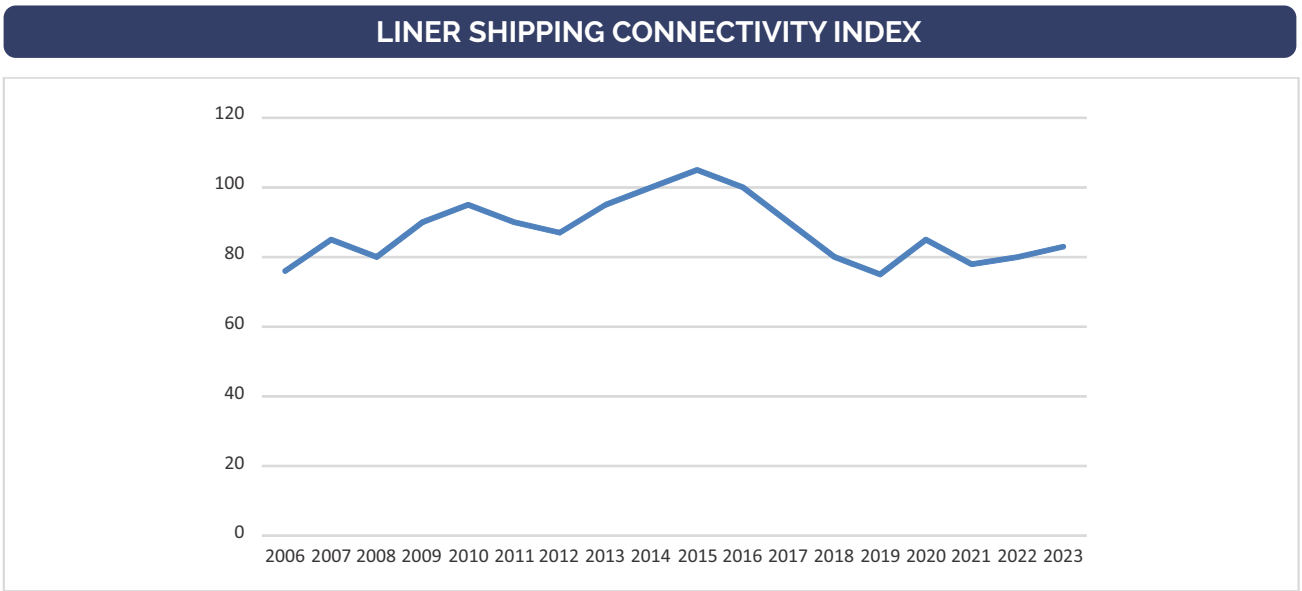


Figure 7: *Nigeria Liner Shipping Connectivity Index*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

2.7.3 Port Liner Shipping Connectivity Index - Top 5 Nigeria Ports in 2023

Average Q1 2023=100

Table 10: *Port Liner Shipping Connectivity Index*

Year	Tin Can Island	Apapa	Lagos	Onne	Port Harcourt
2006	30	90	95	60	20
2008	70	100	110	65	20
2010	100	110	105	70	22
2012	120	120	100	75	22
2014	140	115	95	80	23
2016	120	110	90	80	22
2018	130	105	100	78	24
2020	100	100	95	80	23
2022	145	90	93	85	22
2023	120	95	92	88	21

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

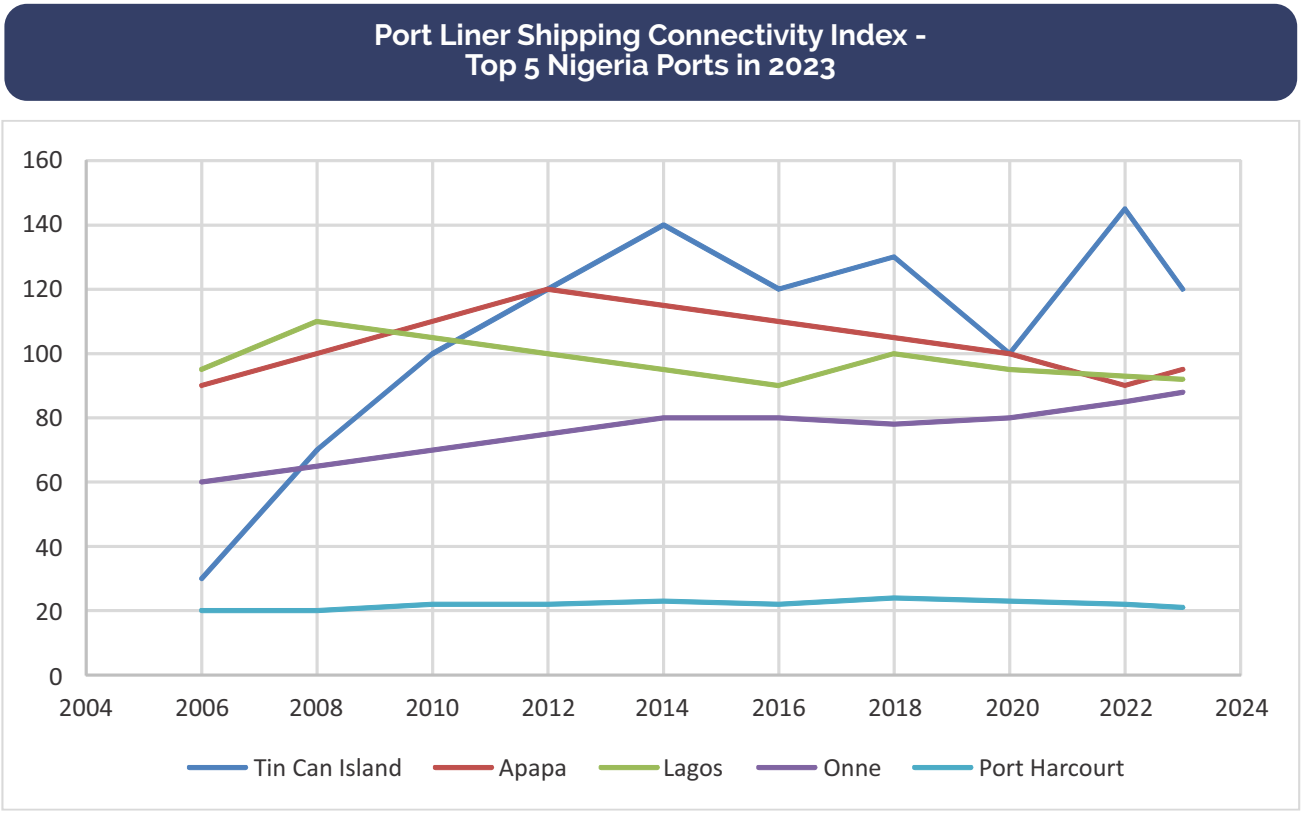


Figure 8: *Port Liner Shipping Connectivity Index - Top 5 Nigeria Ports in 2023*
Source: UNCTAD DATA CENTRE: https://unctadstat.unctad.org/
Note: Tincan and Apapa Ports are the most connected ports in Nigeria.

3 PERFORMANCE IN SHIPPING AND MARITIME TRADE: NIGERIA AND NEIGHBOURING MARITIME ECONOMIES

3.1 TOTAL TRADE (ANNUAL IMPORT): NIGERIA AND NEIGHBOURING MARITIME COUNTRIES (Millions USD)

Table 11: *Total Trade (Annual Import)*

TOTAL TRADE (ANNUAL IMPORT)									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Benin	2,872	3,494	4,375	3,932	3,555	4,508	4,914	5,252	5,230
Cameroon	5,206	4,796	5,656	6,583	5,521	6,981	7,876	8,116	8,500
Ghana	12,920	12,647	13,134	13,411	12,429	13,629	14,621	14,009	16,199
Nigeria	35,532	31,273	43,007	55,257	35,740	51, 880	60,351	49,428	40,907
Togo	2,261	1,874	2,116	2,091	2,252	2,632	2,996	3,259	3,472

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

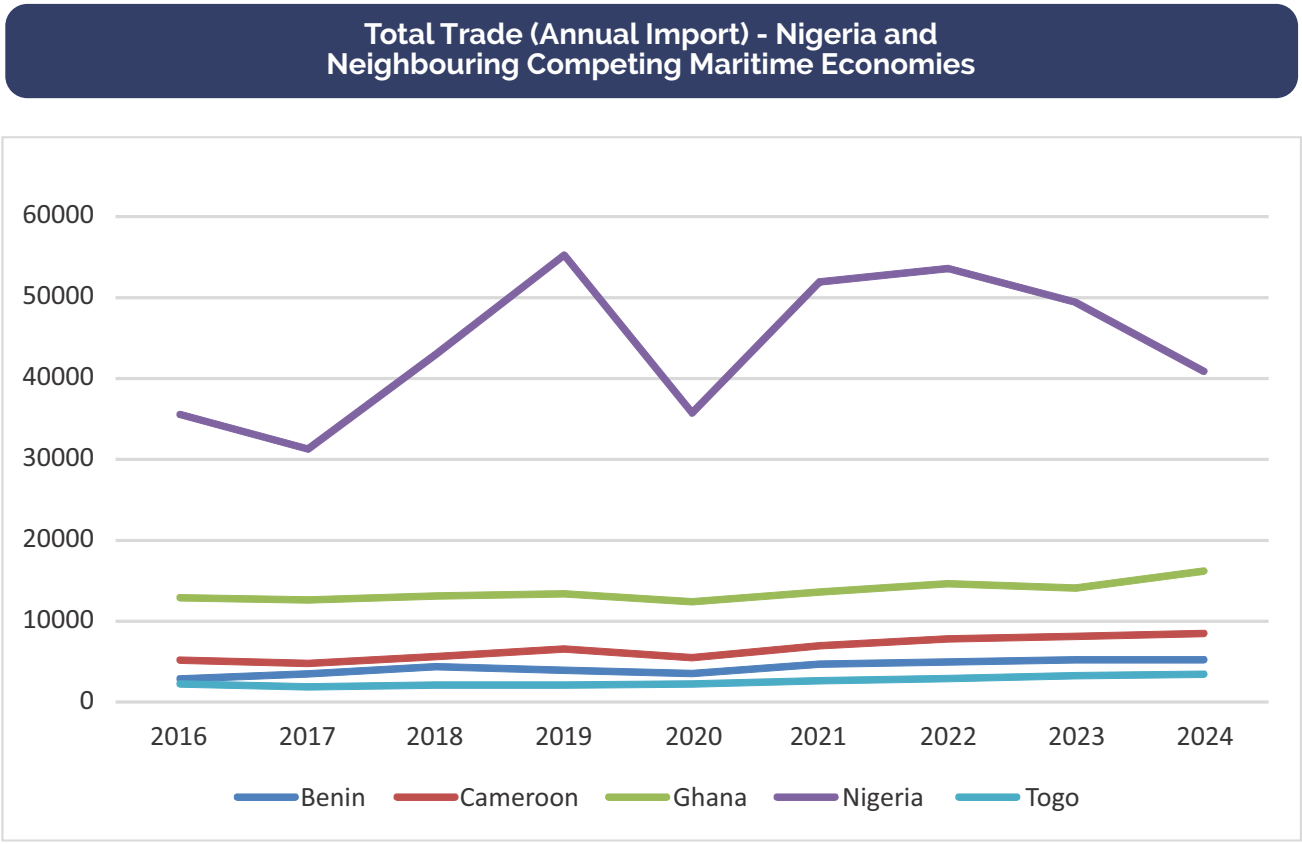


Figure 9: *Total Trade (Annual Import)*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.2 TOTAL TRADE (ANNUAL EXPORT): NIGERIA AND NEIGHBOURING MARITIME COUNTRIES (MILLIONS USD)

Table 12: *Total Trade (Annual Export)*

TOTAL TRADE (ANNUAL EXPORT)									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Benin	1,774	2,216	3,344	3,052	2,996	3,642	3,719	4,050	3772
Cameroon	3,305	3,233	3,803	4,084	3,132	4,317	5,584	4,927	6,000
Ghana	11,138	13,835	14,943	15,668	14,472	14727	17,494	16,703	19,965
Nigeria	33,302	44,468	60,547	62,531	35,634	46,871	63,075	55,182	52,933
Togo	1,036	1,016	1,080	1,055	979	1,060	1,348	1,456	1,510

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Fig 11: Total Trade (Annual Export): Nigeria and Neighbouring Competing Maritime Economies

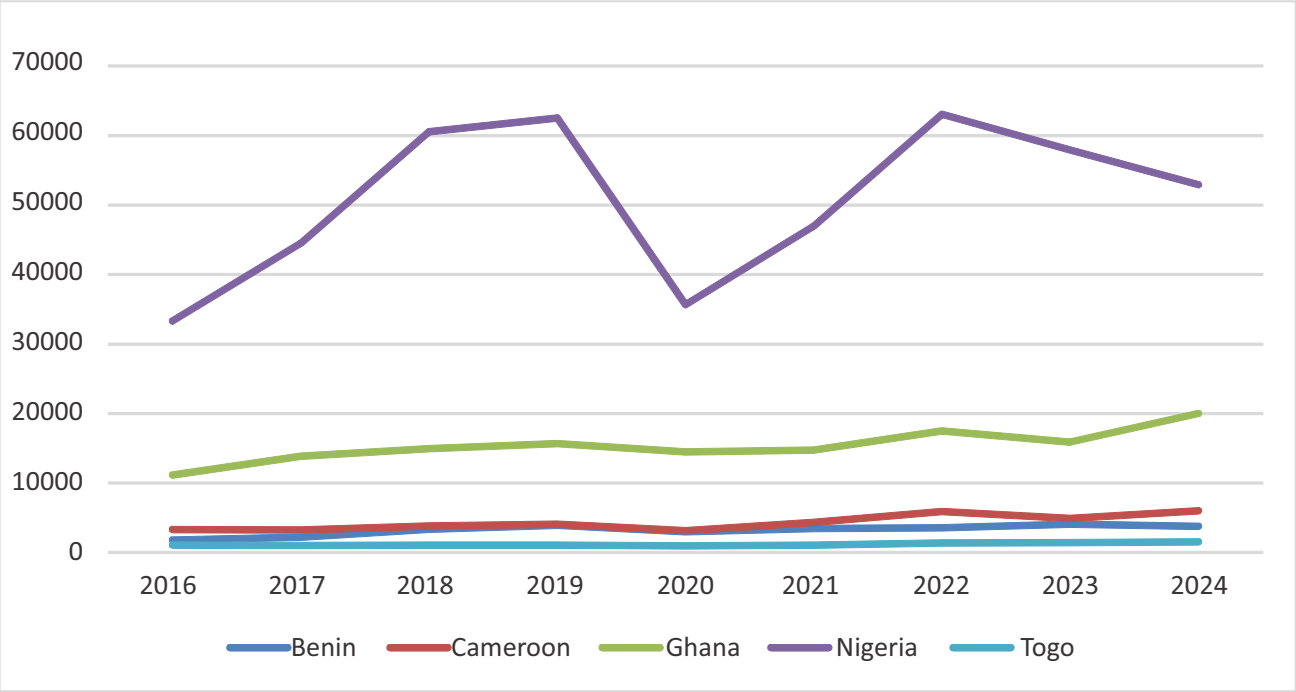


Figure 10: *Total Trade (Annual Export)*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.3. CONTAINER PORT THROUGHPUT: NIGERIA AND NEIGHBOURING MARITIME COUNTRIES (TWENTY-FOOT EQUIVALENT UNIT. (TEU))

Table 13: *Container Port Throughput: Nigeria and Competing Maritime Economy*

CONTAINER PORT THROUGHPUT								
	2016	2017	2018	2019	2020	2021	2022	2023
Cameroon	334,984	387,000	360,992	397,024	395,872	-	-	-
Ghana	954,700	1,009,400	1,063,000	1,100,205	1,050,696	1,604,724	1,244,254	1,228,000
Nigeria	1,404,000	1,408,000	1,560,000	1,484,000	1,528,520	1,566,109	1,566,109	1,466,109
Togo	380,800	1,193,800	1,395,700	1,500,611	1,725,270	1,986,131	1,952,879	1,907,439

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

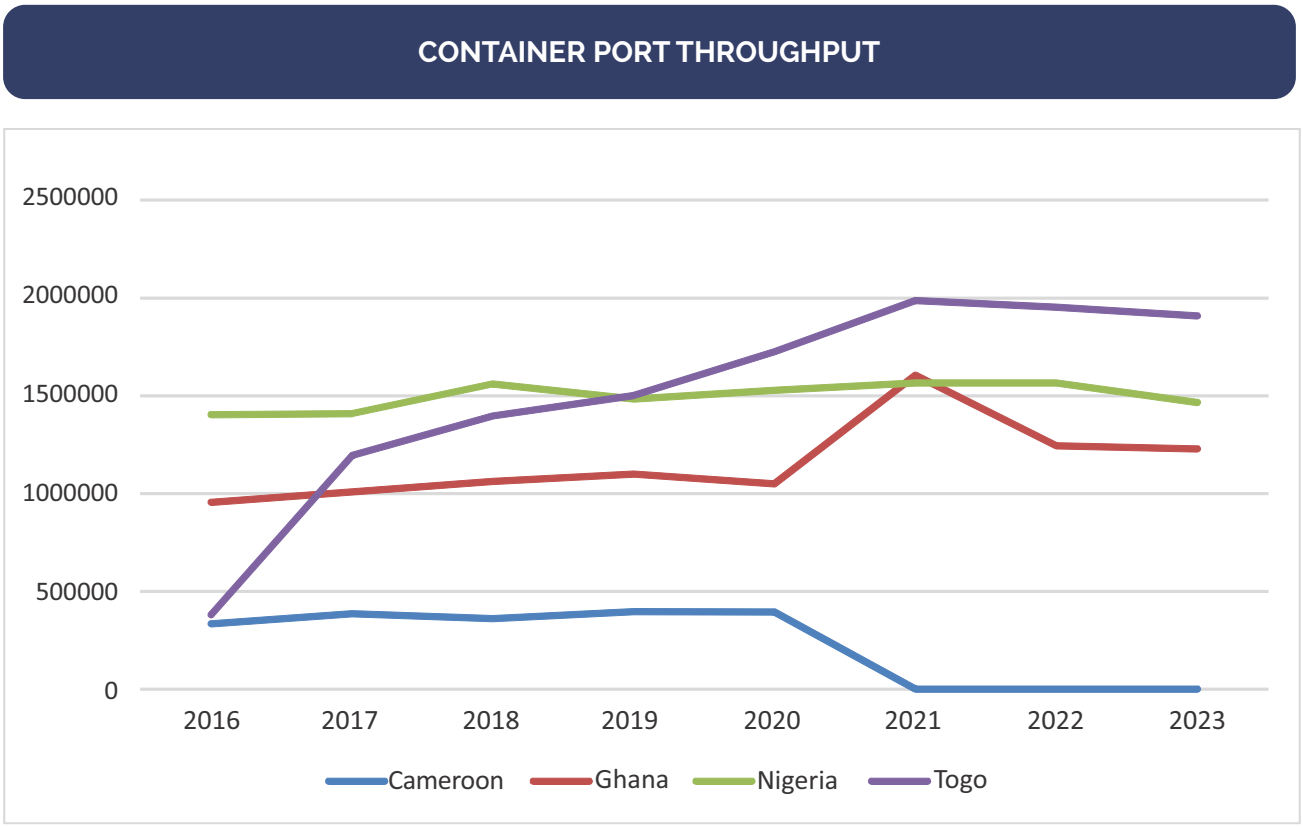


Figure 11: *Container Port Throughput: Nigeria and Neighbouring Competing Maritime Economies*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.4 MERCHANT FLEET BY FLAG OF REGISTRATION AND BY TYPE OF SHIP: NIGERIA AND NEIGHBOURING COUNTRIES

Table 14: *Merchant Fleet by Flag of Registration and by Type of Ship: Nigeria and Neighbouring Countries*

Connectivity Index	2017	2018	2019	2020	2021	2022	2023	2024
BENIN								
Total fleet	1	1	1	1	1	2	1	3
Oil tankers	0	0	0	0	0	0	0	0
Bulk carriers	0	0	0	0	0	0	0	0
General cargo	0	0	0	0	0	0	0	0
Container ships	0	0	0	0	0	0	0	0
Other types of ships	1	1	1	1	1	2	1	3
CAMEROON								
Total fleet	438	445	563	1076	2750	4982	7228	-
Oil tankers	0	0	112	228	1758	3936	5979	-
Bulk carriers	0	0	0	52	90	78	56	-
General cargo	5	8	16	87	93	126	237	-
Container ships	0	0	0	0	36	0	0	-
Other types of ships	433	437	435	709	773	842	955	-
GHANA								
Total fleet	40	40	39	40	42	44	45	45
Oil tankers	8	8	8	8	8	8	8	8
Bulk carriers	0	0	0	0	0	0	0	0
General cargo	11	11	11	11	12	12	14	14
Container ships	0	0	0	0	0	0	0	0
Other types of ships	21	22	21	22	22	23	23	23
NIGERIA								
Total fleet	3939	3995	4402	4534	4930	4974	5907	6866
Oil tankers	720	705	1073	1178	1240	1288	2075	2712
Bulk carriers	0	0	0	0	0	0	0	0
General cargo	31	31	31	31	31	38	38	38
Container ships	0	0	0	0	0	0	0	0
Other types of ships	3188	3259	3298	3325	3664	3652	3794	4117
TOGO								
Total fleet	1665	1502	1597	1555	2102	2599	2254	1471
Oil tankers	453	392	373	302	921	1467	1184	453
Bulk carriers	271	117	75	75	12	12	12	12
General cargo	823	862	1006	1027	992	935	939	782
Container ships	14	18	23	35	49	66	50	64
Other types of ships	104	113	121	117	111	117	118	159

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.4.1 MERCHANT FLEET BY FLAGS OF REGISTRATION AND TYPE OF SHIP: NIGERIA AND NEIGHBOURING COUNTRIES

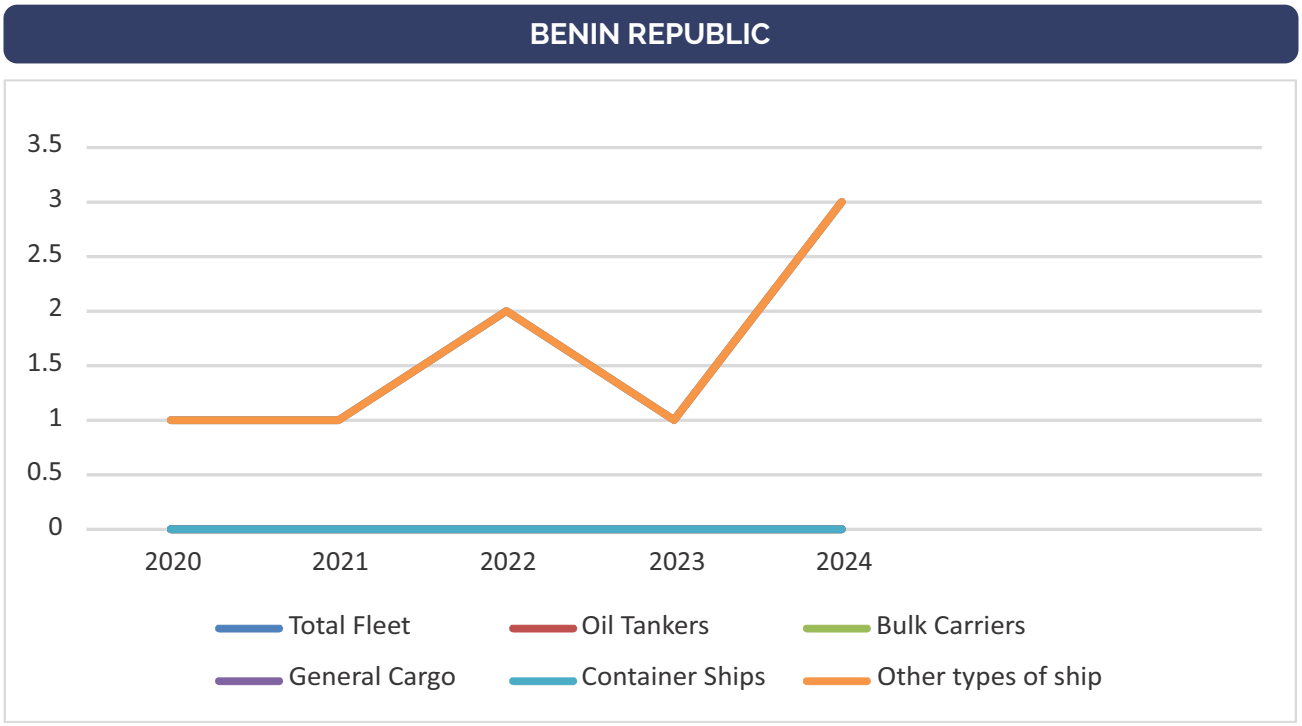


Figure 11.1: *Benin Republic*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

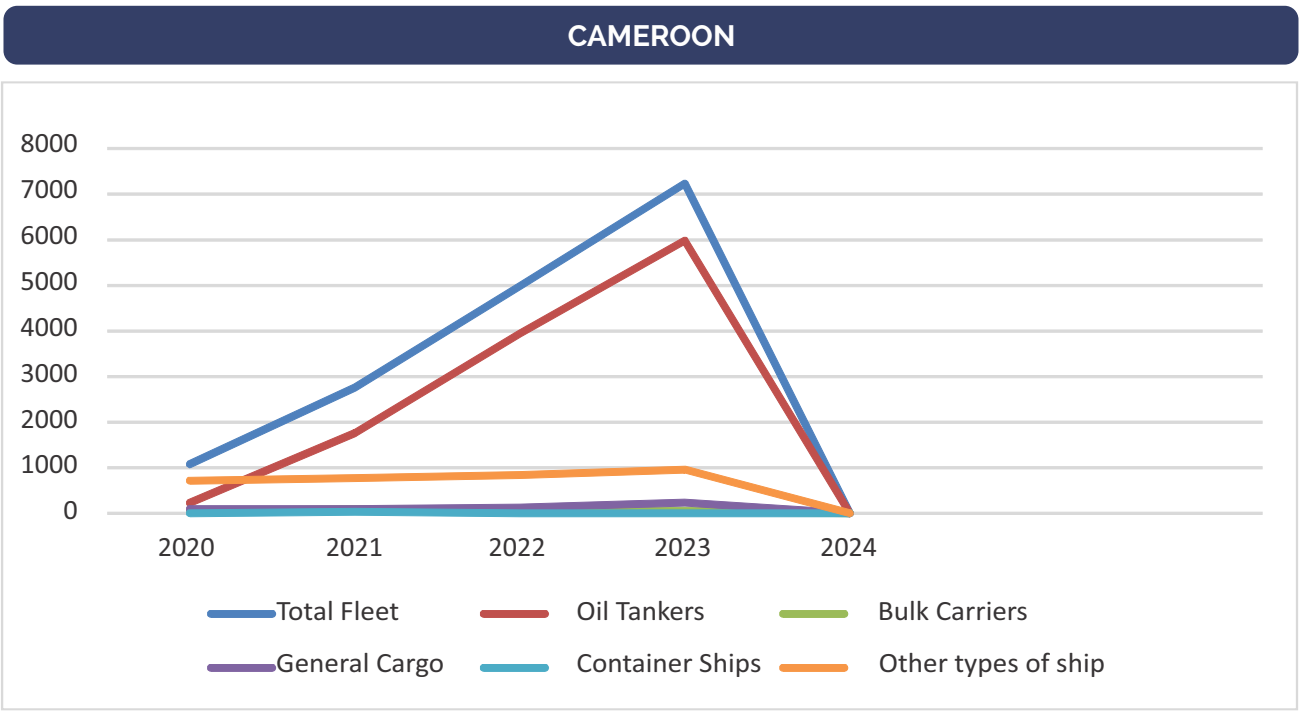


Figure 11.2: *Cameroon*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

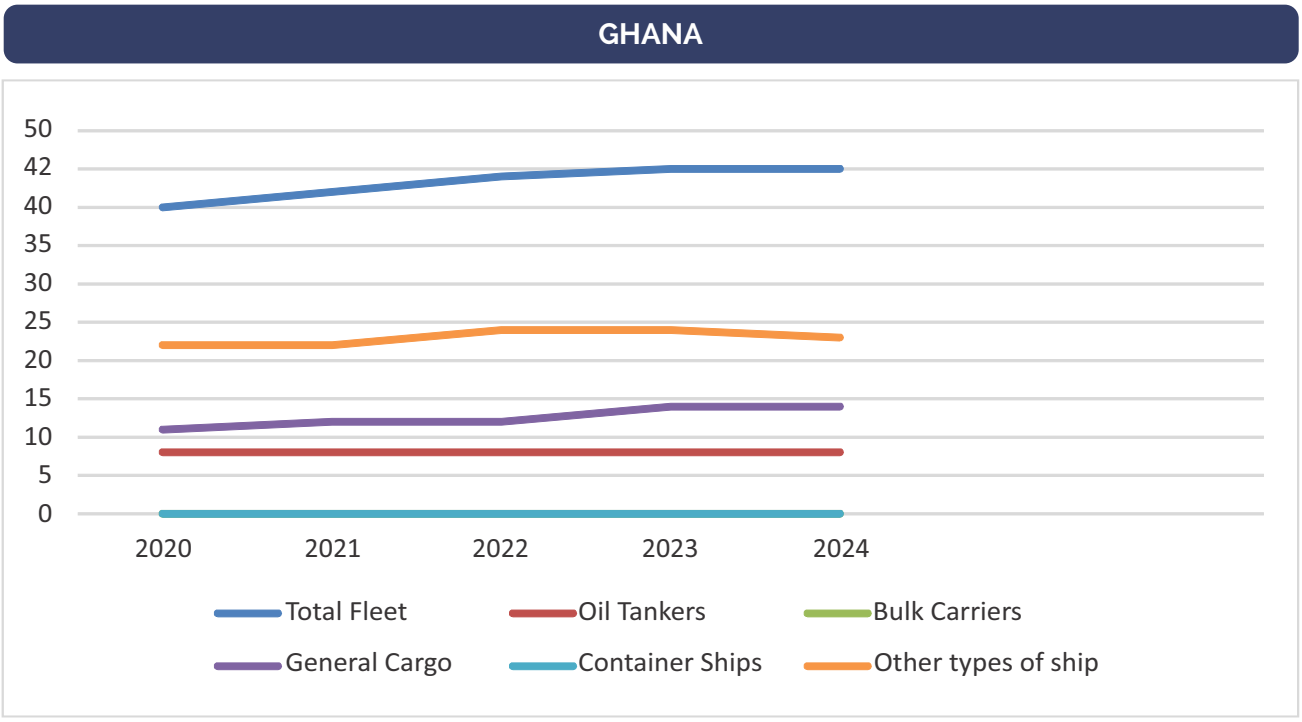


Figure 11.3: *Ghana*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

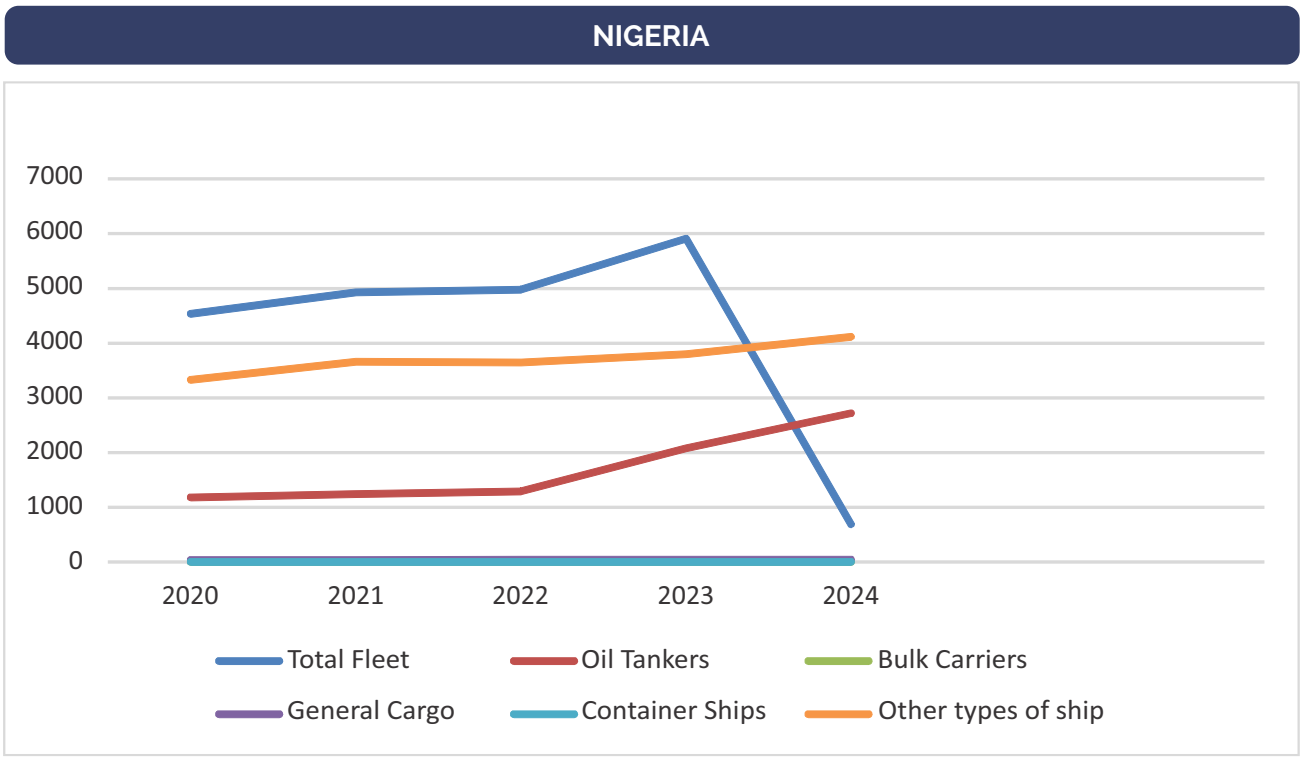


Figure 11.4: *Nigeria*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

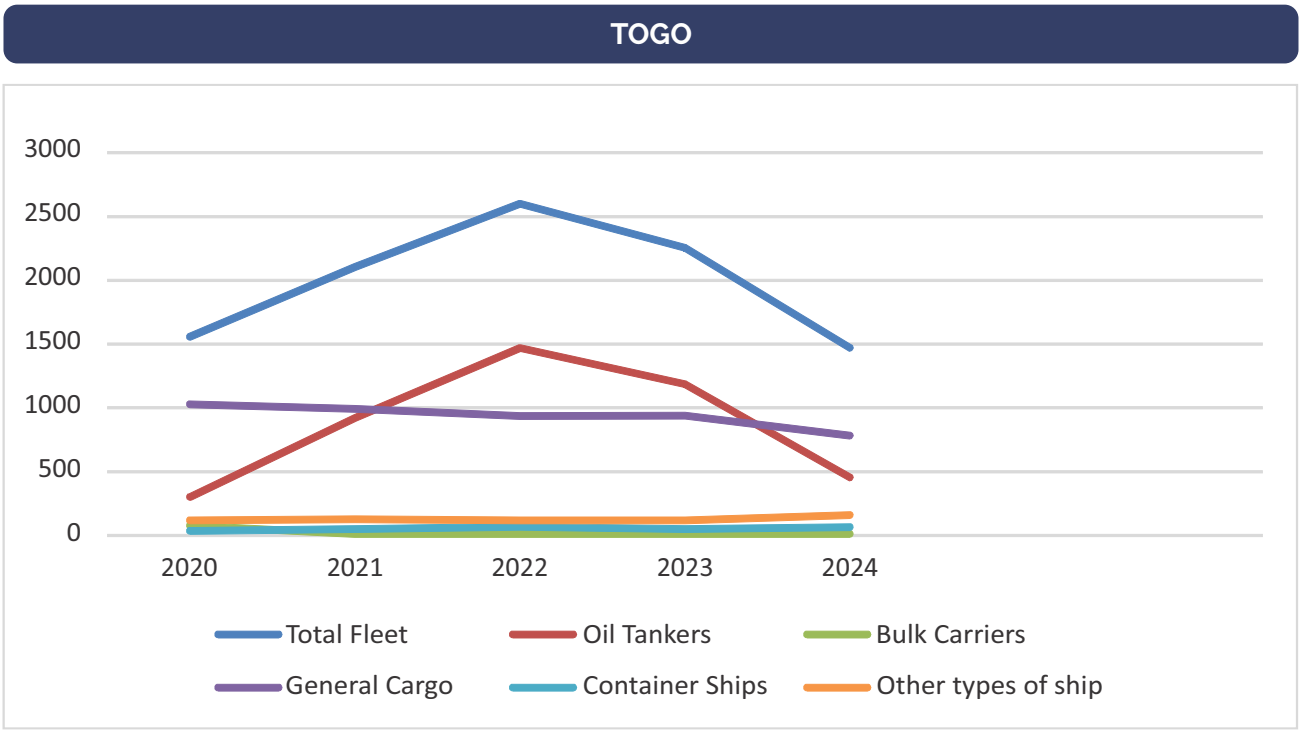


Figure 11.5: *Togo*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.5. SEAFARER SUPPLY, QUINQUENNIAL, 2015 AND 2021 NIGERIA AND SELECTED NEIGHBOURING COUNTRIES

This dataset estimates the supply of seafarers—both officers and ratings—who are actively engaged in operating the global merchant fleet, at standardized intervals of five years, with the latest available figures for 2015 and 2021.

Table 15: *Seafarer Supply, Quinquennial, 2015 and 2021 Nigeria and Selected Neighbouring Countries*

SEAFARER SUPPLY, QUINQUENNIAL, 2015 AND 2021						
	2015 ABSOLUTE VALUE			2021 ABSOLUTE VALUE		
	OFFICERS	RATINGS	TOTAL	OFFICERS	RATINGS	TOTAL
Benin	0	0	0	6	10	16
Cameroon	97	77	174	883	1,310	2,193
Ghana	139	136	275	38	60	98
Nigeria	1998	3762	5760	8,953	16,657	25,610
Togo	350	478	828	350	478	828

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

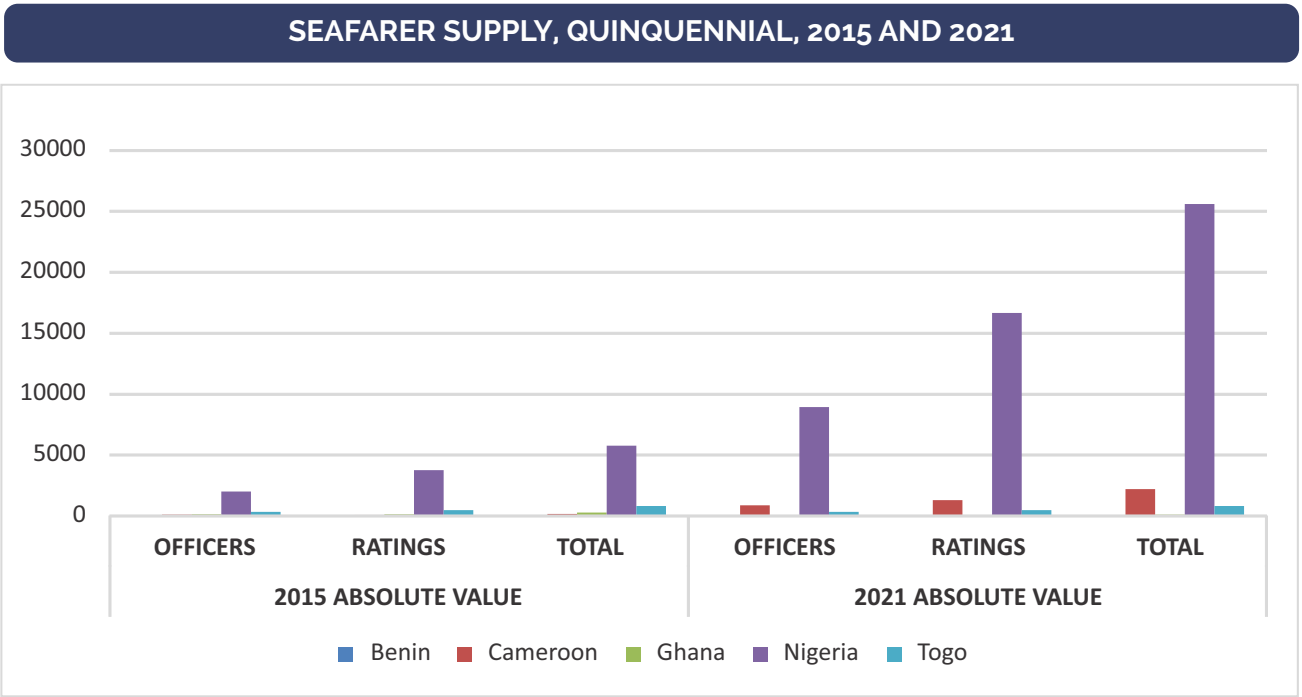


Figure 12: *Seafarer Supply, Quinquennial, 2015 and 2021*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.6. LINER SHIPPING CONNECTIVITY INDEX, QUARTERLY - NIGERIA AND NEIGHBOURING COUNTRIES

Table 16: *Liner Shipping Connectivity Index, Quarterly - Nigeria and Neighbouring Countries 2021-2023*

LINER SHIPPING CONNECTIVITY INDEX, QUARTERLY												
	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
Benin, Cotonou	20.7	20.7	20.4	19.0	19.1							
Cameroon, Douala	14.0	13.9	14.4	14.1	14.2							
Cameroon, Kribi	14.6	15.6	15.7	13.7	13.7							
Ghana, Takoradi	6.8	6.8	6.7	6.7	6.2							
Ghana, Tema	38.9	36.9	36.0	36.4	35.6							
Nigeria, Apapa	13.8	13.8	13.8	13.4	13.5							
Nigeria, Calabar	1.0	..	..	..	..							
Nigeria, Lagos	15.3	12.9	12.9	10.3	10.3							
Nigeria, Lekki	2.1	2.1	2.1	2.1	2.1							
Nigeria, Onne	13.8	13.9	13.9	13.9	12.9							
Nigeria, Port Harcourt	4.4	4.4	4.4	4.9	4.9							
Nigeria, Tin Can Island	15.3	16.8	16.8	15.6	15.8							
Nigeria, Warri	..	..	..	..	..							
Togo, Lome	37.4	36.1	35.8	36.4	36.2							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

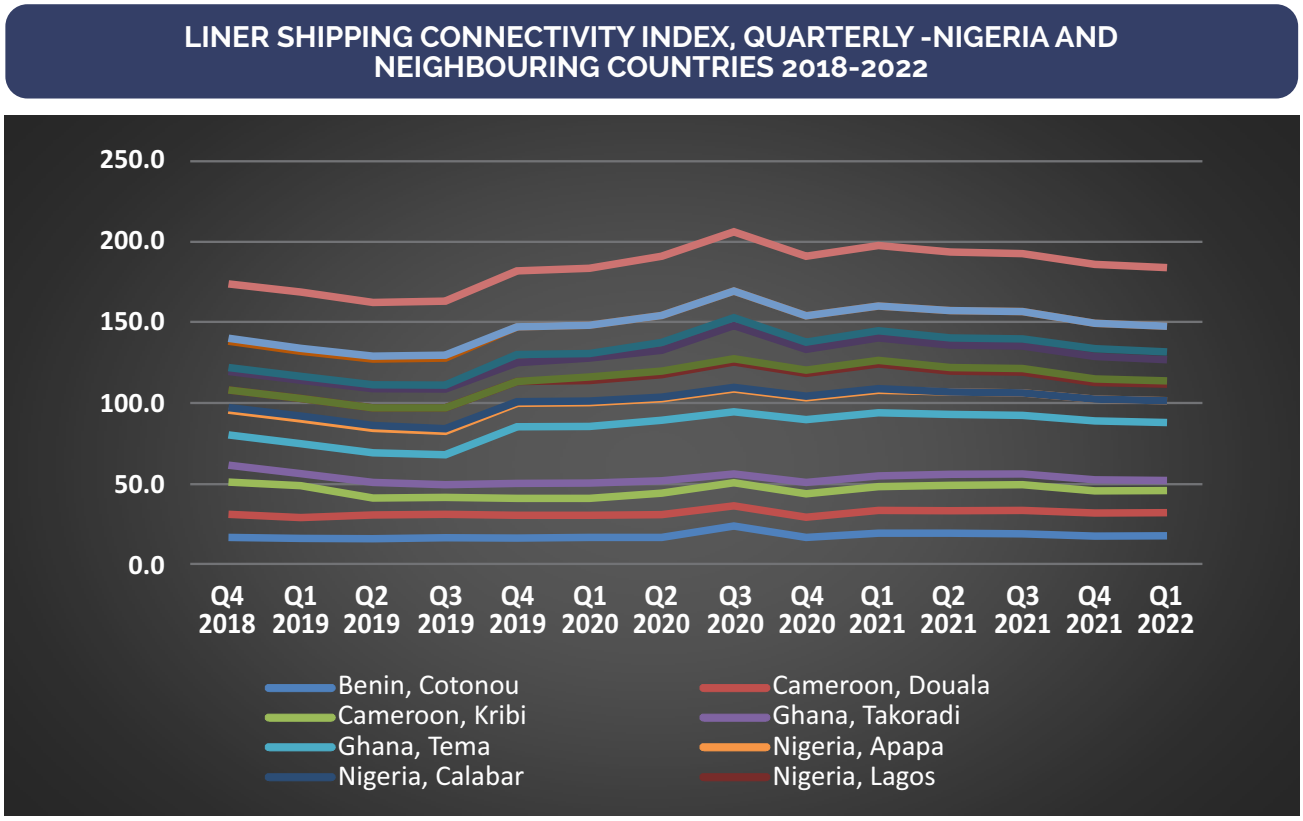


Figure 13: *Liner Shipping Connectivity Index, Quarterly - Nigeria and Neighbouring Countries*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

3.7 PORT CALL AND PERFORMANCE STATISTICS: TIME SPENT IN PORTS, VESSEL AGE AND SIZE NIGERIA AND NEIGHBOURING COUNTRIES IN 2023

Table 17: *Port calls, time spent in ports, vessel age and size in 2023*

BENIN							
	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU	Maximum size (GT) of vessels
All ships							
Liquid bulk carriers							
Liquefied petroleum gas carriers							
Liquefied natural gas carriers							
Dry bulk carriers							
Dry breakbulk carriers							
Roll-on/ roll-off ships							
Container ships							
Passenger ships							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Table 17.1: *Port calls, time spent in ports, vessel age and size in 2023*

CAMEROON							
	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU	Maximum size (GT) of vessels
All ships							
Liquid bulk carriers							
Liquefied petroleum gas carriers							
Liquefied natural gas carriers							
Dry bulk carriers							
Dry breakbulk carriers							
Roll-on/ roll-off ships							
Container ships							
Passenger ships							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Table 17.2: *Port calls, time spent in ports, vessel age and size in 2023*

GHANA							
	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU	Maximum size (GT) of vessels
All ships							
Liquid bulk carriers							
Liquefied petroleum gas carriers							
Liquefied natural gas carriers							
Dry bulk carriers							
Dry breakbulk carriers							
Roll-on/ roll-off ships							
Container ships							
Passenger ships							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Table 17.3: *Port calls, time spent in ports, vessel age and size in 2023*

NIGERIA							
	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU	Maximum size (GT) of vessels
All ships							
Liquid bulk carriers							
Liquefied petroleum gas carriers							
Liquefied natural gas carriers							
Dry bulk carriers							
Dry breakbulk carriers							
Roll-on/ roll-off ships							
Container ships							
Passenger ships							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Table 17.4: *Port calls, time spent in ports, vessel age and size in 2023*

TOGO							
	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU	Maximum size (GT) of vessels
All ships							
Liquid bulk carriers							
Liquefied petroleum gas carriers							
Liquefied natural gas carriers							
Dry bulk carriers							
Dry breakbulk carriers							
Roll-on/ roll-off ships							
Container ships							
Passenger ships							

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

4 PERFORMANCE IN INTERNATIONAL MERCHANT TRADE

In 2024, the value of world merchandise exports increased by 2.3% after having fallen in 2023.

Global exports amounted to $24.4 trillion, remaining $474 billion less than the value in 2022.

Developing countries' share of total exports was 46% in 2024, having grown steadily from 29% in 2000.

Least Developed Countries' share, meanwhile, was just 1.1% in 2024, barely moving from the 1% seen in 2010.

Table 18: *Global Merchandise Export (Trillions of USD)*

Global Merchandise Export (Trillions of USD)	
Years	**Global Export (Trillions of USD)**
2010	15.3
2011	18.3
2012	18.5
2013	18.9
2014	19.0
2015	16.6
2016	16.0
2017	17.7
2018	19.6
2019	19.0
2020	17.7
2021	22.3
2022	24.9
2023	23.9
2024	24.4

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

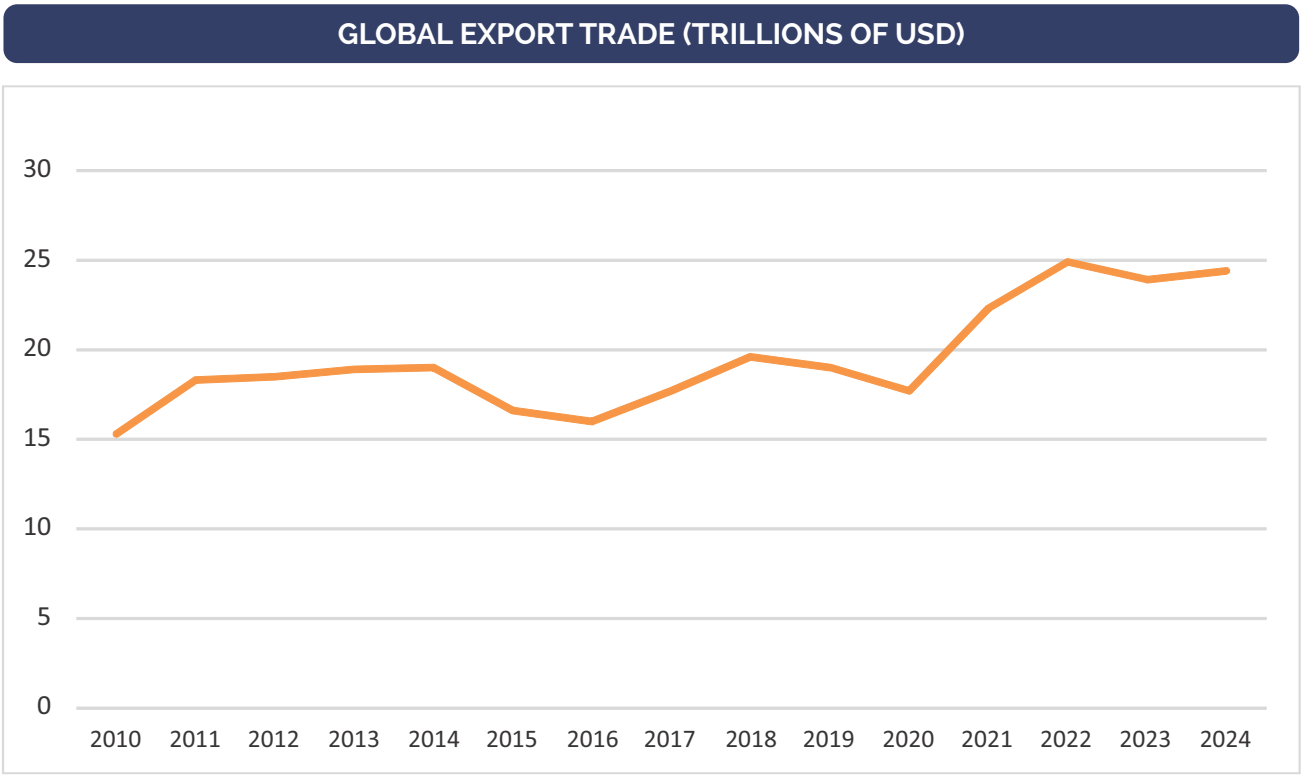


Figure 14: *Global Export Trade (Trillions of USD)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Global export value grew by 2.3% in 2024, approaching the 2022 peak after the 2023 fall.

4.1 Merchandise trade annual growth rates

In 2024, developing economies led trade growth, in particular Asia and Oceania whose exports and imports both grew by 5.6%. Developing Americas' exports grew by 4.3%, developing Africa's by 1.1%, while developed economies stayed flat. On the imports side, developed economies saw a decrease of 0.1%.

Table 19: *Merchandise trade annual growth rates, percentage, 2024*

MERCHANDISE TRADE ANNUAL GROWTH RATES, PERCENTAGE, 2024				
ECONOMY	2023		2024	
	Export	Import	Export	Import
Developed economies			0.00	-0.08
Developing economies			5.15	4.88
Developing economies: Africa			1.10	1.48
Developing economies: Americas			4.25	2.66
Developing economies: Asia and Oceania			5.59	5.62

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

This table presents annual average growth rates of total merchandise exports and imports, in percent.

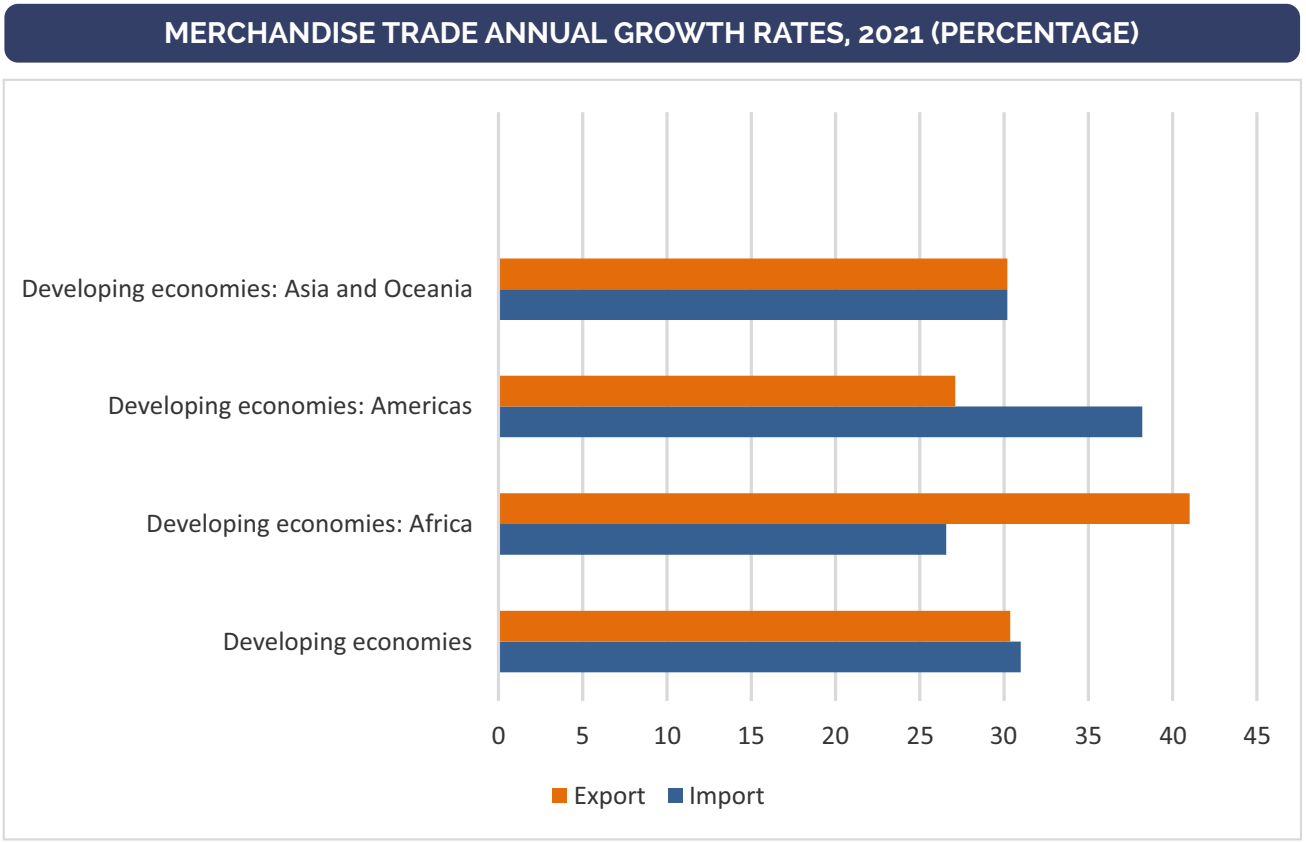


Fig 15a: *Merchandise trade annual growth rates, 2021 (Percentage)*

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

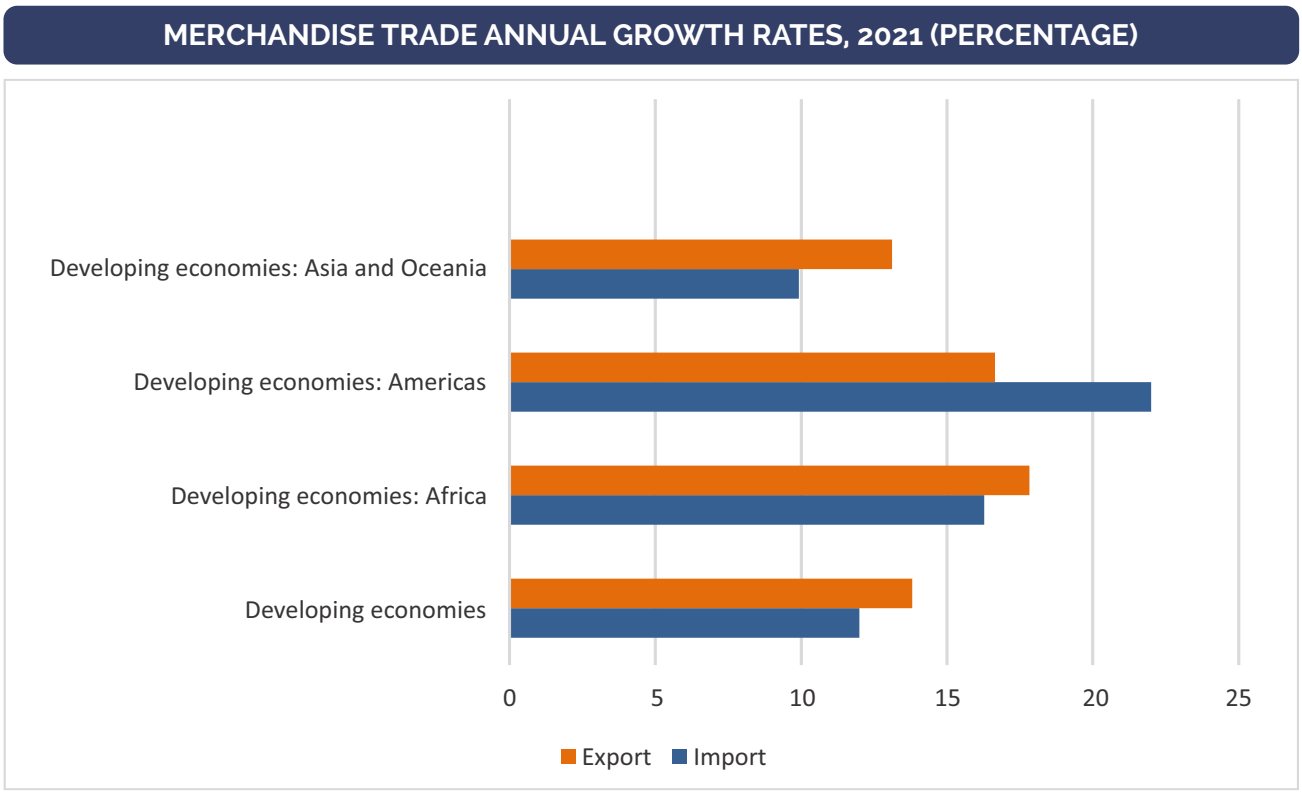


Fig 15b: *Merchandise trade annual growth rates, 2022 (Percentage)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

4.1.1. Annual Growth by Region

World merchandise exports reached a new high of US$22.3 trillion in 2021, after a strong recovery from the COVID-19 crisis. Trade in goods increased more strongly in the developing world than in developed countries. Africa saw 42.2% increase, followed by Oceania (33.4%), Asia (+29%), Americas (+25%) and Europe (+23%).

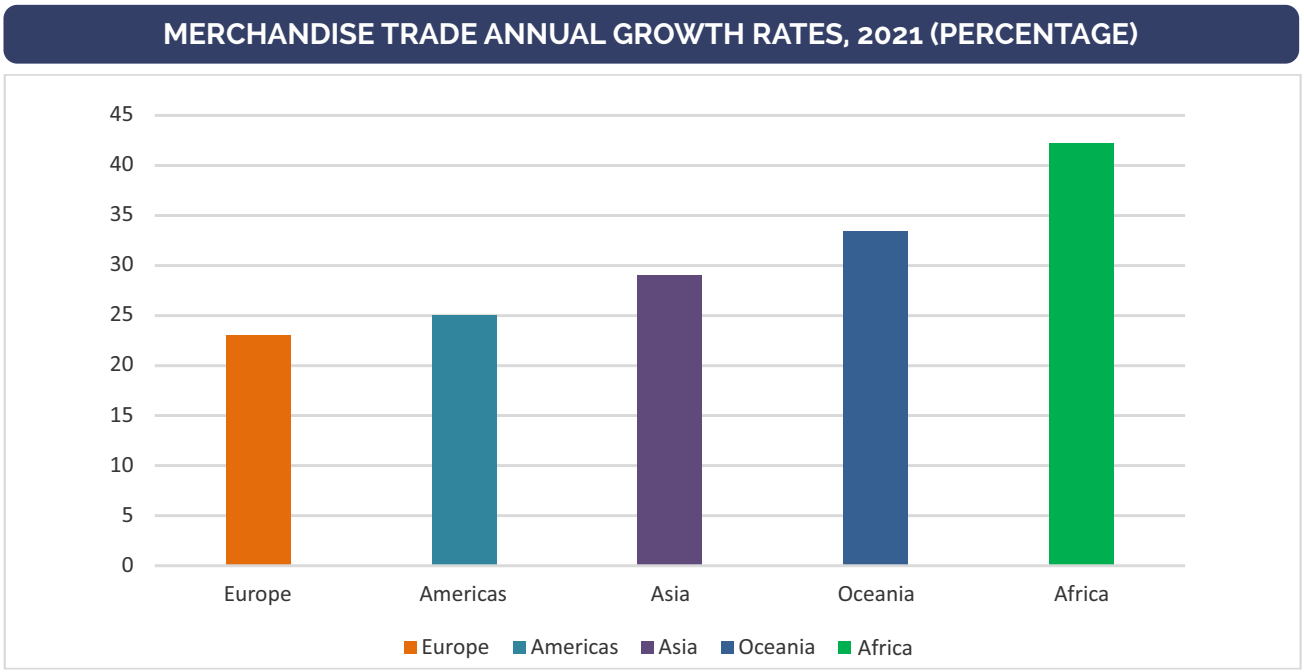


Figure 16: *Annual Growth (2021)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

4.2. INTERNATIONAL TRANSPORT INDICATORS

4.2.1 World Liner Shipping Connectivity.

This report examines the liner shipping connectivity trends of the top five economies—China, Republic of Korea, Singapore, United States, and Malaysia—from 2014 to 2024, using data normalized to Q1 2023 as the base (index = 100).

The data underscores the strategic importance of maritime logistics and port infrastructure in facilitating global trade, with China significantly outperforming other major economies in this area. China has been the most connected economy since the inception of the Liner Shipping Connectivity Index with Shanghai and Ningbo among the world's best-connected ports.

China's liner shipping connectivity surged by 38 per cent over the last ten years, the fastest growth rate among the top five economies.

Table 20: *World Liner Shipping Connectivity.*

Year	China	South Korea	Singapore	United States of America	Malaysia
2014	840	500	520	470	440
2015	880	510	510	470	445
2016	860	520	500	460	450
2017	880	530	510	470	440
2018	930	540	560	480	445
2019	950	550	530	470	440
2020	940	560	520	480	450
2021	1020	570	510	490	455
2022	1120	580	500	480	460
2023	1150	600	495	475	455
2024	1210	610	490	470	460

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

LINE SHIPPING CONNECTIVITY INDEX (TOP 5 ECONOMIES)

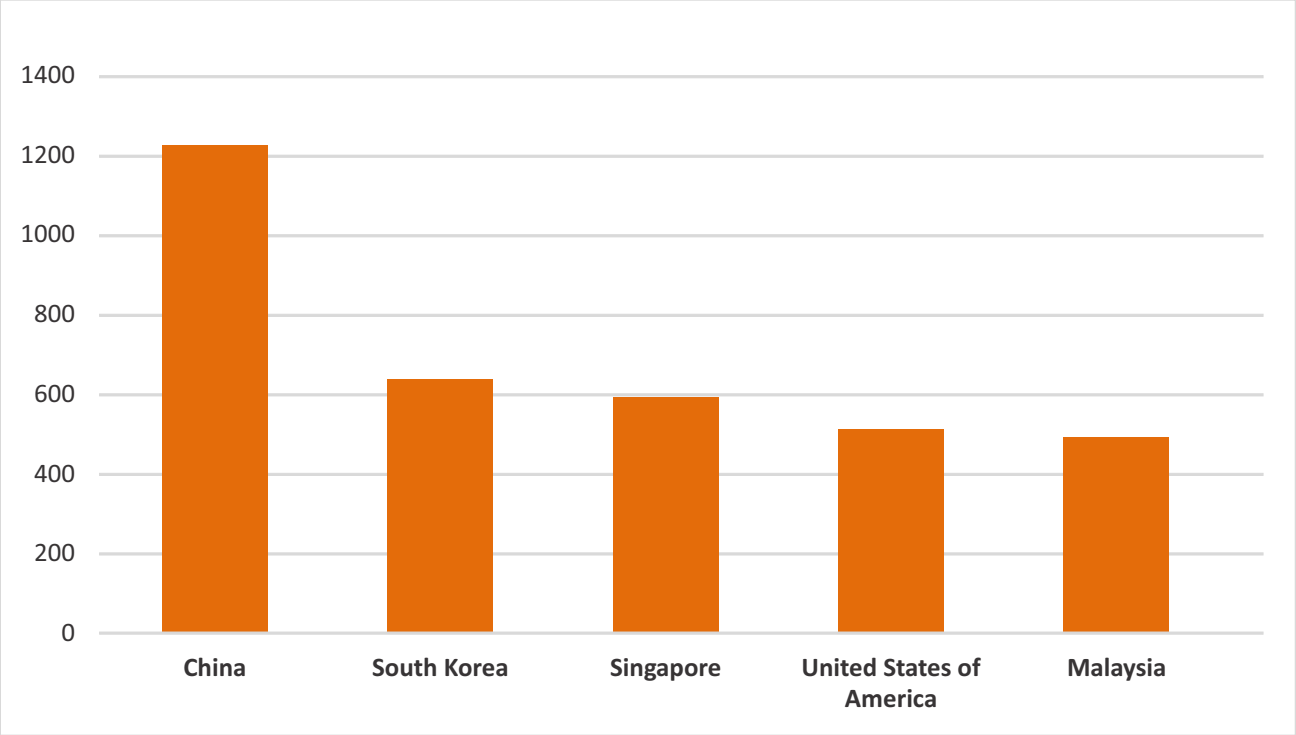


Figure 17: *Line Shipping Connectivity Index (Top 5 Economies)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

LINE SHIPPING CONNECTIVITY INDEX (TOP 5 ECONOMIES)

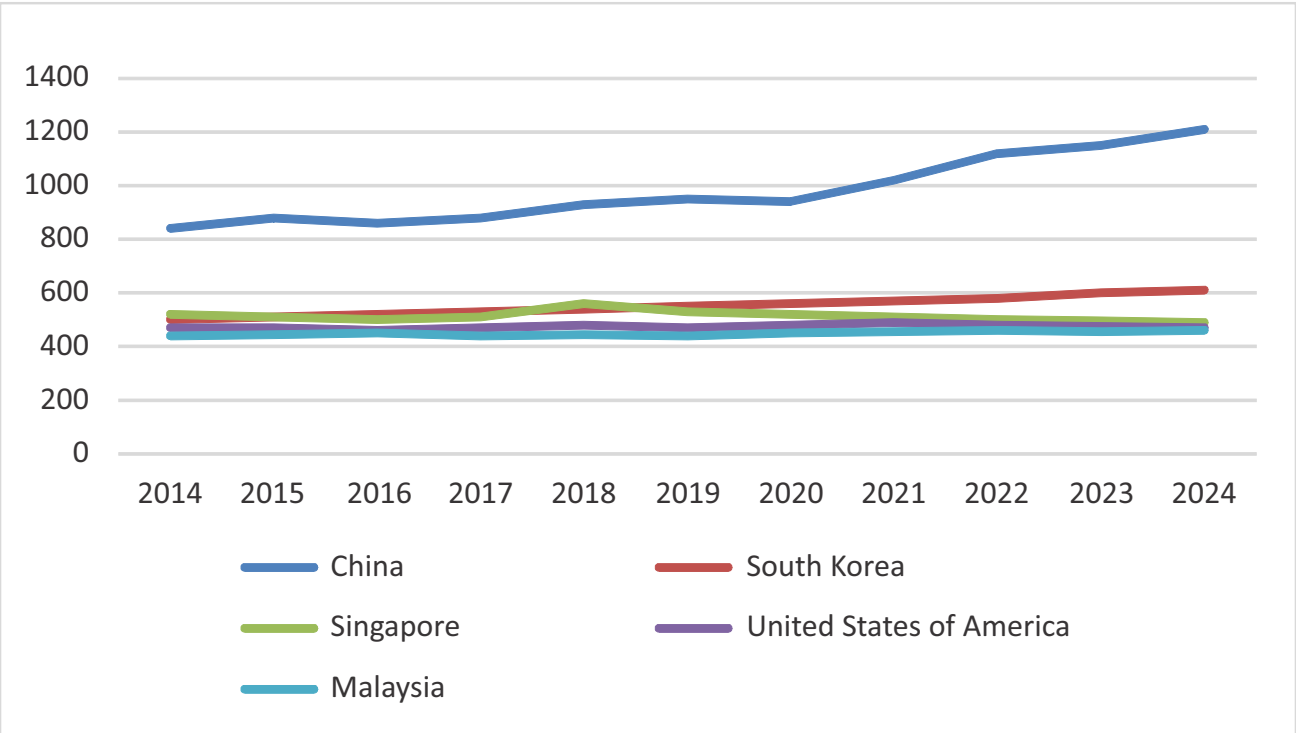


Figure 17.1: *Line Shipping Connectivity Index (Top 5 Economies)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

4.2.2 World Container Traffic

Asia's prominent contribution to global containerized port throughput reflects the region's leading role as a global loading and discharging centre for maritime trade and its top position as the best-connected region, whether at port or country level. In 2023, ports in developing economies of Asia handled 61% of world port container traffic. Less than 0.1% was handled in Developing Oceania. The shares of Developing America and Developing Africa were significantly lower, at 7% and 5%, respectively.

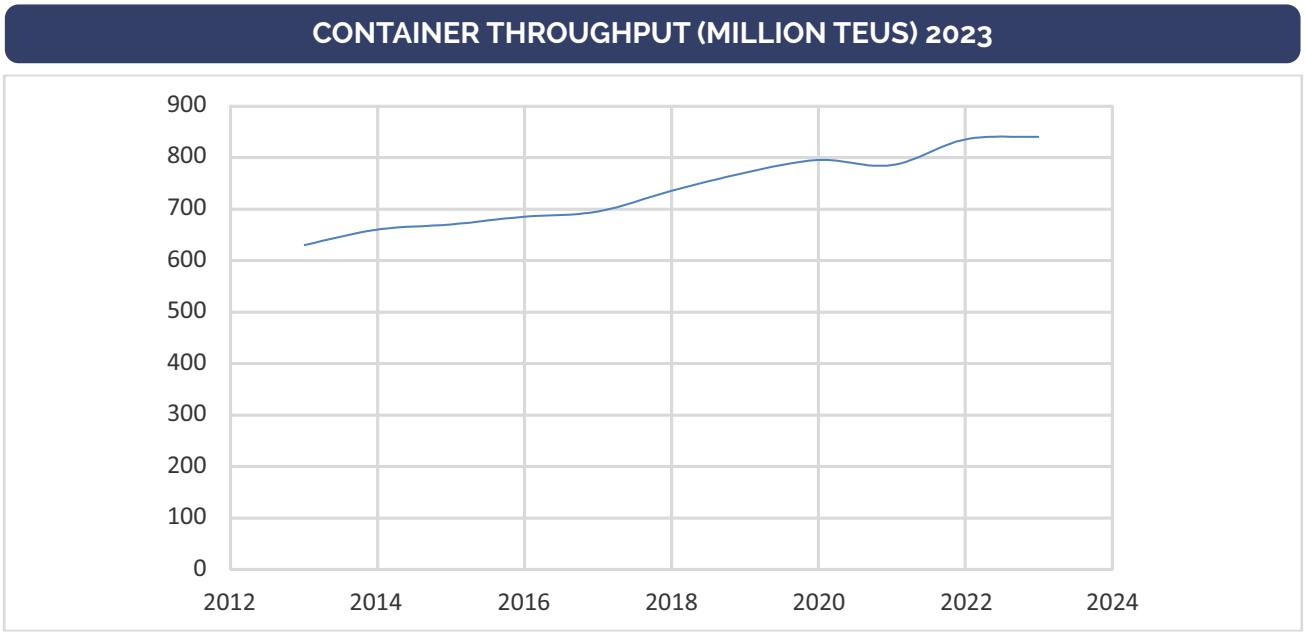


Figure 18: Container Throughput (million Teus) 2023
In 2023, ports in developing economies of Asia handled the majority of world port container traffic.

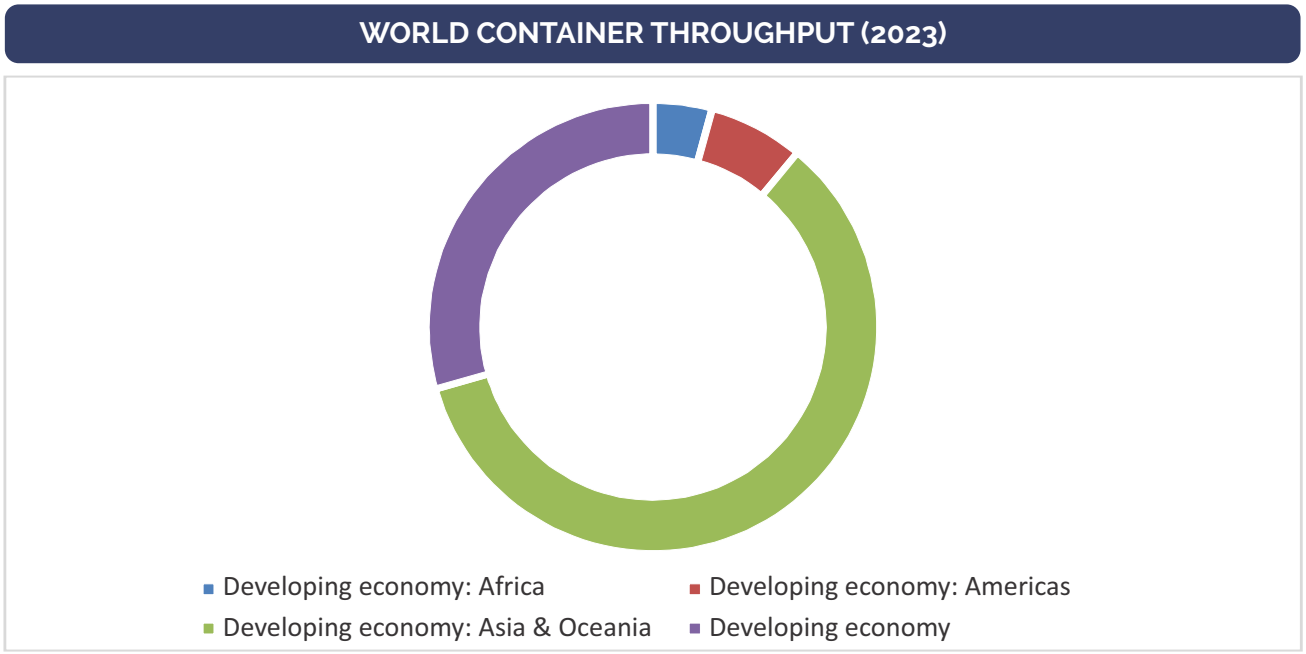


Figure 19: *WORLD CONTAINER PORT THROUGHPUT (Millions of 20-Foot Equivalent Unit)*
Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*

Developing economies: Asia and Oceania (522)
Developing economies: Americas (59)
Developed economies (238)
Developing economies: Africa (39)

4.2.3 Time at Port by Market Segment in the Top 10 Economies by Port Calls 2021.

World Port Calls.

In 2021, Norway had the most port arrivals worldwide. In that year, Norway's ports saw over 696,000 ships arrive and depart. With around 273,000 ships docking in its ports in 2021, Japan came in second.

Table 21: *Time at Port by Market Segment in the Top 10 Economies by Port Calls 2021.*

TIME AT PORT BY MARKET SEGMENT IN THE TOP 10 ECONOMIES BY PORT CALLS 2021.

Economy	Number of port calls	Median time at port (days)						
		All market segments	Liquid bulk	Container ship	Dry breakbulk	Dry bulk	LPG carriers	LNG carriers
Norway	696,000	0.4	0.6	0.3	0.3	0.8	0.8	0.3
Japan	259 583	0.4	0.3	0.3	1.1	0.8	0.3	1.0
China	261 269	1.1	1.1	0.6	1.3	2.0	1.0	1.2
United States of Americaa	246 863	1.5	1.6	1.0	1.9	2.0	2.0	1.3
Italy	200 074	1.3	1.3	0.9	2.0	3.5	1.6	..
Turkey	169 964	1.2	1.2	0.6	1.5	3.9	1.3	1.3
Indonesia	166 578	1.2	1.2	1.0	1.1	3.1	1.1	1.4
United Kingdomb	158 231	1.1	1.0	0.7	1.5	2.7	1.1	1.3
Greece	136 718	0.8	0.6	1.0	1.2	0.4	1.0	1.2
Netherlands	117 420	0.6	0.5	0.8	0.4	0.8	1.0	1.0

Source: *UNCTAD DATA CENTRE: https://unctadstat.unctad.org/*



APPENDIX

2024 GALLERY OF KEY EVENTS



A delegation from Babalakin & Co., led by Bolanle Olawale Babalakin (SAN), visited the Council



The NSC partnered with the Ogun State government on the Gateway Inland Dry Port project



The Executive Secretary, Barr. Pius Ukeyima Akutah, MON, joined Hon. Abdussamad Dasuki, House Committee Chairman on Shipping Services, for an oversight function at APMT & meeting at MSC in Apapa, Lagos.



The Nigerian Maritime Law Association (NMLA) paid a courtesy visit to the Council and were received by our CEO, Barr. Pius Akutah, MON . Discussions centered around collaborations to advance Nigeria's maritime sector and blue economy.



The NSC held a strategic meeting with the business process analysis team for the National Single Window project. This system will streamline trade processes, promote transparency, and curb illegal demands at seaports and terminals



The NSC partnered with the Ogun State government on the Gateway Inland Dry Port project



The NSC at the Non-Oil Export Summit where the the vital role of the Council in Export Facilitation, was discussed.



The Executive Secretary/CEO of the Nigerian Shippers' Council, Barrister Pius Akutah, convened a crucial meeting with the Shippers Association of Lagos State to resolve its long-standing leadership crisis. The NSC emphasized the importance of unity in tackling industry challenges.



The Nigerian Shippers Council hosted maritime stakeholders at the 19th Edition of the Abuja International Trade Fair! The interactive "Shippers Clinic" session was a platform to discuss stakeholders' interests and NSC's critical role in port economic regulation.



The Nigerian Shippers' Council hosted the Nigerian Insurance Association . The visit focused on bolstering maritime insurance practices to support and facilitate international trade



Barr. Pius Akutah, MON, Executive Secretary/CEO of the Nigerian Shippers' Council, welcomed Corps Commander Kehinde G. Hamzat of the Lagos Sector Command (RS 2.1) to our headquarters in Lagos.



Today, the Executive Secretary/CEO of the Nigerian Shippers' Council, Barr. Akutah Pius Ukeyima, MON, led a delegation to present the Certificate of Compliance for the Papalanto Inland Dry Port to Ogun State Governor, Prince Dapo Abiodun



The Nigerian Shippers' Council successfully intervened on a cargo dispute involving delayed shipments. Timely adherence to the council's resolution by all parties was prioritized for swift action



The Nigerian Shippers' Council hosted its Annual Seminar for Maritime Journalists on Wednesday, focusing on capacity building and professional development in the maritime sector. Representing our Executive Secretary, Barr. Pius Akutah, was the Director of Special Duties, Mr. Mustapha Zubairu, who spoke on "The NSC in Transition: Issues, Prospects, and Challenges," shedding light on the Council's evolving role.



The Managing Director of Onne Multipurpose Terminal, James Jacob, held a closed-door meeting with the Nigerian Shippers' Council to discuss key industry matters





GLOSSARY

ADR- Alternative Dispute Resolution
AfCFTA - African Continental Free Trade Agreement
AMATO- Association of Maritime Truck Owners
ANCLA- Association of Nigerian Customs License Agents
CAC - Customs Area Comptroller
CASA- CEO's Annual Service Award
CBN- Central Bank of Nigeria
CEMA Act- Customs and Exercise Management
COMTUA- Council of Maritime Transport Union & Association
CRFFN- Council for the Regulation of Freight Forwarding in Nigeria
CSR- Corporate Social Responsibility
ECOWAS- Economic Community of West African States
FCCPC- Federal Competition and Consumer Protection Commission
FMITI- Federal Ministry of Industry, Trade and Investment
FMT- Federal Ministry of Transport
FRSC- Federal Road Safety Corps
GLA - Group Life Assurance Scheme
GPA- Group Personal Accident Insurance Scheme
ICPC- Independent Corrupt Practices and Other Related Offences Commission
ICRC- Infrastructure Concession Regulatory Commission
ICTN- International Cargo Tracking Note
ICT- Information Communication Technology
IDP – Inland Dry Port
INCOTERMS-International Commercial Terms
JBP- Joint Border Post
JIC- Joint Implementation Committee
KIDP-Kaduna Inland Dry Port
KPIs- Key Performance Indicators
MAN Oron – Maritime Academy of Nigeria
MoU- Memorandum of Understanding



MWUN - Maritime Workers Union of Nigeria
NACHO-Nigerian Aviation Handling Company
NAICOM - National Insurance Commission
NAP 7.0- National Action Plan 7.0
NCS- Nigerian Customs Service
NDLEA- National Drug Law Enforcement Agency
NDPR - Nigeria Data Protection Regulations 2019
NEPC-Nigerian Export Promotion Council
NIMASA - Nigeria Maritime Administration and Safety Agency
NIWA- National Inland Waterways Authority
NJIC-National Joint Industrial Council
NOTN- Nigerian Office for Trade Negotiations
NPA - Nigerian Ports Authority
NRC- Nigerian Railway Corporation
NTBs - Non-Tariff Barriers
PCHS- Ports and Cargo Handling Services
PEBEC- Presidential Enabling Business Environment Council
PFAs – Pension Fund Administrators
PPP- Public Private Partnership
PTML - Port and Terminal Multiservice Limited
RTSS- Road Transport Safety Standardization Scheme
SAHCO- Skyway Aviation Handling Company
SOPs- Standard Operating Procedures
STOAN- Seaport Terminal Operators of Nigeria
TICT- Tincan Island Container Terminal Limited
TOAM – Trade Obstacles Alert Mechanism
UASC - Union of African Shippers' Council
UNCTAD - United Nations Conference on Trade and Development
VTA- Vehicle Transit Area
WADA- War on Drug Abuse
WARTU- West African Road Transport Union





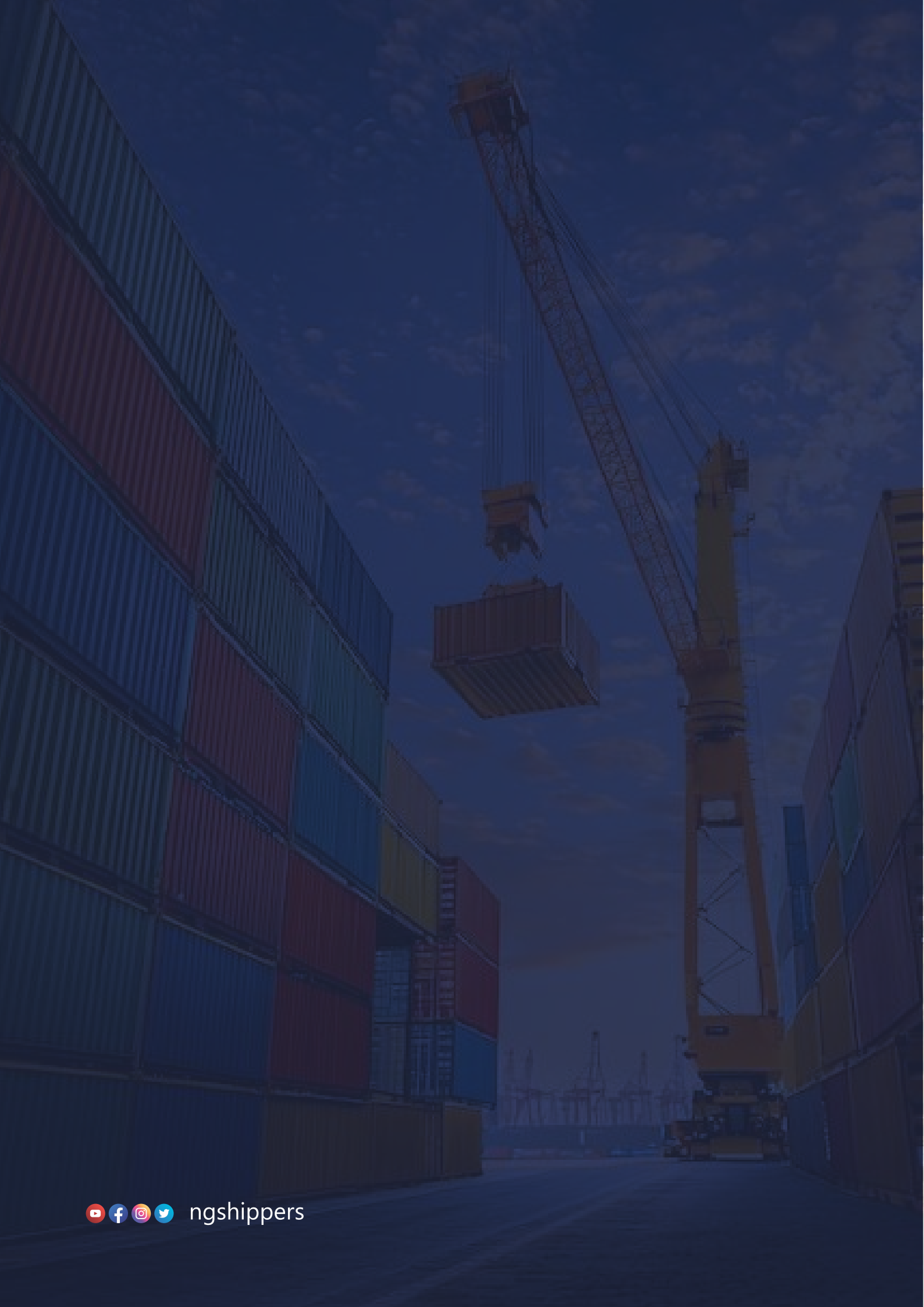







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