



NIGERIAN SHIPPERS' COUNCIL

ANNUAL REPORT 2019

With Freight Statistics





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I. FOREWORD

The role of Maritime Industry in the economic development of nations of the world cannot be underestimated as statistics have shown that the maritime transport accounts for about 90% of the world trade transportation annually. In Nigeria, Maritime trade has played a vital role in the economic development, which accounts for about 95% of Nigeria's International Trade.

The Nigerian Shippers' Council an Agency of the Federal Government, was assigned in 2014 the responsibility of creating an effective regulatory regime in the Nation's ports with the intent to spur the much-needed change that would ensure the Country's diversity and transform its global trade participation. Efforts have been made to revive and reposition Nigeria's maritime industry to ensure optimal performance so that it can compete favourably in global international trade.

The Council, a change agent, has leveraged on the mandate given to it as the Port Economic Regulator and has championed reforms, instilling efficiency and competitiveness in the operations of the Nation's ports, thereby facilitating significant development in the maritime industry and the Nation's economy.

The regulatory activities of the Council have led to improved revenue generation, enhanced infrastructural development at the seaports, reduction of cost of doing business, improvement of the Nation's global competitive index as well as the consequent attraction of foreign direct investment in the transport and logistics chain.

Stakeholders and the Federal Government should therefore consolidate on gains made so far and continuously collaborate to address challenges and threats being faced in the industry so that Nigeria can harness the prospects inherent in global trade for its economic development.

It is indeed a great privilege to write the foreword of the Nigerian Shippers' Council 2019 Annual Report. I believe that the report will prove to be a source of veritable data to the Management and Staff of the Council as well as for the teaming Industry Stakeholders.

**Hon. Bashir Sheriff Machina,
Chairman, Governing Board.**

ES/CEO's Message

In general terms, the Nigerian Shippers' Council has continued to impact on the economy due to its robust activities and policies which have covered all Stakeholders in the maritime industry including the providers and consumers of shipping services. The organisation has been able to fulfil its economic, regulatory mandate of achieving international standards in port service delivery as well as an affordable cost of doing business at the Nation's seaports.

The modest achievements of the Council recorded in 2019 were propelled by a new three-year Strategic Plan (2019-2021) deepening the performance management culture which had become institutionalised under the first three years (2016-2018) plan. The performance management framework put in place has been used to maintain a continued alignment between the Council's Corporate Strategic goals and the activities of Departments, Units and individuals.

At the beginning of 2019, the Council was optimistic that it would improve upon the activities of 2018. The conviction strengthened our resolve and stimulated deliberate actions towards the following:

1. Ensuring Strong Inter-Governmental Relationships

The Council has always believed in healthy and positive inter-agency relationships as an indispensable tool towards achieving any success in attempts at repositioning the ports sector to attain the desired level of competitiveness, efficiency and cost reduction. Therefore, deliberate attempts were made to deepen the level of Council's working relationship with relevant Ministries and Agencies of government towards finding ways of ensuring the existence of a healthy business environment that will facilitate trade at Nigerian ports.

2. National Transport Commission (NTC)

The NTC was designed to strengthen the Legal status of the Council to enable it, and other agencies perform a clearer regulatory role. The process of the transmutation of the Council into the National Transport Commission achieved considerable progress with the passage of the re-approved NTC Bill by the National Assembly after review of specific fiscal provisions highlighted by the President and Commander-in-Chief when the bill was first sent to him for assent in late 2018. It is hoped that the reviewed bill will shortly receive Presidential assent and finally become operational.



3. Infrastructural Projects Delivery

The Kaduna Inland Dry Port has become fully operational as a port of origin and destination, thereby facilitating efficient delivery of cargo to the hinterland in line with economic diversification policy of the Federal Government. The container throughput at the dry port recorded high traffic in 2019.

Also, efforts are currently being made to realise the development of other Inland Dry Ports (IDPs), Truck Transit Parks (TTPs), and Border Information Centres (BICs).

However, there are still challenges that the Council is encountering such as;

- Inadequate Railway capacity
- Inadequate transport documents such as; combined Bill of Lading not issued
- Physical and other infrastructures at the port, which will include consolidation centres, warehouses, associated industries are yet to be provided.

4. Implementation of the Presidential Enabling Business Environment Initiative

The three-year strategic plan (2019-2021) was developed with a continued focus on the implementation of the imperatives of the Presidential Ease of Doing Business Order. Due to the Council's resolve at ensuring the strict performance of this order, Nigeria was able to ascend in the World Bank Ease of Doing Business ranking. This pivotal role earned the Council the prestigious World Bank Ease of Doing Business Award, and a special recognition of World Bank Ease of Doing Business Index Award by the Vice President and Chairman of Presidential Enabling Business Council (PEBEC), Prof Yemi Osinbajo (SAN) GCON.

5. Enhanced Manpower Development

The Council vigorously pursued the implementation of the human capacity development plan put in place for the workforce in 2019. The commendable level of success achieved in this area went a long way in placing the Council in an excellent position to fulfil plans and aspirations for the year.

While we acknowledge the accolades we have received from stakeholders, we remain resolute in our commitment to ensuring that efficiency, fair play and competitiveness become the hallmarks of the Nation's ports industry.

It is my pleasure to present the Nigerian Shippers' Council's 2019 Annual Report.

Mr Hassan Bello
Executive Secretary/CEO



Preface

Nigeria is being recognised today as a leading maritime Nation in West and Central Sub-Sahara Africa with over 8,000 kilometres of navigable inland and coastal channels.

The Nigerian Maritime Industry has contributed significantly to the GDP of the Nation. In a research study carried out by the Nigerian Ports Authority in 2018, \$840 million was generated as revenue in 2017. Also, 10,000 direct new jobs were recorded within the maritime industry, with an increasing volume of 1.3 million shipments of non-oil products.

The Nigerian Shippers' Council, a major Stakeholder in the maritime industry and an Agency of the Federal Government, was appointed the Ports Economic Regulator in February 2014. The appointment was to create an effective regulatory regime at the Nigerian Ports for the control of tariffs, rates, charges and other economic services and to address the negative impact of port concession activities in the economy.

The activities of the Council in 2019 derived from its three-year 2019-2021 Institutional Strategic Plan. The Strategic Plan provides an Innovative Drive and Quality Assurance Framework that enables the achievement of the Council's goals and objectives. Besides, the strategic plan aimed at positioning and strengthening the Council's workforce to deliver on its Key Priorities and Strategic Outcomes.

In 2019, the Nigeria Shippers' Council maintained a close relationship with local, sub-regional and international organisations to strengthen mechanisms for consultation and negotiation on matters of common interest, technical assistance, capacity building and exchange of information on trade and transport-related matters.

The Council made significant contributions to Nigeria's movement up in the World Bank Ease of Doing Business ranking by advocating for the automation of processes in the Maritime Industry. This advocacy earned the Council, the prestigious World Bank Ease of Doing Business Award at the PEBEC Award Ceremony in April 2019.

The Human Resource Management policy of the Council ensures the Engagement, Management and Development of staff. The Learning and Development programmes were aimed at achieving the Council's vision, mission and objectives. The programmes include workshops, seminars, conferences and generic training that cover all activities of Departments, Coordinating Offices and Independent Units.

In 2019, three hundred and fifty-eight (358) staff were trained in international, local and in-house programmes. Also, promotion exercise was conducted for eligible officers in



line with Federal Government regulation. One hundred and seventy-one (171) successful candidates were promoted.

The 2019 Annual Report highlights the specific goals of the Council for the year, its strategic plans, trade and transport analysis and the operating environment in the Nigerian Ports and the outcomes.

We hope that this report meets the expectations of the Sector Stakeholders and the general public.

Phillip Eduwa
Director, Strategic Planning and Research



THE VISION STATEMENT

To be the foremost economic development agency providing regulatory system that fosters efficient, effective and competitive service delivery in the transport sector.

THE MISSION STATEMENT

Contribute optimally to the economic development of the nation while protecting the rights and interests of all stakeholders in the transport sector in line with best practice. Develop and sustain a professional workforce driven by technology for operational efficiency, reduction of costs, setting standards and monitoring compliance.

CORE VALUES

- ❖ Customer focused: To ensure efficiency and effectiveness in service delivery.
- ❖ Integrity: Consistency, fairness and equity.
- ❖ Accountability and Transparency: in service delivery.
- ❖ Innovation and Resourcefulness: implementation of new ideas.
- ❖ Adaptability: Responsiveness to change.
- ❖ Excellence: Highest quality service through innovation and professionalism.
- ❖ Stewardship: Cost effectiveness and value for money.
- ❖ Value Diversity: in a diverse workforce.

THE MANDATE

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

GOVERNING BOARD

The Members of the Governing Board of Nigerian Shippers' Council:

- | | | |
|-----|-----------------------------|--------------------------------|
| 1. | Hon. Bashir Sheriff Machina | - Chairman |
| 2. | Otunba Seyi Oduntan | - Member |
| 3. | Mr Yekini Nabena | - Member |
| 4. | Alhaji Lawal Yakawada | - Member |
| 5. | Mrs. Hauwa Muhammed | - Member |
| 6. | Surv. Lekan Adekanbi | -Member |
| 7. | Mr. Danjuma Mika'il Dauda | - Member, representing FMoT |
| 8. | Mrs. Margaret Orakwusi | - Member, representing NACCIMA |
| 9. | Mr. John Aluya | - Member, representing MAN |
| 10. | Mr. Henry I. Obih | -Member, representing NNPC |



GOVERNING BOARD



HON. BASHIR SHERIF MACHINA
CHAIRMAN



OTUNBA SEYI ODUNTAN
MEMBER



HON. YEKINI NABENA
MEMBER



ALH. LAWAL YAKAWADA
MEMBER



MRS. HAUWA MUHAMED
MEMBER



SURV. LEKAN ADEKANBI
MEMBER



MR. DANJUMA MIKA'IL DAUDA
REP. FMOT



MRS. MARGRET ORAKWUSI
REP. NACCIMA



MR. JOHN ALUYA
REP. MAN



MR. HENRY I. OBIH
MEMBER



IX. ORGANISATIONAL STRUCTURE

The Nigerian Shippers' Council (NSC) is an agency under the Federal Ministry of Transportation (FMoT). The enabling Act provides for a Governing Board and an Executive Secretary/Chief Executive Officer, responsible for the day to day management and implementation of policies approved by the Governing Board.

The Executive Secretary/CEO is assisted by Seventeen (17) Directors who head Departments, Coordinating Offices and the Abuja Liaison Office. Also, these Departments are further supported by Seven (7) Independent Units reporting to the office of the Executive Secretary/CEO.

The Departments, Coordinating and Liaison Office are:

1. Regulatory Services Department (RSD)
2. Consumer Affairs Department (CAD)
3. Strategic Planning and Research Department (SPRD)
4. Finance and Accounts Department (FAD)
5. Inland Transport Services Department (ITSD)
6. Legal Services Department (LSD)
7. Special Duties Department (SDD)
8. General Services Department (GSD)
9. Human Resource Management Department (HRMD)
10. Executive Secretary's Office (ESO)
11. North Central Coordinating Office
12. North East Coordinating Office
13. North West Coordinating Office
14. South-South Coordinating Office
15. South East Coordinating Office
16. South West Coordinating Office

L.A. EZEDINMA
DIRECTOR REGULATORY
SERVICES



The Seven (8) Independent Units are:

1. Liaison Office, Abuja
2. Anti-Corruption and Transparency Unit (ACTU)
3. Complaints Unit (CU)
4. Public-Private Partnership Unit (PPP)
5. SERVICOM Unit
6. Procurement Services Unit
7. Internal Audit Unit
8. Public Relations Unit

X. ORGANOGRAM

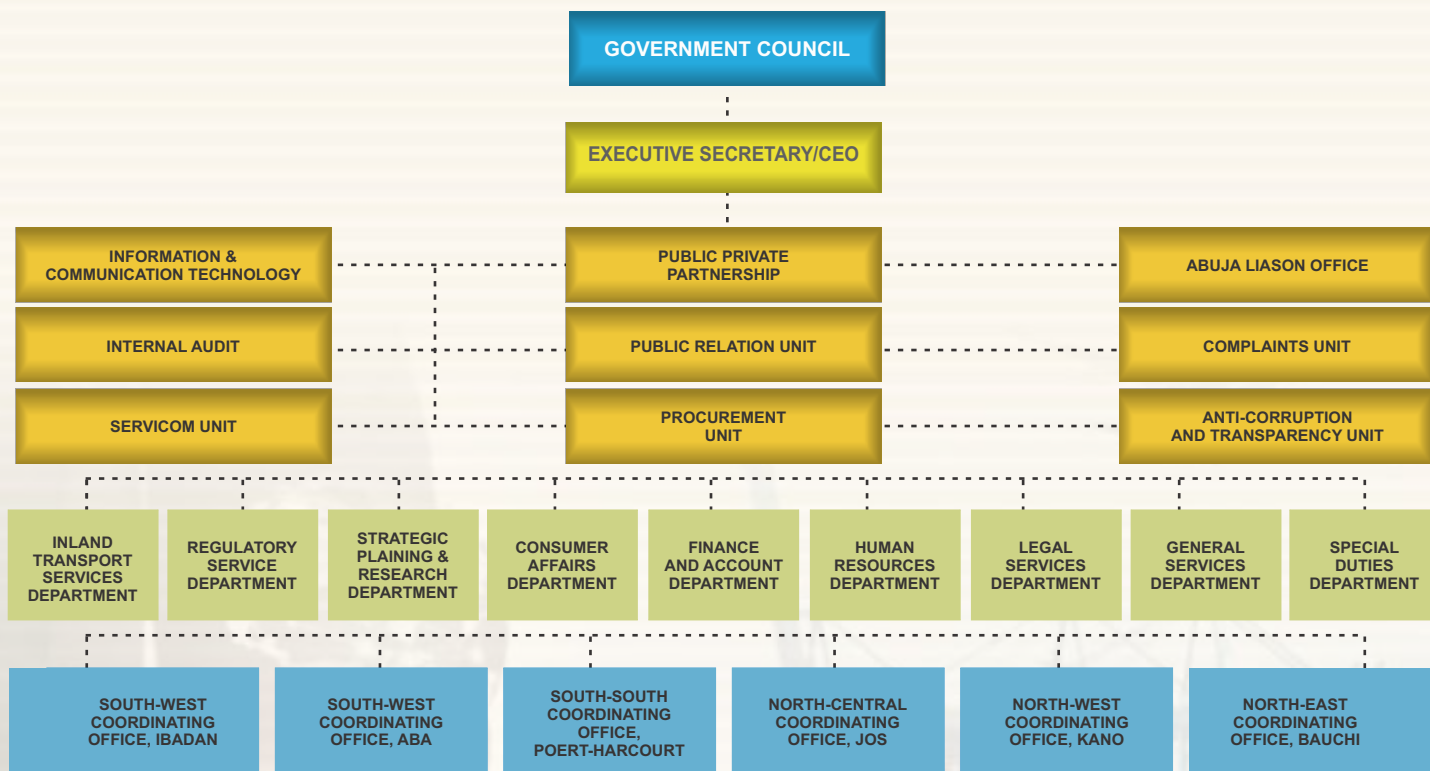


Fig. 1: Organogram



XI. 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) Coordinating Offices in each of the six (6) Geo-Economic Zones of the Country. There are sixteen (16) Area Offices and two (2) Border Information Centres.

HEAD OFFICE

4, Otunba Ayodele Soyode Lane,
Apapa. Lagos

ABUJA LIAISON OFFICE

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

Locations of the Coordinating and Area Offices

S/N	Coordinating Offices	Area Offices	Areas Of Coverage
1.	South-South Coordinating Office, Port Harcourt. <i>32a, King Perekule Street, GRA Phase 2, Port Harcourt, Rivers State</i>	Benin - KY Plaza <i>Opp. PZ Junction Sapele Road, Benin City, Edo State.</i> Calabar - 3rd Floor, Henss Building <i>Complex, 24/26 Murtala Mohammed Highway, Calabar, Cross River State.</i> Warri - 5, Effurun/ Sapele Raod <i>Warri, Delta State.</i>	Akwa Ibom, Bayelsa, Cross River, Delta, Edo and Rivers States.



2.	South-East Coordinating Office, Aba. <i>25, Aba - Owerri Road, Aba, Abia State</i>	Enugu - 2a Colliery Avenue, GRA, Enugu, Enugu State. Onitsha - 87 Upper New Market Road, Onitsha, Anambra State.	Abia, Anambra, Ebonyi, Enugu and Imo States
3.	South-West Coordinating Office, Ibadan. <i>16B, His Grace Building, Opp. Oando Filling Station, Mokola Hill, Mokola, Ibadan, Oyo State.</i>	Ado-Ekiti - 32 NTA Road, Off Ilarwe Road, Ado-Ekiti, Ekiti State. Akure - 3rd Floor Bank of Agriculture Alagbaka, Akure, Ondo State. Ilorin - Ahmadu Bello Way, Room 445-447, Governor Office, Ilorin, Kwara State.	Ekiti, Kwara, Ogun, Ondo, Osun and Oyo States.
4.	North-East Coordinating Office, Bauchi. <i>5, Ahmad Abdulkar Road, Bauchi, Bauchi State.</i>	Maiduguri - 9/10 Kirikasama Road, Opposite Unity Bank, Maiduguri, Borno State. Yola - 2 Mohammed Tukur Road, Old GRA Jimeta, Yola, Adamawa State.	Adamawa, Bauchi, Borno, Gombe, Taraba, and Yobe States
5.	North-West Coordinating Office, Kano. <i>78, Bajekoli, Besides Shagalinku Restaurant, Off Zoo Road, Kano, Kano State.</i>	Kaduna - Kaduna Inland Port, Kachia Road, Kakuri, Kaduna State. Katsina - 26, Hassan Usman Road GRA, Katsina, Katsina State. Sokoto - 1, Kano Road, Opposite FIRS Office, Sokoto, Sokoto State.	Jigawa, Kaduna, Kano, Katsina, Kebbi, Sokoto and Zamfara States



6.	North-Central Coordinating Office, Jos. <i>Zaria Road, Opposite Federal Government College, By Road Safety, Jos, Plateau State.</i>	Lokoja - Zone 8 Round About, <i>Before Meme Bridge, Lokoja, Kogi State.</i> Makurdi – 19, Railway By-Pass <i>High-Level Makurdi. Benue State.</i> Minna - Ladi Kwali Road, <i>Behind Zenith Bank, Tunga, Minna, Niger State.</i>	Benue, Kogi, Nassarawa, Niger and Plateau States
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Table 1: Locations of the Coordinating and Area Offices

Border Information Centres

The Council established offices at border locations to provide information services and assistance to cross border traders. Currently, the Council has two (2) Border Information Centres:

- I. Seme Border Information Centre
- II. Jibiya Border Information Centre



NIGERIAN SHIPPERS' COUNCIL NATIONAL SPREAD

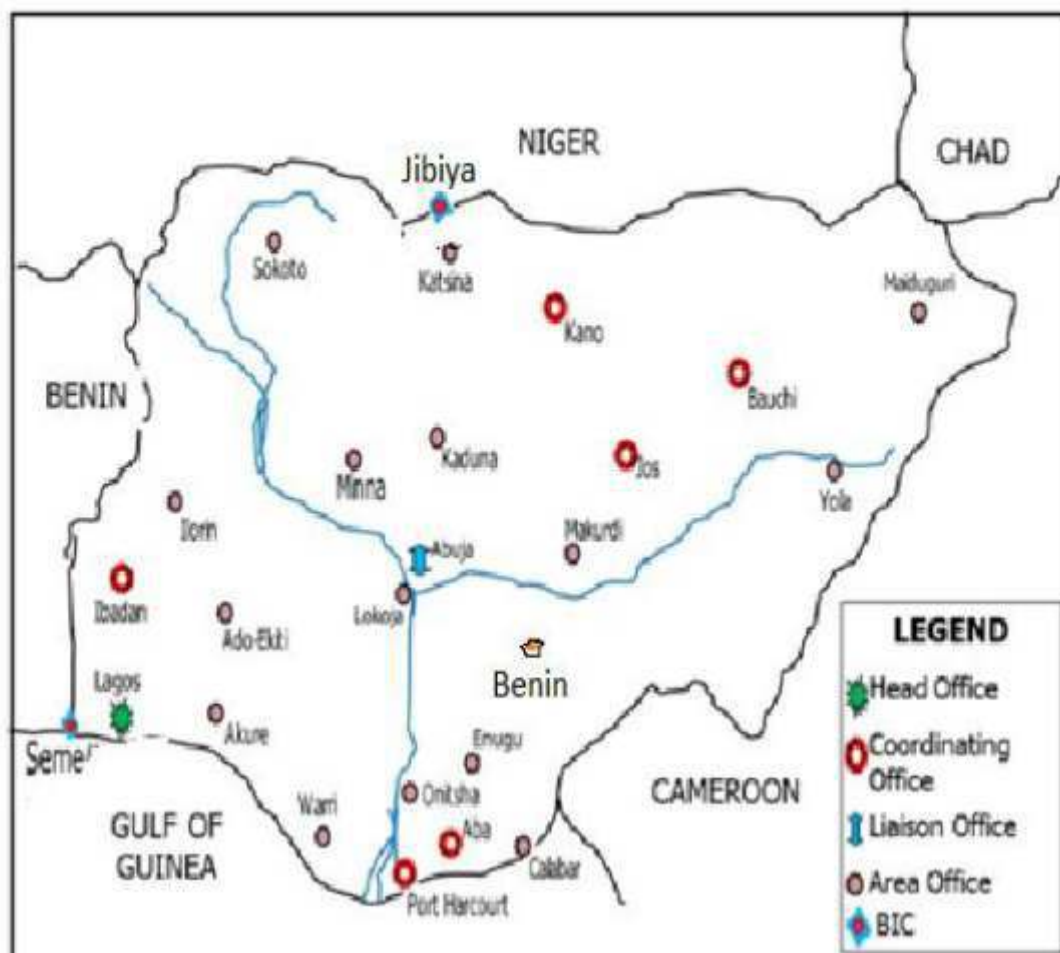


Fig 2: NSC National Spread

01

INTRODUCTION





CHAPTER ONE

INTRODUCTION

The Nigerian Shippers' Council (NSC) was established by Decree 13 of 1978 now Nigerian Shippers' Council Act Cap. N133, Laws of the Federation of Nigeria 2004. This was based on the 1965 United Nations Conference on Trade and Development (UNCTAD)'s recommendation, urging developing countries to create National Shippers' Councils as public sector authorities to act as a countervailing force against the exploitative excesses of foreign ship owners and other providers of shipping and related services.

The Nigerian Shippers' Council was appointed the Port Economic Regulator in February 2014, to create an effective regulatory regime at the Nigerian ports for the control of tariffs, rates, charges as well as economic services to address the negative impact of port concession activities on the economy. The appointment was affirmed by a Ministerial Regulation and a Presidential Order as follows:

- I. Nigerian Shippers' Council (Port Economic Regulator) Order, 2015;
- II. Nigerian Shippers' Council (Port Economic) Regulations 2015.

1.1 Functions of the Council as Port Economic Regulator

The functions of the Nigerian Shippers' Council as Port Economic Regulator are as follows:

- i. Provide guidelines on tariff setting 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 ports;
- x. Monitor and ensure compliance by all parties with the provisions of the Port Concession Agreements.

Other functions of the Nigerian Shippers' Council are contained in the subsidiary legislations as follows: -

- The Nigerian Shippers' Council (Local Shipping Charges) Regulations 1997.
- The Nigerian Shippers' Council (Inland Container Depot) Regulations 2007.
- The Nigerian Shippers' Council (Container Freight Station) Regulations 2007.

1.2 Services of Nigerian Shippers' Council

There are six (6) major services performed by the Council in line with its regulatory role as Ports Economic Regulator

I. **I. Stakeholders/Industry Support Services:** The Council has over the years provided support services to protect Nigerian Shippers from exploitative tendencies of shipping service providers. These include:

- Monitoring freight rates along the Nation's trading routes and providing accurate and timely data and other vital information for Shippers.
- Investigating and taking appropriate actions on industry complaints bordering on corrupt and sharp practices.
- Handling and resolving Shippers' complaints on shipping and trade matters such as excessive and arbitrary local shipping charge, short landing and



non-delivery of goods, cargo losses, damage, marine insurance claims and non-refund of container deposits.

- Mediating between users and providers of shipping services on legitimate shipping trade disputes referred to the Council.
- 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.
- Promoting and defending the interests of Shippers in the Air Freight sub-sector through the Airfreight Stakeholders Forum (ASF)

II. II. Stakeholders' Representation Services: The Council represents Nigerian Shippers' interests in different fora where matters relating to the transportation of goods are discussed. These representations are made to prevent any unfavourable terms that may adversely affect Nigerian Shippers in their trade transactions. In this regard, the Council:

- 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 Organisations.

III. III. Advocacy and Advisory Services: According to its enabling Act, the Council is mandated to advise the Government and Shippers on matters relating to shipping. It also promotes fair play in the maritime industry. Other services include:

- Monitoring and advising on the general trends in both domestic and international commodity markets for the benefit of Shippers.



- Advocating the creation of a level playing field for both service providers and service consumers and the facilitation of seamless transportation of goods and services.
- Establishing platforms for the resolution of Shippers' problems such as the Shippers' Advisory platform and the Freight Facilitation platform.
- Providing through its Cargo Defense Fund (a company limited by guarantee) legal assistance to Shippers to pursue recovery of financial losses sustained in legitimate maritime transactions.
- Creating a forum for mediation/arbitration in the event of disputes arising from shipping service providers and users.
- Providing continuous assessment of the Ports, Shipping and Logistics environment against international benchmarks and standards to ensure conformity by service providers.
- Using the Cargo Defense Fund to give legal/technical advice to importers and exporters to avoid pitfalls in their international trade transactions.
- Formation of Shippers' Associations nationwide to empower Shippers as a group for meaningful negotiations with providers of shipping services. These Shippers' Associations are assisted by the Council through the provision of secretariat and other support services to ensure that they adequately carry out the purpose for which they are established.

iv. **IV. Research and Information Services:** As one of its cardinal functions, the Council conducts research to provide solutions to contemporary problems affecting Shippers in the transport sector and advises government and Shippers on transport-related issues. The Council also disseminates trade and transport information to Stakeholders through:



- 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 (BIC): The BICs were established in collaboration with the United States Agency for International Development (USAID), Borderless Alliance (BA) and West African Trade Hub (WATH). The functions of BICs include; guiding Shippers at Nigerian trade borders to formalise trade, provide information to traders, reduce delays and costs, and guiding 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.

IV. **V. Education and Enlightenment Services:** The Council carries out educational and enlightenment services to Shippers and other Stakeholders in the transport sector through conferences, seminars, workshops and clinics. Some of these notable events are as follows:

- 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 outstations to assist the Shippers in specific aspects of international trade such as Import Procedures, Bill of Lading, understanding of INCOTERMS, etc.

V. **VI. Regulatory Services:** The regulatory services of the Council include the following:



- Set, monitor and enforce standards of service delivery, ensure stability, accessibility and adequacy of services;
- Determine, provide and cause to be published guidelines for the registration of regulated service providers specifying, among other things, the terms and conditions for the registration;
- Provide guidelines on tariffs and charges (setting minimum and maximum levels) to guard against abuse of monopoly or dominant market position;
- Coordinate intermodal transport;
- Regulate market entry and exit;
- Perform a mediation role among stakeholders;
- Establish access to modern dispute resolution platform;
- Promote efficiency in the provision of port services;
- Minimise cost of doing business and its inflationary effect on the Nigerian economy;
- Encourage private sector investment in the ports;
- Monitor and ensure compliance by all parties, with the provisions of Port Concession Agreements

1.3 Relationship with Stakeholders

The Nigerian Shippers' Council relates with various Agencies and Organisations in the course of performing its functions, as depicted in the diagram below:



Fig.3 Relationship with Stakeholders

02

ACTIVITIES





CHAPTER TWO

ACTIVITIES

2.1. Development of Strategic Plan

In January 2019, the Nigerian Shippers' Council developed a three-year Strategic Plan to provide a direction and sustainable platform to achieve effectiveness and efficiency in the drive towards its strategic goals and objectives.

The Nigerian Shippers' Council (NSC) 2019 – 2021 Strategic Plan provides Innovative Drive and Quality Assurance Framework that enables the achievement of the goals and objectives of the Council in the quest to accomplish the next level of organisational activities and performance.

The Strategic Plan highlights the strategic goals and objectives which relate to key focus areas that it plans to implement from 2019-2021. Besides, the Strategic Plan is also to reposition and strengthen the Council's workforce to deliver on its Key Priorities and Strategic Outcomes.

The aspirations of the Strategic Plan include the need to have a measurable approach to the Council's activities. This necessitated the development and implementation of Organisational, Departmental, Units, Zonal Directorates and Area Offices Key Performance Indicators (KPIs). The KPIs developed are to be operational for one year (2019) and to be subsequently reviewed annually.

The priority areas upon which the 2019-2021 Strategic plan was developed included the following:

- Facilitate and ensure transparency and accountability in the effort to promote Presidential Executive Order 01 – 08;
- Provide, improve and sustain effective communication strategy in the business of the organisation;



- Provide strategic direction in ensuring successful change management in the effort to reinforce Nigerian Shippers' Council as the economic regulator in the transport sector;
- Reduction of the cost of doing business within the Nigerian transport chain;
- Benchmarking of tariffs, rates and charges;
- Promote a research-based organisation that promotes and ensure a reliable trade and transport database;
- Implementation of International Cargo Tracking Note and other Trade Facilitation Initiatives;
- Improve the operations and effective use of Port Service Support Portal;
- Improve and sustain Human Capital Development;
- Increase and maintain efficiency in cargo reception, clearance and evacuation processes;
- Facilitate the development and operation of Infrastructural projects such as Inland Dry Ports, Truck Transit Parks and Border Information Centres;
- Support the development of deep-sea and river port to reposition Nigeria as a maritime hub for the sub-region and centre for international freight services;
- Provide strategic direction for the implementation and sustainability of a Performance Management and a Reward and Consequence Management Scheme;
- Promote connectivity between transport modes to improve efficiency in transport service delivery;
- Promote the development of local content initiatives in the transport sector;
- Improve and sustain a healthy workforce;
- Provide strategic direction in ensuring effective Stakeholders' relationship.

2.1.1 2019 Performance Report

The 2019 NSC Organisational Performance shows an improved result when compared with 2018.



Fig4: Comparison of 2018 and 2019 Institutional Performance

The following were responsible for improved performance:

- A better understanding of the Strategic plan
- Knowledge of the Performance Management Process
- A stronger commitment to the Strategic Plan and the Performance Management Process
- Peer competition

Activities of the Council Based on 2019 Strategic Plan

2.2 Monitoring Activities in the Ports

The Nigerian Shippers' Council (NSC) routinely carried out monitoring exercises at the ports and terminals to ensure compliance with applicable rates and charges, set standards and Standard Operating Procedures (SOP) for port service providers.

Through this exercise, the Council has increased the level of efficiency, reduction in the cost of doing business at the ports, Transparency and encouraged competition in the sector.

2.3. Guidelines for Setting Tariffs, Rates and Charges

The guidelines describe the **methodology, principles, procedures** and **requirements** that shall be set for all service providers in the Nigerian port industry in accordance with Part I Section 3(a) and Part II Section 5(b) of the Nigerian Shippers' Council (Port Economic) Regulations 2015.



The objectives of Guideline for Tariff Setting are as follows:

- i. Promote and encourage sustainability by ensuring that regulated service providers recover their costs of operation, maintain facilities and make a return on their investments.
- ii. Institute a tariff setting process that is just, transparent and predictable in Nigerian Ports in line with the NSC mandate.
- iii. Check arbitrariness in tariff setting at Nigerian ports.
- iv. Increase competition in the sector and ensure that port users pay for services rendered by the service providers.

The Council periodically will release guidelines and notices on Tariffs, Rates and Charges and set the minimum and maximum levels of applicable tariffs in the Nigerian Ports to create a predictable port environment. To achieve these, the Council shall:

- Observe and take into consideration prevailing local and global economic trends affecting the Port Industry and the Market
- Request every regulated service provider to file its operating tariffs, rates and charges. This is in line with the NSC Port Economic Regulations 2015 which stipulates that "regulated service providers listed in the regulation 4(2) of these Regulations shall file its operating tariffs, rates and charges with the Council within 21 days of setting them or on request. Following this, there shall be an engagement with the regulated service providers to streamline the nomenclature of their services and tariffs".
- Publish from time to time as may be necessary all Tariffs, Rates and Charges levied by the regulated service providers.

2.4 Support to the Presidential Enabling Business Environment Council (PEBEC)

The Nigerian Shippers' Council was a member of Nigeria's delegation to the World Bank, Washington DC, USA in May 2019, to defend the reforms implemented by Nigeria within the current cycle under the Ease of Doing Business Agenda, with particular reference to the Trading Across Borders Indicator of the World Bank. This exercise and subsequent validation of reforms carried out by the World Bank Doing Business team, saw to Nigeria, moving up 15 places from 146th to 131st on the 2019 World Bank Doing Business Report.

The Council made a significant contribution to Nigeria's upward movement in the World Bank Ease of Doing Business ranking through advocating for the automation of processes in the maritime industry. The Council's advocacy was recognised and



rewarded with the prestigious World Bank Ease of Doing Business Index Award. The Vice President, Prof. Yemi Osinbajo, presented the outstanding recognition award at the 2nd PEBEC Awards ceremony, 3rd April 2019 at the State House, Abuja.



Fig 5: The Vice President, Prof. Yemi Osinbajo, presenting the PEBEC award to the ES/CEO and Ms Adaora Nwonu for the Nigerian Shippers' Council's outstanding performance in Ease of Doing Business.

2.5 Support to the National Trade Facilitation Committee (NTFC) in line with World Trade Organisation (WTO) Trade Facilitation Agreement.

The Council participated at the workshop of the National Trade Facilitation Committee (NTFC) on review and re-categorisation of Nigeria's commitment under category 'B' & 'C' of the World Trade Organization, Trade Facilitation Agreement. The workshop was part of the National effort by the NTFC to review existing measures and level of progress made by Nigeria in meeting its Category B and C commitments under the World Trade Organization's Trade Facilitation Agreement, as part of its obligations to the multilateral trade organisation. Most significantly, the NSC was part of a selected group of the NTFC, under the guidance of the UNCTAD experts, drafted the National Action Plan Roadmap for Nigeria's smooth implementation of the WTO's TFA. The Roadmap has been submitted to the Honourable Minister of Industry, Trade & Investment for onward presentation to the Federal Executive Council.



2.6 Support to the Presidential Steering Committee on African Continental Free Trade Agreement (AfCFTA)

The Council was selected as a member of the Technical Working Group (TWG), to assess the Impact and Readiness of Nigeria, under AfCFTA. The Council participated actively with fifty (50) other government Agencies and nine (9) umbrella private sector Stakeholder groups in seven (7) thematic workstreams, to evaluate over two hundred (200) submissions from diverse groups. This culminated in the signing of the AfCFTA by President Muhammadu Buhari in July 2019.



Fig 6: His Excellency, President Muhammadu Buhari and Vice President, Prof. Yemi Osinbajo with members of the Presidential Steering Committee of the AfCFTA, during the submission of the report on Impact Assessment and Readiness of Nigeria, under the AfCFTA.

His Excellency, President Muhammadu Buhari on Friday 20th December 2019 inaugurated the National Action Committee for the implementation of the African Continental Free Trade Area (NAC-AfCFTA) with the Nigerian Shippers' Council nominated as a member.



Fig 7: His Excellency, President Muhammadu Buhari with members of the National Action Committee for the Implementation of AfCFTA

2.7 Conferences and Seminars

The Council organised and participated in the following Conferences and Seminars:

a. Summit on Unfair Surcharges and High Local Shipping Charges in West and Central African States 26th August 2019

The Council in collaboration with the Global Shippers Forum (GSF) and Union of African Shippers' Councils (UASC) hosted a Summit on Unfair Surcharges and High Local Shipping Charges in West and Central Africa.

The subject of the summit has been a source of concern to the UASC member states because of its negative impact on the cost of transportation and, consequently, on the national economies of these States. It is particularly a source of concern to Nigeria being the Country with the largest share of the international trade in the region. The summit was, therefore, necessary to discuss individual country experiences on the subject and strategically take a common position to present to the Global Shippers Forum (GSF).



Fig. 8: The Honourable Minister of Transportation, Rt. Hon. Rotimi Amaechi with the Permanent Secretary, Ministry of Transportation, Sabiu Zakari; Secretary-General of UASC, Lilian Ogoula and the ES/CEO of NSC, Hassan Bello at the UASC Workshop.

b. Sub-regional Workshop on Status of Convention on Facilitation of International Maritime Traffic (FAL Convention) in Union of African Shippers' Councils (UASC) Member States, 27th August 2019

The Nigerian Shippers' Council hosted the workshop under the auspices of the Federal Ministry of Transportation in collaboration with the Union of African Shippers' Councils (UASC) and United Nations Conference on Trade and Development (UNCTAD).

The objectives of the workshop were to:

- i. Encourage cooperation between Governments and Stakeholders to prevent unnecessary delays in international trade and related services;
- ii. Support the domestication of the FAL Convention in the Countries of West and Central Africa;



- iii. Create awareness as well as sensitise Stakeholders on the IMO 2020 regulation on the reduction of sulphur limit in marine fuel from 3.5% to 0.5% and its expected impact on shipping costs in West and Central Africa;
- iv. Secure practicable degree of uniformity in formalities and other procedures in international trade transactions among the member States;



Fig. 9: Participants from UASC Member Countries at the Sub-Regional Workshop.

c. Workshop on Dissemination and launch of the ECOWAS Trade Liberalisation Scheme Handbook, 14th March 2019.

The Nigerian Shippers' Council (NSC) in collaboration with the Borderless Alliance (BA) and the UK Aids West African Food Markets Programme (WAFP) organised a One-day Workshop on the Dissemination and Launch of ECOWAS Trade Liberalization Scheme (ETLS) Handbook for Stakeholders in Trade and Transport Sectors. The Workshop was attended by representatives of Borderless Alliance, UK Aids West African Food Markets, government agencies, organised private sector and the press.



d. A seminar with the theme "NSC Roles as Port Economic Regulator" was held in Abuja for Transport and Aviation Correspondents Association to educate and enlighten Maritime Journalists.

It has helped in equipping participants in their operation of disseminating information about the Transport Sector. It has also helped to enhance the image of the Council through awareness and enlightenment campaign and to form an alliance with other agencies and critical Stakeholders.

2.8 Representation of Nigeria's Interest at International Fora

The Nigerian Shippers' Council represented Nigeria in several international fora to strengthen cooperation, promote stability, ensure fair trade practices and information trade-off.

In 2019, the Council participated in the following Sub-Regional and International Fora:

a) **Expert Working Group (EWG) meeting on "Enhanced Quality of Informal Cross-Border Trade (ICBT) in ECOWAS region" at Abidjan Cote d' Ivoire 16th - 17th April 2019**

The purpose of the EWG meeting was to enable the African Trade Policy Centre (ATCP) of UNECA to present a draft survey methodology for the collection of data on Informal Cross-Border Trade (ICBT) along Lagos-Abidjan Corridor for experts to peer review and validate the methodologies. It was aimed at providing the sub-region with an avenue to learn about the successes and challenges of ICBT initiatives of other national and Regional Economic Communities (RECs).

b) **Global Shippers Forum (GSF) Westminster, London 16th -19th September 2019.**

It was resolved at the meeting that GSF would continue with the campaign for the abolishment of surcharges imposed by carriers on Shippers and also that National Shippers' Councils should create more awareness on the new IMO Regulation 2020 on Sulphur Cap from 3.5% to 0.5% mass. The understanding of the cost implications of this resolution will help in engaging carriers on appropriate carriage contracts without surcharges.

It was also agreed that National Shippers' Councils should create awareness on the INCOTERMS 2020 and how to utilise appropriate INCOTERMS to reduce cost and eliminate arbitrary surcharges.



2.9 Advocacy and Engagement of Stakeholders

S/N	STAKEHOLDER	ENGAGEMENT
1	World Bank Group	Representatives from the World Bank Group visited the Council. They declared their intention to support the Agency and Nigeria at large, in implementing the required measures of the World Trade Organization's Trade Facilitation Agreement.
2	Oyo State Government	The Honorable Minister of Transportation and the Management team of the Council met with the Government of Oyo State on 21st May 2019 and visited the proposed site for Inland Dry Port in Ibadan. The purpose of the visit was to assess the development of the Ibadan Dry Port Project.
3	ECOWAS Monitoring Task Force on the Implementation of the ECOWAS Trade Liberalisation Scheme (ETLS)	The team visited the Council on 13th of May, 2019 to deliberate on how to proffer solutions to low trade in the West African sub-region.
4	West Africa Road Transport Union (WARTU)	During a meeting with the Council on 20th of June, 2019, WARTU called on the Council to address issues of deplorable roads, high demurrage and constant harassment by security operatives at the border posts. The intervention of the Council has helped to alleviate some of the issues raised.
5	National Drug Law Enforcement Agency (NDLEA)	At a meeting hosted by the Council on 5th of July, 2019, the National Drug Law Enforcement Agency (NDLEA) expressed its readiness to collaborate with the Council to restrict the importation of illicit drugs into the Country.



6	Nigerian Chambers of Shipping (NCS)	During a meeting with the NCS on 2nd of July, 2019, the Executive Secretary/CEO, stated that the Council and Stakeholders in the transport industry are working on a bill which will regulate the carriage of goods by land. He further urged the NCS to throw its weight behind the Inland Dry Port (IDP) project to make it earn international recognition.
7	Oil and Gas Free Zone Authority of Nigeria (OGFZAN)	During a working visit on 27th of July, 2019, the Council expressed its readiness to collaborate with OGFZAN to drive the Nation's economy to the next level.
8	Association of Nigerian Licensed Customs Agents (ANLCA)	ANLCA met with the Council on 9th of May, 2019. It expressed a willingness to collaborate to tackle the challenges being faced by Shippers in taking delivery of their cargoes.
9	National Fleet Implementation Committee (NFIC) and Ship Owners Association of Nigeria (SOAN)	<p>During a meeting with SOAN and NFIC, the Council pleaded with private investors in the Country to invest on indigenous carriers.</p> <p>The Committee in collaboration with major government agencies such as Ministry of Finance, Budget and National Planning, Nigerian Investment Promotion Council (NIPC), Nigerian Customs Service (NCS), etc. are working towards providing incentives to encourage investors to own vessels in Nigerian Maritime Industry.</p>
10	Nigerian Government Agencies operating at Seme Border.	The Nigerian Shippers' Council and Government Agencies operating at Seme border met on 19th June 2019 to provide an avenue for all agencies working along the Lagos-Seme border axis to discuss issues of harassment, extortion and multiple checkpoints. The meeting also resolved to implement trade facilitation policies and agreements, especially the ECOWAS Trade Liberalisation Scheme (ETLS) protocol. The



		modalities for ensuring compliance with the Executive Order No.1 on Ease of Doing Business and ECOWAS Inter-State Road Transit (ISRT) Convention were also discussed.
11	Shipping Operators	The Council in consultation with some Shipping Operators on 9th of October, 2019, unveiled plans to fix standards for container terminals at the Nation's seaports. The Council also signed a Memorandum of Understanding (MOU) with shipping companies and other related agencies to reduce the cost of shipping by Thirty-Five percent (35%). It continued to meet with service providers to aid a better working relationship.
12	West African Container Terminal (WACT)	The Council visited and commended West African Container Terminal on 26th of July, 2019 for commissioning two new Mobile Harbor Cranes at the Onne Port in Rivers State.
13	Western Navy Command	The Flag Officer Commanding, Western Naval Command Headquarters in Apapa, Lagos paid a familiarisation visit to the Council's Headquarters on 23rd of August, 2019. At the meeting, issues revolving around Cargo Tracking Note (CTN) and Port Community System (PCS) were discussed.
14	Women in Maritime Africa – NIGERIA (WIMA)	The ES/CEO met with WIMA on 25th of April, 2019. He commended the association for placing capacity as part of their mission statement and urged them to work assiduously towards actualising the target.
15	Nigeria Police	In April 2019, the Council met with the Inspector General of Police in Abuja. The outcome of the meeting was the order given by the Inspector General of Police to all police formations working at the ports, not to intercept any cargo that is already cleared by officers of Nigeria Customs



		Service.
16	Global-Gate West African Limited	During an enforcement exercise carried out by the Council at Associated Port and Marine Development Company Limited, the Council saved Global-Gate West African Limited from paying two hundred and seventeen thousand, two hundred and seventy-eight naira (₦217,278.00) as excess charges.
17	Ogun State Government	The Council in conjunction with the Ogun State Government under the administration of Prince Dapo Abiodun commenced preparation for industrialisation in the State by constructing a Truck Transit Park (TTP) in the Papalanto area of the State.

Table 2: Advocacy and Engagement of Stakeholders

2.10. SERVICOM

The mandate of SERVICOM is to ensure minimal service failure or outright non-existence of it. It is an initiative of the Federal Government conceived to promote effective and efficient service delivery.

SERVICOM helps in raising a professional, productive and highly motivated workforce, and continuously maintaining this through various defined activities and tools which include the following:

a. Sensitisations and Quarterly Focused Programmes:

Three (3) Programmes and two (2) Sensitisations were held in 2019, namely:

- SERVICOM Complaints Week
- Sensitisation of Staff on Management of ICT Equipment and Cyber Security,
- Sensitisation of New Employees on Work Ethics and Administrative procedures



- Staff Attitude Week was held to address staff attitudinal problem towards efficient service delivery.
- Customer Care Week was held to appreciate the staff for their productivity and commitment to duty.

b. Service Charter Implementation, Monitoring & Evaluation:

- Service Charters are tools used for day to day implementation of SERVICOM. The charters are used in measuring the performance of Departments, Independent Units and Outstations against their set standards. The essence of a charter is to define the service experience that a customer will have with an Organisation and the responsibilities of both the Agency and the customer. This experience is described through key standards of the service.
- Some Departments, Independent Units and Outstations were monitored and evaluated in the year under review, where service failures were identified, adjustments and service improvements recommended.

c. Impact Assessment of the Council's Service Delivery to Customers

- The Council carried out some impact assessment exercises in the year under review. These were done through one-on-one interviews and the use of questionnaires. The impact assessment provides a means of evaluating the effectiveness or otherwise of the Council's services.

d. Stakeholders' Assessment of NSC Staff:

A survey was carried out to assess the effectiveness of service delivered by the Council. The customers (Shippers, Freight Forwarders and other Stakeholders) rated staff based on the following components of effective service delivery:

VALUES	NAME OF ORGANISATIONS VISITED					
	MARITIME & COMMERCIAL LAW PARTNERS	QUEEN UKADIKE & ASSOCIATES	DENCA BONDED TERMINAL	HARLINK INVESTMENT LIMITED	SUN LOGISTICS & MARINE SERVICES LIMITED	MIGFO BONDED TERMINAL
ACCESSIBILITY	9	8	8	9	N/A	6
RESPONSIVENESS	9	10	5	10	8	5



RELIABILITY	9	8	5	10	N/A	5
PERSONAL ATTENTION	9	8	6	10	NA	6
POLITENESS/FRIENDLINESS	9	10	6	10	8	6
TIMELINESS	9	8	N/A	10	8	N/A
SERVICE DELIVERY	9	10	N/A	10	N/A	N/A
PROFESSIONALISM	9	8	8	9	8	8
VALUE OF NSC SERVICES TO ORGANISATION	9	8	N/A	9	N/A	N/A
TOTAL	81/90	78/90	38/60	87/90	32/40	36/60

Table 3: Customer Satisfaction Assessment of NSC Staff

This survey is vital in customer service delivery as it shows the extent to which the stakeholders' expectations were met.

e. Awards and Motivational Activities

Organisations today are fast embracing ideas and programmes for staff recognition and reward systems outside of their salaries and other monetary or non-monetary incentives. Various factors exist which help to motivate employees and individuals.

In 2016, the Council introduced various recognition awards which served as a motivational tool to encourage staff and to express Management's appreciation for their efforts. The Punctuality Awards was one of such activities, and it featured prominently in 2019 with the following staff and staff bus routes emerging winners as follows:

Staff

- ✓ Emmanuel Odogun - 1st Position
- ✓ Folashade O. Gbadamosi - 2nd Position
- ✓ Muktar Adikwu - 3rd Position

Bus Routes

- ✓ Victoria Island - 1st Position
- ✓ Okokomaiko/Satellite Town - 2nd Position
- ✓ Festac Bus II - 3rd Position



Fig. 10: Mr Emmanuel Odogun, Winner of the 2019 SERVICOM Punctuality Awards, receiving his gift from the Director, Finance and Accounts, Mr D.B. Bonat, and beside him, Mrs C.C. Obere, the Deputy

f. Launch of the Council's Branded Ankara Fabric

The Council launched a branded fabric for staff to wear every last Wednesday of each month.



Fig. 11: Council's Ankara Branded Dress



2.11. Complaints Handling

The Nigerian Shippers' Council handles complaints from Stakeholders to effectively minimise shipping charges, theft, short landing, non-delivery of cargoes, non-refund of containers deposits, non-return of empty containers, import and export fraud, damage to cargoes, vessels delay, detention, etc.

The Council uses Alternative Dispute Resolution (ADR) Mechanism to handle complaints, claims and trade disputes while playing as an unbiased umpire amongst Stakeholders in the transport sector.

Complainants lodge their grievances directly to the Council in writing or via email (complaints@Shipperscouncil.gov.ng), Whatsapp (+2348188888895 or +2347035846468) and phone call (08188888895 or 07035846468) directly to the Complaints Unit.

The Council also uses the Port Service Support Portal (PSSP) to handle complaints from Stakeholders. The PSSP which was established in collaboration with other Stakeholders is a web-based complaints management solution conceived by the Council as a regulatory tool to address the lack of Transparency in Nigerian Ports in line with Presidential Executive Order (No.1). It allows Stakeholders to submit and track the status of complaints and enquiries in an online real-time manner.

In 2019, the Council received a total of four hundred and fifty-three (453) complaints from Stakeholders. Complaints were compiled and analysed quarterly. In Q1, 82 complaints were handled, 109 in Q2, 132 and 130 in Q3 and Q4 respectively. The Stakeholders were categorised into six groups, namely: Shipping Companies, Terminal Operators, Shippers (Exporters/Importers), Government Agencies, Freight Forwarders, and Foreign Buyers. In the analysis, the highest number of complaints representing 64% were against shipping companies, while the lowest representing 2% were against Government Agencies and Freight Forwarders.

See the table and pie chart below

2019 ANALYSIS OF COMPLAINTS AGAINST STAKEHOLDERS			
S/N	STAKEHOLDERS	TOTAL	%
1	Foreign Buyers/Sellers	14	3
2	Terminal Operators	109	24
3	Freight Forwarders	8	2



4	Government Agencies	10	2
5	Shipping Companies	290	64
6	Shippers	22	5
	TOTAL	453	100

Table 4: Analysis of Complaints

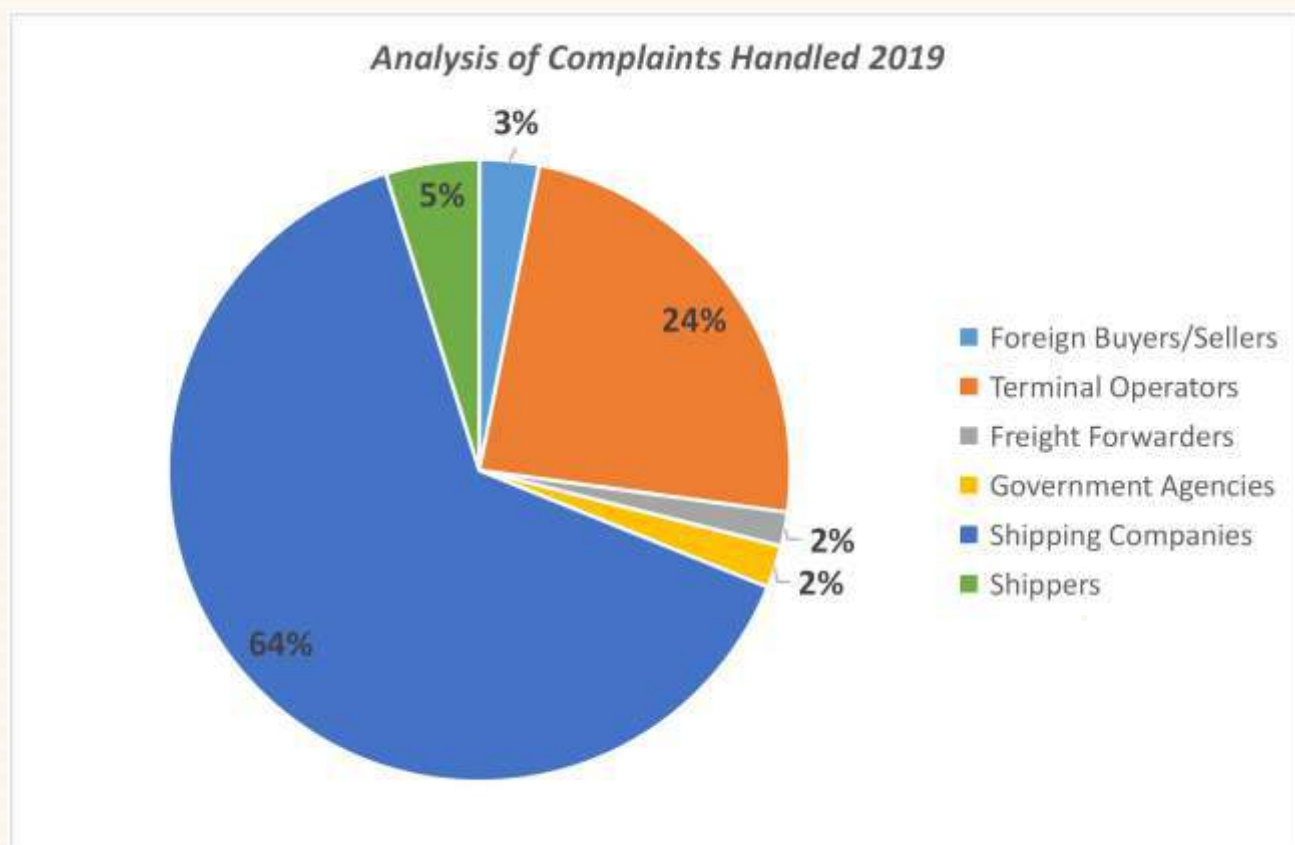


Fig 12: Analysis of Complaints

YEAR 2019 COMPLAINTS ANALYSIS BASED ON OCCURRENCE			
S/N	TYPES OF COMPLAINTS	TOTAL	%
1	Abandoned containers	6	1
2	Arbitrary charges	89	20
3	Blockage of licence	1	0
4	Cargo damage	16	4
5	Cargo delay	14	3
6	Cargo detention	8	2



7	Cargo loss	28	6
8	Container deposit refund	68	15
9	Debt recovery	5	1
10	Demurrage charges	71	16
11	Demurrage waiver	42	9
12	Detention charge	2	0
13	Detention of original Bill of Lading	4	1
14	Detention of vessel	2	0
15	Export/Import fraud	16	4
16	False declaration	1	0
17	Illegal charges	2	0
18	Non-Compliance to council directives	1	0
19	Non-Issuance of shipping release	2	0
20	Others (Delay in Ship berth, petition, blacklisting of company, breach of contract, vandalism/ theft etc.)	28	6
21	Refusal to accept empties	2	0
22	Royalty charges	16	4
23	Service delivery	24	5
24	Unauthorised release of cargo	3	1
25	Illegal/Wrong documentation	2	0
	TOTAL	453	100

Table 5: Analysis of Types of Complaints

2.11.1 Occurrence of Complaints in 2019

The types of Complaints handled range from arbitrary charges, containers deposit refund, export/ import fraud, demurrage charges, cargo delay, etc. In the occurrence analysis, arbitrary charges were the most frequent complaint represented by 20% while the lowest were abandoned containers, Debt recovery, Detention of original bill of lading, and unauthorised release of cargo at 1%.

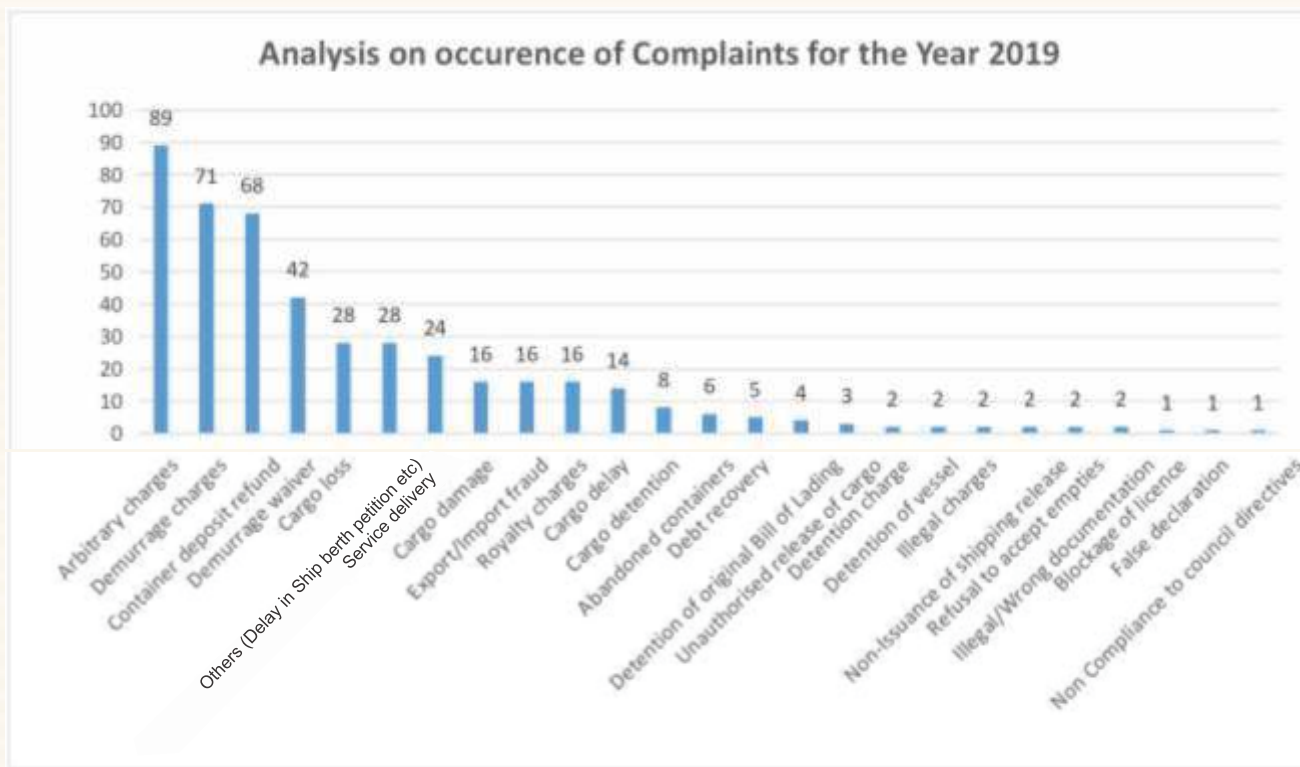


Fig 13: Occurrence of Complaints in 2019

2.11.2 Disposition of Complaints Handled

Complaints Handled	Complaints Resolved	Complaints Outstanding	A. Amount saved (in Forex)	B. Amount saved (₦)
453	114	339	\$ 12,000.00	₦ 363,004,119.00

Table 6: Disposition of Complaints Handled

ANALYSIS OF COMPLAINTS HANDLED FROM JANUARY TO DECEMBER, 2019 BY QUARTER

Quarter	Number of Complaints Received	Number of Complaints Resolved	Number of Complaints Outstanding	Amount Saved
1 st Quarter (Jan. – Mar.)	82	8	74	N89,120,500
2 nd Quarter	109	28	81	N10,560,371



(Apr. - Jun.)				
3 rd Quarter (Jul.-Sept.)	132	31	101	N79,671,248
4 th Quarter (Oct. - Dec.)	130	47	83	N183,652,000
Total	453	114	339	N363,004,119

Table 7: analysis of complaints handled in 2019 by quarter

A total number of four hundred and fifty-three (**453**) written complaints were received through the Council's complaints email out of which one hundred and fourteen (**114**) were resolved and three hundred and thirty-nine (**339**) are still pending.

Arising from the complaints handled and resolved, the sum of Three Hundred and Sixty-Three Million Four Thousand One Hundred and Nineteen Naira only (**N363,004,119**) and **Twelve thousand dollars (\$12,000)** was saved for stakeholders and for which the Council has received letters of appreciation from the beneficiaries.

The resolution of complaints depends on its nature and the speed in which the alleged party respond to our correspondence.

The traffic gridlock in 2019 led to the inability to drop empty containers and detention charges; hence, this explains the low resolution of complaints handled.

COMPLAINTS HANDLED VIA THE PORT SERVICE SUPPORT PORTAL (PSSP)

The Council received one hundred and five (105) complaints from stakeholders within and outside Nigeria through the PSSP. Eighty-seven (87) of the complaints were handled and resolved, while eighteen (18) were outstanding.

About Twelve Thousand Dollars (**\$12,000**) was saved for complainants from complaints resolved under PSSP.



ANALYSIS OF COMPLAINTS RECEIVED BY LOCATION AND QUARTER

ANALYSIS OF COMPLAINTS HANDLED BY GEO ECONOMIC ZONES						
S/N	LOCATIONS (REGIONS)	1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER	TOTAL
1	Head Office, Lagos	73	88	103	108	372
2	South West, Ibadan	0	0	4	3	7
3	North West, Kano	3	6	4	4	17
4	South East, Aba	1	2	5	2	10
5	North East, Bauchi	0	0	0	0	0
6	South-South, PH	2	5	1	1	9
7	North Central, Jos	1	4	4	1	10
8	Liaison Office, Abuja	2	4	11	11	28
	TOTAL	82	109	132	130	453

Table 8: analysis of complaints received by location

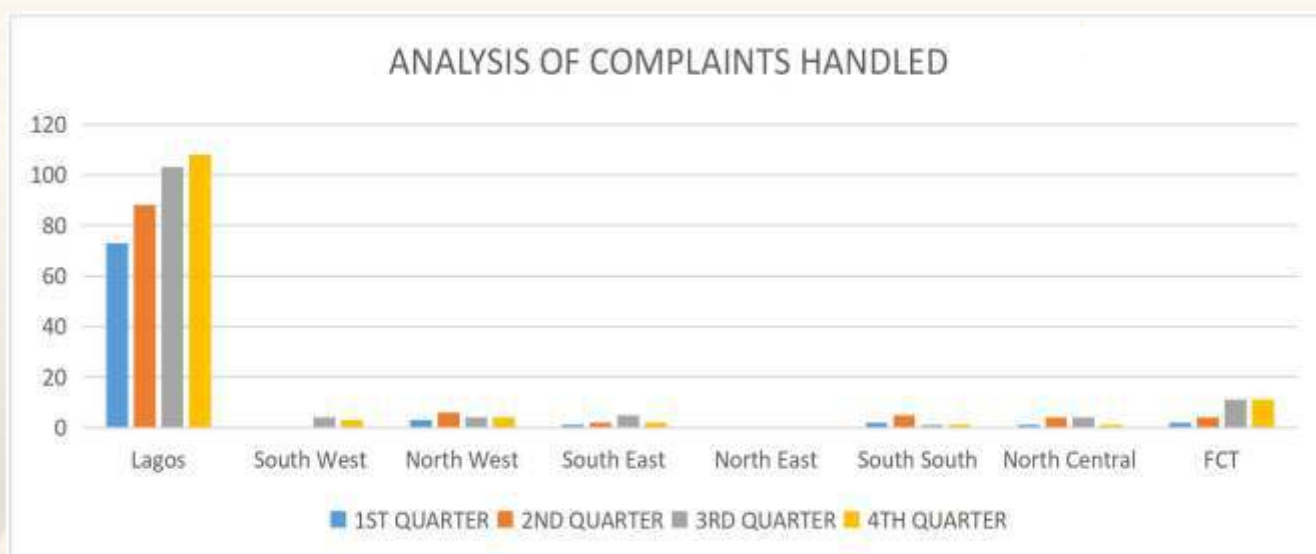


Fig. 14: Analysis of complaints handled

In summary, the total number of complaints received through PSSP and in writing were five hundred and fifty-eight (558) out of which two hundred and one (201) were successfully resolved.



COMPARATIVE ANALYSIS OF 2018 AND 2019 COMPLAINTS RECEIVED

COMPARISON OF 2018 AND 2019 COMPLAINTS

CATEGORIES OF COMPLAINTS	2018	2019
Complaints Handled	231	453
Complaints Resolved	83	114
Complaints Pending	100	339
Complaints Not genuine	48	49
Amount saved	₦255,824,804.05	₦363,004,119

Table 9: comparison of 2018 and 2019 complaints

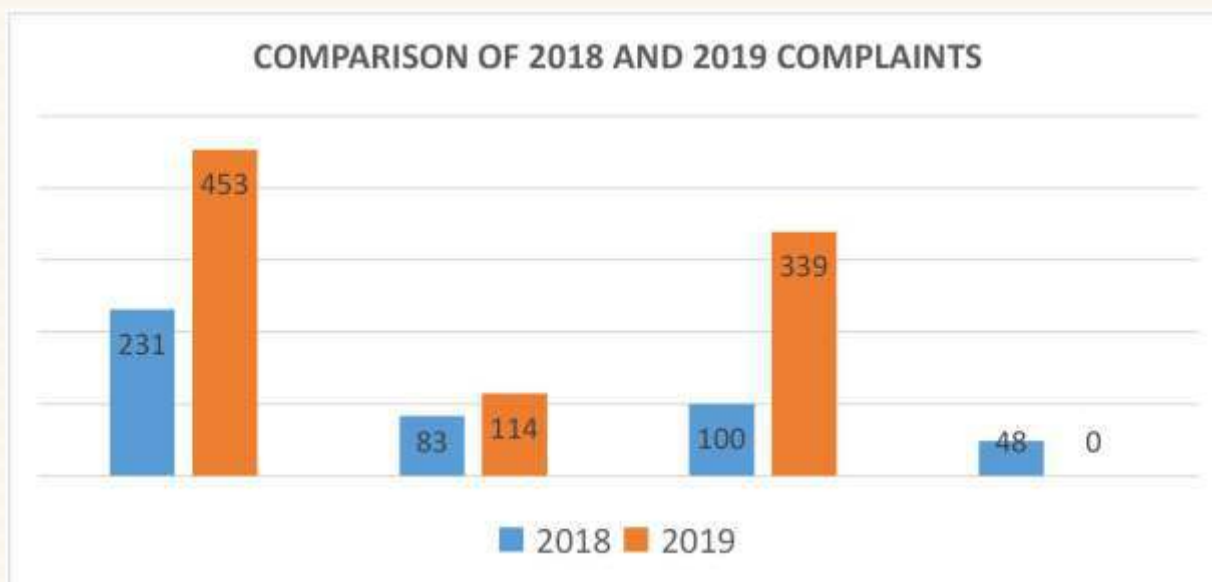


Fig. 15: comparison of 2018 and 2019 complaints

In 2018, two hundred and thirty-one (**231**) complaints were received while in 2019, a total number of four hundred and fifty-three (**453**) complaints were received. The considerable percentage increase of the complaints may be associated with 2019 increase in cargo throughput due to border closure and an increase in export volume.

2.12 Coordination of Intermodal Transport

The Council is responsible for monitoring and reporting the operations of Nigeria's Inland Transport sector to identify issues and challenges affecting the sector and proffering solutions.

In 2019, the Council consolidated on its activities in 2018 as follows:



2.12.1 Implementation of Memorandum of Understanding (MoU) with The Federal Road Safety Corps (FRSC)

- Contained in the MoU is the Road Transport Safety Standardisation Scheme (RTSS). The NSC collaborates with FRSC to set standards for Truck operators, generate road transport database, conduct public education, and to conduct training of NSC staff as Special Marshals. Other reasons for the MoU include the enlightenment of Truck Operators, training of truck drivers and the implementation of Truck Transit Park (TTP) scheme in Nigeria. Thus in 2019, the Council and FRSC jointly organised a Stakeholders' Sensitisation rally with the theme "TTPs as Panacea for Crash Free Haulage Operations in Nigeria" on 27th November 2019 for South-West Zone in Lagos. There are further arrangements to organise the rallies in other zones in the Country.
- Nigerian Shippers' Council's Federal Road, Safety Special Marshals Unit, has been established and fifty-two (52) members of staff were successfully trained as Special Marshals. The Official inauguration of the Unit is to be held in the first quarter of 2020.

2.12.2 Verification and Survey of Haulage Rates of Road Corridors Across Nigeria

- The objective of the survey exercise was to come up with workable and acceptable Benchmark Haulage Rates to be implemented. The rates are also needed as a guide for foreign shippers and investors willing to conduct business in Nigeria.
- Lagos Ports to other Corridors were conducted, validated and adopted by Stakeholders on 17th October 2018. Twenty-six (26) Corridors were identified.
- The Haulage Rates Survey exercise from Eastern Seaports, i.e. (Calabar, Warri, Port Harcourt and Onne) were carried out successfully in 2019.
- The exercise identified thirty-four (34) Corridors across the Nation. The verified result was validated by Stakeholders and adopted in 2019.

Indicative Haulage Rates from Nigerian Ports to major transport Corridors across the Country. Indicative Haulage Rates from Lagos Ports to Environs and Major Transport Corridors across the Country.



LAGOS PORT TO VARIOUS DESTINATIONS	30 TON	20'	40'
LAGOS – ENVIRONS (50 KM RADIUS)	100,000:00	110,000:00	130,000:00
LAGOS – AZARE – POTISKUM – DAMATURU	630,000:00	690,000:00	830,000:00
LAGOS – BAUCHI – GOMBE	610,000:00	670,000:00	800,000:00
LAGOS – KAFANCHAN – JOS – MANGU	500,000:00	550,000:00	660,000:00
LAGOS – BIU – MAIDUGURI	670,000:00	740,000:00	880,000:00
LAGOS – OYO – OGBOMOSHOS – ILORIN	300,000:00	330,000:00	390,000:00
LAGOS – WUKARI – JALINGO – YOLA – MUBI	740,000:00	810,000:00	900,000:00
LAGOS – AOKWA – MINNA	390,000:00	430,000:00	520,000:00
LAGOS – AOKA – ENUGU	360,000:00	390,000:00	420,000:00
LAGOS – MAKURDI – GSKO – ZAKIBIAM	460,000:00	500,000:00	550,000:00
LAGOS – PORTHARCOURT – YENEGOA	440,000:00	480,000:00	530,000:00
LAGOS – KATSINA – CHARANCHI – JIBIYA	480,000:00	530,000:00	640,000:00
LAGOS – CALABAR – BOM	460,000:00	510,000:00	550,000:00
LAGOS – AKWANGA – LAFIA	350,000:00	380,000:00	460,000:00
LAGOS – BENIN CITY – WARRI – SAPELE	380,000:00	420,000:00	460,000:00
LAGOS – ASABA – ONITSHA – NNEWI	310,000:00	340,000:00	410,000:00
LAGOS – DUTSE – HADEJA – KANO	600,000:00	660,000:00	720,000:00
LAGOS – BIRNIN KEBBI – KAMBA – ILLELA	400,000:00	440,000:00	450,000:00
LAGOS – FUNTUA – GUSAU – KARAN NAWODA	460,000:00	490,000:00	560,000:00
LAGOS – LOKOJA – ABUJA	400,000:00	440,000:00	500,000:00
LAGOS – MARARABAN JOS – KADUNA – ZARIA/SAMINAKA	410,000:00	450,000:00	550,000:00
LAGOS – OSOGBO – AKURE	300,000:00	330,000:00	360,000:00
LAGOS – O'WERRI – ABA – ISALA-NGWA	380,000:00	420,000:00	460,000:00
LAGOS – ABAKALIKI – AFKPO	390,000:00	430,000:00	470,000:00
LAGOS – IBADAN	130,000:00	140,000:00	150,000:00
LAGOS – ABEOKUTA	120,000:00	130,000:00	140,000:00

Table 10: Indicative Haulage Rates from Lagos Ports to various Corridors in Nigeria

Indicative Haulage Rates from Eastern Ports to Environs and Major Transport

CORRIDORS FROM EASTERN PORTS TO ENVIRONS AND VARIOUS DESTINATIONS ACROSS THE COUNTRY	SIDED TRUCK (±)	CONTAINER CARRIER TRUCK (±)	
PORTHARCOURT PORT TO VARIOUS DESTINATIONS	30 TON	20 FT	40 FT
PORTHARCOURT – ENVIRONS	77,000:00	81,250:00	90,000:00
PORTHARCOURT – ABA – ENUGU – ABAKALIKI	210,000:00	222,000:00	244,000:00
PORT HARCOURT – ASABA – BENIN CITY	218,500:00	230,000:00	253,000:00
PORTHARCOURT – BAUCHI – GOMBE – BIU	627,000:00	660,000:00	726,000:00
PORTHARCOURT – FUNTUA – GUSAU – SOKOTO – ILLELA	712,500:00	750,000:00	825,000:00
PORTHARCOURT – GUSAU – KAURA NAMODA	688,750:00	725,000:00	797,500:00
PORTHARCOURT – JALINGO – YOLA – MUBI	743,000:00	783,000:00	861,000:00
PORT HARCOURT – JEGA – KEBBI – KAMBA	831,250:00	875,000:00	925,500:00
PORT HARCOURT – KANO – JIGAWA – HADEJA	665,000:00	700,000:00	770,000:00
PORTHARCOURT – KATSINA – CHARANCHI – JIBIYA	622,038:00	625,167:00	687,684:00
PORTHARCOURT – LAFIYA – AKWANGA – JOS	460,750:00	485,000:00	533,500:00
PORTHARCOURT – LOKOJA – ABUJA – MINNA	428,260:00	450,800:00	495,080:00
PORTHARCOURT – O'WERRI – ONITSHA – NNEWI	156,000:00	164,250:00	180,700:00
PORTHARCOURT – POTISKUM – DAMATURU – MAIDUGURI	760,000:00	800,000:00	880,000:00
PORTHARCOURT – SAMINAKA – KADUNA – ZARIA	465,500:00	490,000:00	539,000:00
PORTHARCOURT – UYO – CALABAR	180,500:00	190,000:00	209,000:00
PORTHARCOURT – ZAKIBIAM – MAKURDI – WUKARI	563,350:00	593,000:00	652,300:00



Corridors across the Country.

CALABAR PORT TO VARIOUS DESTINATIONS	30 TON	20 FT	40 FT
CALABAR – ENVIRONS	76,100:00	80,100:00	88,600:00
CALABAR – ABA – OWERRI – ENUGU – ABAKALIKI	210,000:00	221,200:00	243,400:00
CALABAR – BAUCHI – GOMBE – BIU	636,500:00	670,000:00	737,000:00
CALABAR – FUNTUA–GUSAU– SOKOTO – ILLELA	573,560:00	603,750:00	664,120:00
CALABAR – GUSAU – KAURA NAMODA	688,800:00	703,250:00	773,580:00
CALABAR – JALINGO – YOLA – MUBI	783,750:00	825,000:00	907,500:00
CALABAR – JEGA – KEBBI – KAMBA	764,750:00	805,000:00	885,500:00
CALABAR – KANO – JIGAWA– HADEIJA	650,200:00	684,400:00	752,800:00
CALABAR – KATSINA – CHARANCHI – JIBIYA	600,000	618,582:00	680,440:00
CALABAR – LAFIYA – AKWANGA – JOS	437,700:00	460,750:00	506,830:00
CALABAR – LOKOJA – ABUJA – MINNA	406,850:00	428,260:00	495,800:00
CALABAR – MAKURDI – ZAKIBIAM – WUKARI	387,400:00	407,800:00	448,600:00
CALABAR – ONITSHA – ASABA– BENIN CITY	119,900:00	126,200:00	138,900:00
CALABAR–POTISKUM – DAMATURU – MAIDUGURI	760,000:00	800,000:00	880,000:00
CALABAR – SAMINAKA – KADUNA – ZARIA	422,230:00	465,500:00	512,050:00
CALABAR – UYO IKOT EKPENE	118,750:00	125,000:00	126,250:00

WARRI PORT TO VARIOUS DESTINATIONS	30 TON	20 FT	40 FT
WARRI – ENVIRONS	76,950:00	81,000:00	89,100:00
WARRI – ABA – ENUGU – ABAKALIKI	142,500:00	150,000:00	165,000:00
WARRI – BAUCHI – GOMBE – BIU	589,000:00	620,000:00	682,000:00
WARRI – BAYELSA – PORT HARCOURT	125,640:00	132,250:00	145,475:00
WARRI – FUNTUA – GUSAU – SOKOTO – ILLELA	408,000:00	429,470:00	472,420:00
WARRI – GUSAU – KAURA NAMODA	688,750:00	725,000:00	797,500:00
WARRI – JALINGO – YOLA – MUBI	665,000:00	700,000:00	770,000:00
WARRI – JEGA – KEBBI – KAMBA	741,000:00	780,000:00	858,000:00
WARRI – JOS – MANGU	475,000:00	500,000:00	550,000:00
WARRI – KANO – JIGAWA – HADEIJA	538,100:00	576,940:00	634,640:00
WARRI – KATSINA – CHARANCHI– JIBIYA	396,150:00	417,000:00	458,700:00
WARRI – LAFIYA – AKWANGA	237,500:00	250,000:00	275,000:00
WARRI – LOKOJA – ABUJA – MINNA	389,500:00	410,000:00	451,000:00
WARRI – MAKURDI – ZAKIBIAM – WUKARI	365,750:00	385,000:00	423,500:00
WARRI – ONITSHA – NNEWI	149,630:00	157,500:00	173,250:00
WARRI – POTISKUM – DAMATURU – MAIDUGURI	650,070:00	684,290:00	752,700:00
WARRI – SAMINAKA – KADUNA – ZARIA	418,000:00	440,000:00	484,000:00
WARRI – UYO – CALABAR	212,170:00	223,300:00	245,670:00

Table 11: Indicative Haulage Rates from Eastern Ports to Environs and Major Transport Corridors across the Country.



2.12.3 The Harmonisation of Cargo Haulage Rates

To bring certainty into Nigeria's transport cost element when making investment decisions and improve the ease of doing business in the country, the Council initiated an indicative harmonised cargo haulage rate for transporters operating from the Country's seaports. The haulage rates were reviewed in collaboration with critical Stakeholders (NARTO, COMTUA etc.) and also benchmarked against several factors such as the operating environment and consumer price index applicable in the industry. This harmonisation will increase investors' confidence and the value of a foreign investment in the Country.

2.12.4 Monitoring Movement of Cargo by rail to Kaduna Inland Dry Port (KIDP)

Sequel to Council's effort in ensuring the movement of cargo by rail from Lagos seaports to KIDP, the Nigerian Railway Corporation (NRC) commenced the operation in May 2019. Subsequently, containers are transported every Wednesday and Officers were assigned to monitor and ensure compliance. This resulted in increased cargo throughput of containers received and cleared at the KIDP while also taking off containers from the road with its attendant benefits.

2.13 Zero Tolerance for Corruption

In line with the current administration's goal of zero tolerance for corruption, the Council ensures that the Maritime Industry adds value to the Nation's Gross Domestic Product (GDP) through:

1. Participating and supporting the Project Steering Committee (PSC) meeting of the Corruption Risk Assessment projects in the Nigerian Ports.
2. Collaborating with the Maritime Anti-Corruption Network (MACN) and Centre for Business Integrity (CBI) to tackle the menace of extortion and graft to government officials onboard vessels.
3. Partnering with the Independence Corrupt Practices and Related Offences (ICPC) and the Department of State Services (DSS) to sanitise the Maritime Industry.

The Council in collaboration with the Economic and Financial Crimes Commission (EFCC) and other maritime agencies organised a one-day summit on anti-corruption on 9th December 2019. The Executive Secretary/CEO, reiterated that the Council being the Port Economic Regulator would continue to support the Federal Government's effort to fight corruption in the transport sector.



Fig 16: Anti-Corruption walk in Lagos State

2.14 Collaboration with the Independent Corrupt Practices and Other Related Offences Commission (ICPC)

The Council collaborated with ICPC in the area of infraction on boarding of vessels in Nigerian ports.

This collaboration has resulted in:

- i. Reduction of excess charges and undue delays in cargo clearance.
- ii. Reduced turnaround time of ship inspection at the ports
- iii. The speedy resolution of complaints, which in turn has led to increased customer confidence in the Council.

2.15 Stakeholders Appreciation Night

The Stakeholders Appreciation Night is an annual event aimed at bringing together key players in the transport sector for the Council to appreciate their cooperation and discuss critical issues affecting their businesses.

The Council organised the 2019 Stakeholder's Appreciation Night on 12th December 2019 at Intercontinental Hotel, Victoria Island, Lagos. The event was chaired by



Executive Chairman, Lagos Deep Offshore Logistics Base (LADOL), Chief Oladipupo Jadesimi, while the Minister of Transportation, Rt. Hon. Chibuike Rotimi Amaechi was the host. Various Stakeholders in the Transport Sector attended the one-day programme.



Fig. 17: Night of Appreciation 2019

2.16 Digitalisation of NSC library

NSC Library was digitised during the period under review and populated with up to date maritime resources and materials. The library can be accessed on the links below:

www.nslibrary.shipperscouncil.gov.ng

www.nslibraryadmin.shipperscouncil.gov.ng

The digitalisation makes the library's resources available electronically, thereby providing broader access to its collections.



Fig 18: A cross-section of library users.

2.17 Media and Publicity

● **Publicity:**

The Council achieved wider information dissemination on its activities in the transport sector through direct interface with the print and electronic media.

2.17.1 NSC Website and Social Media Platforms

● The Council's website <https://www.shipperscouncil.gov.ng> currently conforms to the required standard and it is **flexible and dynamic**. The following Social Media Platforms can be accessed through the Council's Website:

1. Facebook (NgShippers)
2. Instagram (NgShippers)
3. LinkedIn (Ngerian-Shippers-council)
4. Twitter (@NgShippers)
5. YouTube Channel (Nigerian Shippers' Council)

● A **Live Chat Application** has been integrated on the website to allow visitors to chat with the Website Team/ Website Desk Officers and get a timely response.



This feature resulted in the timely processing of visitors' requests and promoted the image of the Council.

- The Council's website currently has **Language Translator feature** for nine (9) foreign and indigenous languages (English, Hausa, Igbo, Yoruba, French, Latin, Chinese, Dutch and Arabic).
- The website currently captures the **mandate, operation and business** of the Council in line with Government policy.
- The website has integrated links to identify with and redirect to our **Affiliation Organisation** websites (WTO, IMO, PMAWCA, UASC, ICC, GSF, UNCTAD etc.).
- The website has **important links** that redirects to:
 1. Shippers Registration Guidelines
 2. Daily Shipping Positions
 3. Stakeholder's Registration
 4. Shippers Associations

2.17.2 NSC Publications

The NSC publications are aimed at highlighting events and activities of the Council as well as disseminating information to both internal and external stakeholders.

These publications include:

I. The Shipper

"The Shipper" informs Stakeholders about the activities of the Council in the Transport Sector. It contains comprehensive articles and in-depth reports about various activities, policies and features. It is available to stakeholders in the Transport Sector for advocacy, enlightenment and information purposes.

II. The Forum

"The Forum" appraises staff of activities of the Council thereby bridging the information gap within the Council. It covers all happenings and accomplishments of the Council as it involves staff and stakeholders in the Transport Sector. The publication is used by NSC Coordinating Offices, Area Offices and the Head Office for enlightenment and information purposes.



III. Insider

"The Insider" primarily aimed at reporting the activities of the Executive Secretary/CEO, objectively. It covers all activities of the Council as it involves the ES/CEO and Stakeholders in the Transport Sector.

IV. Complaints Newsletter

"The Complaints Newsletter" is published to communicate to stakeholders and the general public, the transport sector complaints received and resolved. It presents the nature of complaints and gains made in the course of their resolution. The publication is available for advocacy, enlightenment and information purposes.

V. The Waves

"The Waves" showcases all activities of the Council as it involves staff and stakeholders in the South-South Zone. The publication is available to stakeholders in the Zone.

VI. South-West Zone Bulletin

The Bulletin presents all activities of the Council as it involves staff and Stakeholders in the South-West Zone. The publication is available to Stakeholders in the Zone.

2.18 Corporate Social Responsibility (CSR) Initiatives

The Council has been demonstrating good corporate citizenship by being socially responsible for various Communities. It carried out projects such as construction and rehabilitation of damaged schools and hospitals in insurgency ravaged areas. Besides, the Council donated furniture, hospital and household items to institutions in its host communities nationwide. To maintain the routine administration of CSR distribution to the beneficiary institutions, the Council in 2019 identified beneficiaries in four (4) geopolitical locations where NSC has offices, namely:

- North West (Kano)
- North Central (Jos)
- South West (Ibadan and Lagos); and
- South East (Aba and Owerri).



S/N	LOCATION	BENEFICIARY
1.	Aba, Abia State	1. Cottage Hospital Aba.
2.	Kano State	1. Pediatric Hospital, Zoo Road Kano, Old People's Home, Yakasai Quarters Shahuchi. 2. VVF Hostel Kwali, Kano State.
3.	Ibadan, Oyo State	1. Adeoyo Hospital Yemetu. 2. Orphanage Home (Oluyole Cheshire).
4.	Jos, Plateau State	1. Plateau State Specialist Hospital. 2. Aisha Manna Orphanage Home.
5.	Lagos State	1. Harvey Road Health & Maternity Centre; 2. Old People's Home Sabo Yaba. 3. Children Centre Idi-Araba, 4. Motherless Babies Home Lekki; 5. Apapa General Hospital.
6.	Owerri, Imo State	Owerri, Imo State Health Centre, Isineweke.

Beneficiaries of Council's CSR

Table 12: CSR Distribution List



Fig19: Distribution of items at Owerri Health Centre Isineweke



Fig. 20: Renovation of Ja'afaru Model Primary School Sabon Gari Zaria (before and after pictures)



03

PROJECTS



FUNTUADRY PORT



CHAPTER THREE

PROJECTS

3.1 Transport Support Infrastructure

The Nigerian Shippers' Council is currently facilitating two (2) major transport support infrastructure -

- Inland Dry Ports (IDPs)
- Truck Transit Parks (TTPs)

The Council's involvement in these two (2) projects is consistent with its desire to safeguard the entire transport value chain and ensure timely movement of cargo in transit. The projects are being implemented through public-private partnership arrangement.

3.1.1 Inland Dry Ports (IDPs) Project

The Inland Dry Port Projects were conceived as part of the Federal Government Ports reform programme designed among others to; decongest the Seaports, while taking shipping Services closer to Importers and Exporters at the hinterland.

The benefits of the Inland Dry Port include the following:

- Bring Shipping Service to the doorstep of hinterland shippers
- Provide a solution to the problem of congestion at the seaports and make them more user friendly
- Provide the impetus to revive and modernise the railway as a primary mode for long distance haulage
- Assist in lowering the overall cost of cargo to the hinterland as well as that of transit cargoes to landly connected neighbouring Countries.

Consequently, in March 2006, the Federal Government approved the development of these critical transport infrastructure at chosen locations across the country and they were concessioned to private Sector Operators on Public-Private Partnership (PPP) using the Build, Own, Operate and Transfer (BOOT)



approach. The concession was for twenty-five (25) years, except Isiala Ngwa Dry Port (Abia) which has thirty (30) years concession period.

Similarly, the Federal Government's Official Gazette, No 30 Vol. 94 of 21st May 2007, saddled Nigerian Shippers' Council with the responsibility of a "Grantor" in the implementation of the Dry Port Projects in Nigeria.

Six locations were approved for the development of the IDPs as follows:

- Isiala Ngwa, Aba.
- Erunmu, Ibadan.
- Heipang, Jos.
- Zawachiki, Kano.
- Zamfarawa, Funtua
- Jauri, Maiduguri.

Also, Kaduna Inland Container Depot (ICNL) was upgraded to the status of 5,000 TEUs Inland Dry Port by Official Gazette No. 60 Lagos 26th May 2015.

Kaduna Inland Dry Port is fully operational as a port of origin and destination, thereby facilitating efficient delivery of cargo to the hinterland in line with the economic diversification policy of the Federal Government of Nigeria.

Five (5) privately initiated proposals for the establishment of Inland Dry Ports are being processed and are at varying stages of development. The projects are as follows:

S/N	Project	Proponents
1	Lolo Inland Dry Port, Kebbi State.	Deltatlantic Nig. Ltd.
2	Dagbolu Inland Dry Port, Osun	Osun State Government State.



3	Onitsha Inland Dry Port, Anambra State.	Sea Shipping Agency Ltd.
4	Ibadan Inland Dry Port, Oyo State.	CRCC Construction Company limited
5	AMES-Edo Inland Dry Port; Edo State.	Atlantic Marine and Engineering Services Ltd.

Table13: Privately initiated IDPs

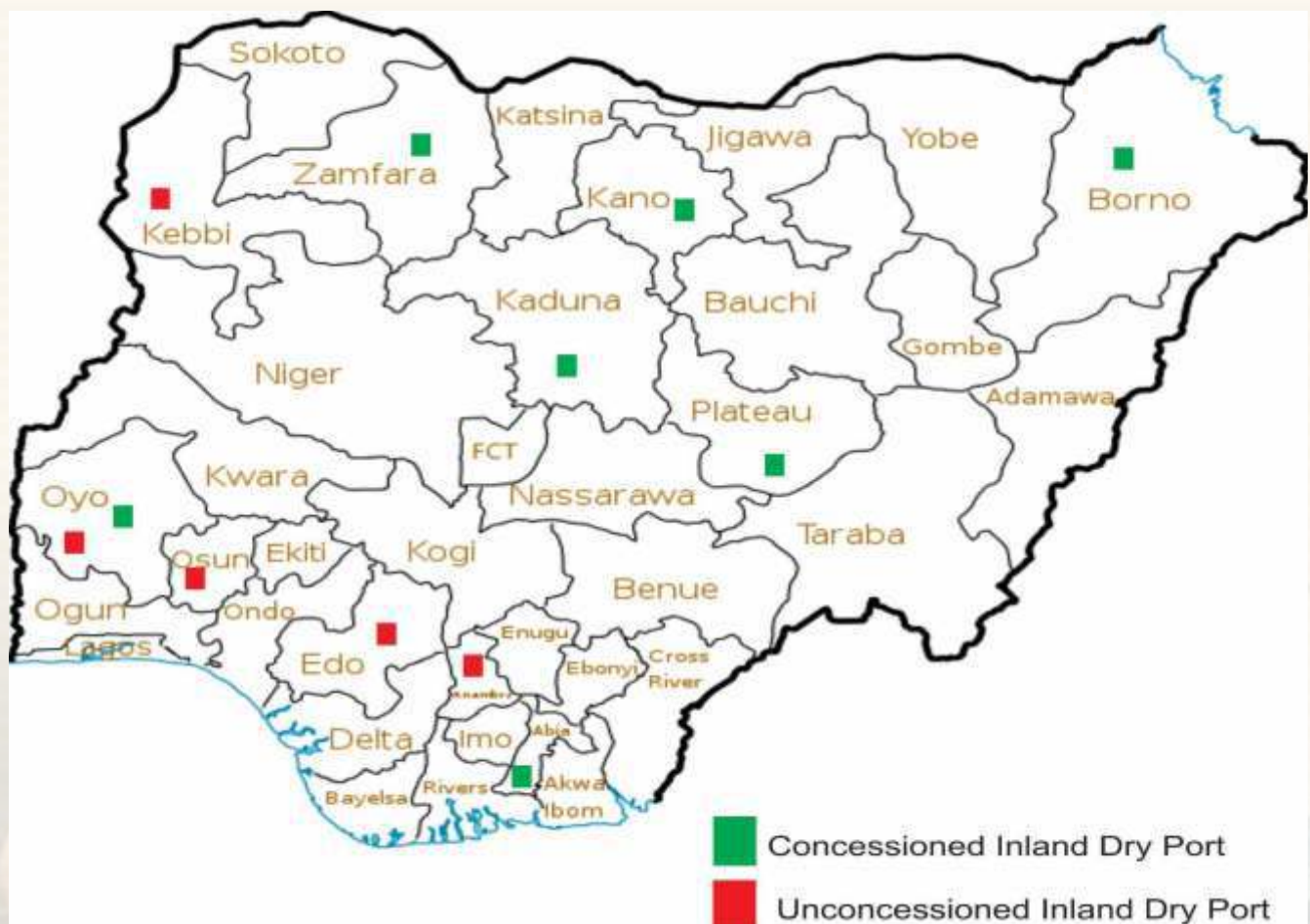


Fig 21: Concessioned and unconcessioned IDPs



3.1.2 Truck Transit Parks (TTPs) Project

A Truck Transit Park (TTP) is a modern public rest area located off the major highway, designed to provide temporary rest location for drivers. It is primarily intended for short-term safety breaks and long-term services in high-used corridors. The Truck Transit Park aims at ensuring that truck operators obtain some measure of safety and comfort while in transit which also reduces the rate of Road Traffic Crashes (RTC) among articulated vehicles on the road.

The Nigerian Shippers' Council is promoting the development of TTPs to address the unsafe situation posed by truck drivers who drive long distances without the needed short break due to the absence of resting places.

A standard Truck Transit Park will typically have the following:

- Gas station
- Hotels and motels
- Restaurant
- Mechanic workshops
- Fire station
- Police post
- Health clinics
- Weight bridge
- Banks
- Parking lots
- Mall
- Automated Cargo Tracking System, etc.

Benefits of Truck Transit Parks

- Provide safety breaks for truck drivers, thereby reducing fatigue and accidents.
- Promote the safety and security of cargoes and haulage vehicles while in transit.
- Reduce pilferage and theft of cargoes while in transit.
- Afford cargo owners the means to monitor the movement of cargoes through a cargo tracking system.
- Improve trade with landlocked neighbouring countries, thereby increasing revenue generation.



- Create employment opportunities, wealth creation for the people through the development of businesses around the location and improved Internally Generated Revenue for the host's State Government.

Proposed TTP Locations at varying stages of development.

- Lokoja, Kogi State.
- Obollo-Afor, Enugu State.
- Aviele, Edo State.
- Benin Bypass, Edo State.
- Illela, Sokoto State.
- Jibiya, Katsina State.

Also, there are initiatives by various State Governments to develop TTPs as follows:

- Potiskum, Yobe State.
- Umunede, Delta State.
- Ore, Ondo State.
- Tapa, Kaduna State.
- Mararaban Jos, Kaduna State.

These are at different stages of development.

Unsolicited Proposals on IDP and TTP Projects

1. Development of Truck Transit Park at the following locations:

- Ileki Ijesha (TTP), Osun State.
- Ologe - Badagry (TTP), Lagos State.
- Benin-Ore Expressway-Ugbokun Community (TTP), Edo State.
- Orokam - Otukpa (TTP), Benue State.
- Bauchi IDP, Bauchi State

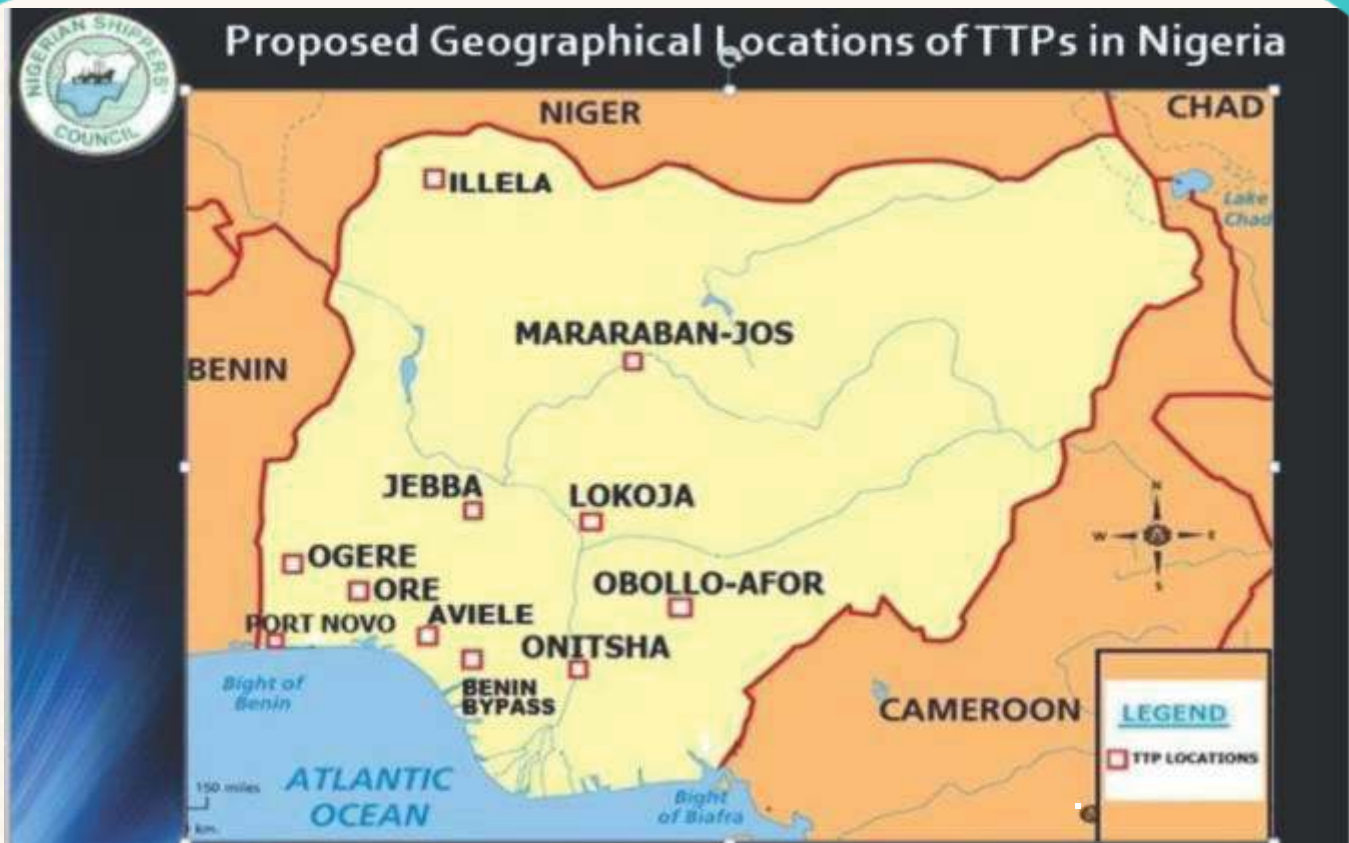


Fig 22: Proposed Geographical Locations of TTPs

3.2 Border Information Centre

The Border Information Center (BIC) is a project carried out by Nigerian Shippers' Council in conjunction with USAID and West Africa Trade Hub (WATH) to facilitate trade and provide necessary information to cross-border traders for seamless trade.

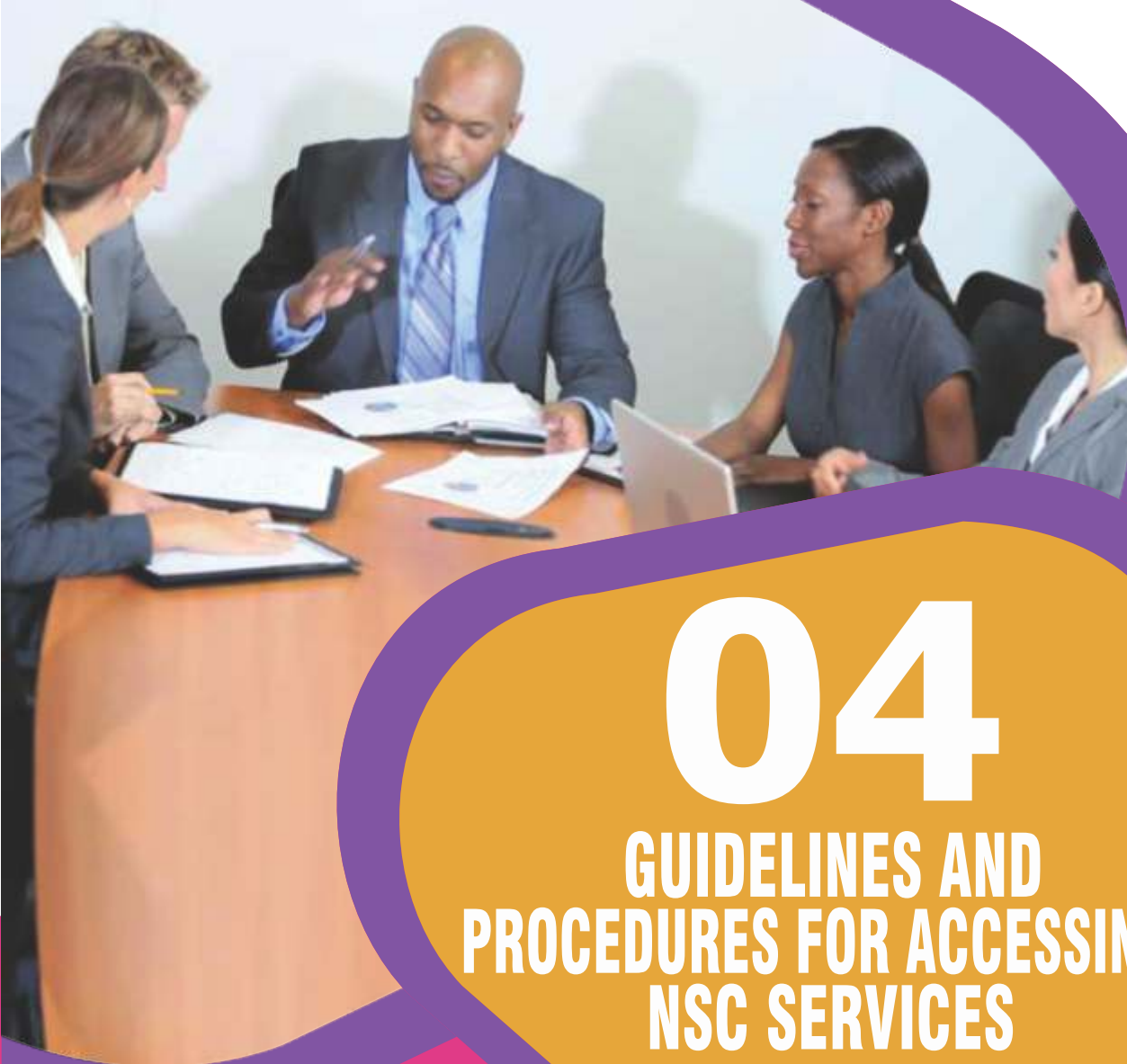
The project was put in place after the realisation that transport costs in West Africa are among the highest in the World, resulting in low prices for commodity producers and making imports expensive.

The following BICs are fully operational:

- Seme Border, Lagos State with the Benin Republic.
- Jibiya Border, Katsina State with the Niger Republic.

The BIC at Illela, Sokoto State has been completed and is awaiting commissioning.

The Council is also working on establishing BICs at Idiroko Border, Ogun State and Mfum in Cross River State Border with the Republic of Cameroun.



04

GUIDELINES AND PROCEDURES FOR ACCESSING NSC SERVICES





CHAPTER FOUR

GUIDELINES AND PROCEDURES FOR ACCESSING NSC SERVICES

4.1 Procedure to Register Regulated Service Providers

In conformity with the NSC role as the Economic Regulator of the Nigerian Ports, every regulated service provider is required to register with the Council.

For registration, visit
for regulated service providers. Forms are also available at NSC offices nationwide.

Regulated Service Providers include:

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

4.2 Request for Information by Stakeholders

Stakeholders can request information by submitting such requests in writing to the Council through the Council official e-mail addresses:

info@shipperscouncil.gov.ng
nsc@shipperscouncil.gov.ng



OR

Submitting the request to the Council's Head Office:

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

OR

By contacting any of the Nigerian Shippers' Council (NSC) offices nationwide:

- North East Coordinating Office
bauchi@shipperscouncil.gov.ng
+234 8062896500
- North West Coordinating Office
kano@shipperscouncil.gov.ng
+234 8037803719
- North Central Coordinating Office
jos@shipperscouncil.gov.ng
+234 8033396927
- South East Coordinating Office
aba@shipperscouncil.gov.ng
+234 8098128195
- South-South Coordinating Office
ph@shipperscouncil.gov.ng
+234 8028196696
- South West Coordinating Office
ibadan@shipperscouncil.gov.ng
+234 8023208182
- Abuja Liaison Office
abuja@shipperscouncil.gov.ng
+234 8033203733



- i. The request should provide a verifiable address and phone number(s) of the applicant.
- ii. Upon receipt of the request, the ES/CEO transmits the same to the appropriate Department within 24 hours for processing.
- iii. If the information requested is not within the purview of the NSC, the applicant will be informed or directed to the appropriate organisation.

The registration form can be downloaded from the NSC website:
www.shipperscouncil.gov.ng

- ii. 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)
- iii. Categories of Membership include:
 - Corporate
 - Trade Group/Associations (Commodity Groups, Chambers of Commerce, Recognised 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.)
- iv. Application letter for membership should be addressed to the ES/CEO of NSC with duly filled form and the required documents.
- v. Acknowledgement is sent to the applicant while the application is forwarded to the Consumer Affairs Department of NSC for processing.
- vi. The application will be verified, and a confidential visit will be conducted to the office premises of the applicant.
- vii. After a satisfactory confidential visit to the premises and verification of the relevant documents, an approval letter will be issued to the applicant.
- viii. After the above, the certificate of membership will be issued to the applicant.



4.4 Procedure for Complaints Handling

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 e-mail to complaints@shipperscouncil.gov.ng

WhatsApp: +234818 888 8895

Telephone: 0818 888 8895, 0703 584 6468

Or

Write to:

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

- ii. The ES/CEO will forward the complaint to the Complaints Unit for processing.
- iii. After the review of the complaint, the complainant will be given an acknowledgement within 24 hours.
- iv. Investigation of the complaint will commence within 48 hours with immediate action towards resolving the complaint.
- v. The outcome will be communicated to the complainant within seven (7) days after receipt of the complaint.
- 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 complaints



Contact Nigerian Shippers' Council at its Head Office or any of the Coordinating or Area Offices for assistance.

4.8 Alternative Dispute Resolution (ADR)

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

4.9 Procedure for Benchmarking of Tariffs, Rates and Charges at the Port

The Nigerian Shippers' Council periodically releases guidelines and notices on Tariffs, Rates, 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 the Regulated Service Providers.

4.10 Procedure for Monitoring

The NSC shall in writing, authorise any of its officials or appoint External Inspectors to exercise on its behalf, the powers of monitoring as follows:

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.

4.11 Procedure for Enforcement

Any person who fails to comply with the provisions of NSC regulation or performs any act in contravention of the provisions of NSC regulations or any guideline made under



it or any relevant enactment in the course of the provision or use of port and related services shall be deemed to have committed an offence and shall be liable to appropriate sanction which shall include:

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

4.12 Guidelines and Procedures for the Confirmation of Reasonableness of Demurrage Payments.

As a condition for remitting proceeds from demurrage and detentions by Shipping Agents, the Central Bank of Nigeria (CBN) has directed that Shipping Agents should apply to the Nigerian Shippers' Council (NSC) for confirmation in line with the Revised Foreign Exchange Manual which came into effect on 1st of August 2018.

The NSC advised that any such application or request for confirmation must follow the guidelines below:

1. Shipping Agents:

Shipping Agents cannot apply directly to NSC; such **applications must be made to the commercial bank** where such applicants maintain accounts. The commercial bank will, in turn, apply to the NSC on behalf of their clients. Applicants should note that NSC will only consider the **demurrage and detention fee** excluding any other charges. Applications must be accompanied by a duly completed and approved Form A. 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



- iii. Notification will be sent to the relevant Department of the NSC.
- iv. The relevant Department of the NSC will send the complaint to the appropriate agency to resolve the matter.

4.6 Procedure/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 documents.

4.7 Procedure for Claims concerning Loss or Damages on Export and Import Cargo:

In line with section 67 of the Insurance Act 2003, importation of goods into Nigeria shall be insured with a Nigerian Registered Insurer.

Accordingly, the provisions of any law, contract or instrument for the importation of goods shall be construed in line with the requirement of the Insurance Act of 2003.

A Claimant for damage or loss of cargo imported into Nigeria should:

1. Give immediate notice in writing to the Insurance Company.
2. 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.
3. Provide full documents as stated at the back of the Marine Certificate (including Bill of Lading front stamped from the Bank).
4. Provide full estimates of loss incurred (after the Joint Survey).
5. Show salvage amount, if different from total loss amount of cargo
6. 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.



- Agreement between Principal and Shipping Agent

All invoices attached to the application must be **final invoices for the transaction**. Provisional invoices will be withheld until the transaction is completed.

Applicants must bear in mind that the NSC will study all invoices attached to the application to ensure that the amount being requested 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.

- i. Applicants should endeavour to authenticate the invoices with the company's stamp and signature of the Managing Director or any Authorised officer.
- ii. Applications would be treated on a **"first come, first serve"** basis within 15 working days for each month's invoice.

2. Commercial Banks:

Commercial banks should ensure that all applications comply with the above details before forwarding it to the NSC.

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.

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

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



05

INTERVENTIONS



CHAPTER FIVE

INTERVENTIONS

5.1 Notice to Shipping Companies and Terminal Operators

<div style="text-align: center;">  <p>Nigerian Shippers' Council 4, OTUNBA AYODELE SOYODE LANE FORMERLY PARK LANEI, APAPA LAGOS. Phone: 07098767065 E-mail: nsc@shipperscouncil.gov.ng. www.shipperscouncil.gov.ng</p> </div> <div style="background-color: #333; color: white; padding: 5px; text-align: center;"> NOTICE TO ALL SHIPPING COMPANIES (NOTICE NO. NSC/LN-SC/2019/002) </div> <p>This Notice is issued pursuant to the Nigerian Shippers' Council (Local Shipping Charges on Imports and Exports) Regulations 1997, Nigerian Shippers' Council (Port Economic Regulator) Order 2015 and Nigerian Shippers' Council (Port Economic) Regulation 2015:</p> <p>YOU ARE HEREBY NOTIFIED THAT after due consultation with all Shipping Companies and other stakeholders, the Nigerian Shippers' Council has taken decisions with respect to the following:</p> <ul style="list-style-type: none"> ● Container Deposit (Refundable) ● Freight Forwarders Indebtedness to Shipping Companies ● Imposition of Progressive Demurrage Charges ● Penalty for Service Failure <p>1. CONTAINER DEPOSIT (REFUNDABLE)</p> <p>a) All Shipping Companies and Shipping Agencies shall refund container deposit to Importers/agents within Four (4) working days after the return of the empty container.</p> <p>b) Before any container is released to the consignee or his agents, it must be examined jointly by both parties to determine its condition prior to release and a similar examination must be carried out to determine its condition on its return, where it is deemed necessary by any of the parties.</p> <p>2. PLACING LIEN ON CONTAINER</p> <p>No shipping company should withhold Consignee's consignment due to outstanding payment on previous transactions by freight forwarders. All issues relating to Freight Forwarders indebtedness to Shipping companies should be reported to the Council for Regulation of freight Forwarding in Nigeria (CRFFN).</p> <p>3. IMPOSITION OF PROGRESSIVE DEMURRAGE CHARGES</p> <p>All shipping companies/agents are hereby directed to stop forthwith, the collection of progressive demurrage charges on containers.</p> <p>4. PENALTY FOR SERVICE FAILURE</p> <p>Any service provider who causes delay or service failure shall henceforth bear the cost and associated penalty charges arising from such delay or service failure.</p> <p>THIS NOTICE (No.NSC/LN-SC/2019/002) takes effect from Tuesday the 9th Day of July, 2019</p> <p>Dated this Friday 5th Day of July. 2019</p> <p style="text-align: center;">SIGNED: MANAGEMENT</p>	<div style="text-align: center;">  <p>Nigerian Shippers' Council 4, OTUNBA AYODELE SOYODE LANE FORMERLY PARK LANEI, APAPA LAGOS. Phone: 07098767065 E-mail: nsc@shipperscouncil.gov.ng. www.shipperscouncil.gov.ng</p> </div> <div style="background-color: #333; color: white; padding: 5px; text-align: center;"> NOTICE TO ALL TERMINAL OPERATORS (NOTICE NO. NSC/LN-TO/2019/002) </div> <p>This Notice is issued pursuant to the Nigerian Shippers' Council (Local Shipping Charges on Imports and Exports) Regulations 1997, Nigerian Shippers' Council (Port Economic Regulator) Order 2015 and Nigerian Shippers' Council (Port Economic) Regulation 2015:</p> <p>YOU ARE HEREBY NOTIFIED THAT after due consultation with all Terminal Operators and other stakeholders, the Nigerian Shippers' Council has taken decisions with respect to the following:</p> <ul style="list-style-type: none"> ● Storage Free Days ● Cargo Examination ● Transfer to off Dock Terminal ● Transfer of containers to holding Bay ● Penalty for Service Failure <p>1. STORAGE FREE DAYS</p> <p>In line with the normal industry practice, 'storage free days' of three (3) days should take effect only when the cargo has been discharged from the vessel and transferred to the stacking/delivery area at the terminal.</p> <p>2. CARGO EXAMINATION</p> <p>Positioning of containers for custom's examination on scheduled time by terminal operators should be within 24 hours after the importer/exporter/agent has made a request. Any cost incurred due to delay in positioning a container at the scheduled time will be borne by the terminal.</p> <p>3. TRANSFER TO OFF DOCK TERMINAL</p> <p>Whoever orders for transfer of cargo to off Dock Terminal shall bear the cost of the transfer.</p> <p>4. TRANSFER OF CONTAINER TO HOLDING BAY</p> <p>Operators of empty container holding bays should promptly receive empty containers at no cost. The government has not approved any levy for the return of empty containers. Any charge (s) by shipping company/agent or any other service provider arising from delay in accepting empty container(s) shall be borne by the terminal that causes the delay.</p> <p>5. PENALTY FOR SERVICE FAILURE</p> <p>Any service provider who causes delay or service failure shall henceforth bear the cost and associated penalty charges arising from such delay or service failure.</p> <p>THIS NOTICE (No.NSC/LN-TO/2019/002) takes effect from Tuesday the 9th Day of July, 2019</p> <p>Dated this Friday 5th Day of July. 2019</p> <p style="text-align: center;">SIGNED: MANAGEMENT</p>
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In line with the NSC (Port Economic) Regulations 2015, the Nigerian Shippers' Council introduced some measures aimed at bringing sanity and reduction in the cost of doing business at Nigerian seaports which were widely published in the following Notices shown above

Fig. 23: Notice to all Shipping Companies



5.2 Joint Examination of Cargo at the Ports

Following Nigerian Shippers' Council's intervention, joint cargo physical examination by all officials of authorised agencies was introduced and implemented at Nigerian seaports. The essence of the joint cargo physical examination is to reduce delays in cargo clearance processes, and incidences of sharp practices by public officials.

The Council is using the Standard Operating Procedures (SOPs) submitted by all relevant agencies as a guideline to drive the efficiency of the process and also collaborating with ICPC to introduce sanctions for non-compliance to the directives.

5.3 Cargo Detention by Maritime Police

The Nigerian Shippers' Council carried out a training programme for Maritime Police Officers in the Western Command to address the issue of continuous indiscriminate alert for the detention of duly cleared cargo at the Ports. This is in demonstration of its commitment to ensuring the smooth and free flow of cargo in and out of the Ports.

The Council organised a two-day training programme for Maritime Police Lagos Command titled **“Understanding the Role of the Maritime Police in Cargo Clearance Process in the Ports”**.



Fig 24: Staff of the Nigerian Shippers' Council, Maritime Police and Resource Persons at the Maritime Police Officers Training



The outcomes of the training were:

- The Maritime Police Officers were better enlightened on their expected roles in the cargo clearance process at the ports;
- They were better informed of the implications of placing indiscriminate alerts on duly cleared cargo;
- Reduction in complaints by freight forwarders on stoppage of released containers;
- The maritime police are better positioned to operate more on intelligence gathering.
- Institution of an interactive platform with the Maritime Police to address police-related issues that may affect cargo movement in and out of the ports.

5.4 Confirmation of Reasonableness of Freight Rates, Charter Party and Demurrage Payments

In 2008, Nigerian Shippers' Council (NSC) commenced the confirmation of the reasonableness of freight rates as a pre-condition for the purchase of foreign exchange from the Central Bank of Nigeria (CBN) by Commercial Banks on behalf of Shippers for payment for freight rates. The exercise is aimed at stemming capital flight, strengthening the Naira to improve the Nation's Balance of Payment position, discourage the patronage of the informal sector for foreign exchange, regulate and monitor foreign exchange utilisation.

The success of the confirmation of freight rates led the CBN to formalise and expand the scope of the confirmation exercise to include Charter party fees and Demurrage in its Revised Foreign Exchange Manual published in August 2018. As a result, NSC set up a mechanism to handle and process all confirmation of demurrage fees.

For the period under review, the Council handled a total request of **Ten Billion, Nine Hundred and Eighty-One Million, Two Hundred and Forty-Eight Thousand, Five Hundred and Fifty-Four Naira and Twenty-Nine Kobo** (₦10,981,248,554.29) from authorised dealer banks for confirmation. Out of this amount, a sum of **Eight Billion, Seven Hundred and Twenty Million, One Hundred and Fifty-Four Thousand,**



Four Hundred and Ninety-Eight Naira and Seventy-Two Kobo (₦8,720,154,498.72) was confirmed. At the same time, a total sum of **Two Billion, Two Hundred and Sixty-One Million, Ninety-Four Thousand, Fifty-Five Naira and Fifty-Seven Kobo (₦2,261,094,055.57)** that would have been lost through capital flight was saved.

CONFIRMATION OF REASONABLENESS OF DEMURRAGE IN THE YEAR, 2019

QUARTER	MONTH	AMOUNT REQUESTED	AMOUNT CONFIRMED	ECONOMIC SAVINGS
QUARTER 1	JANUARY	160,221,600.00	160,034,555.00	187,045.00
	FEBRUARY	215,960,101.00	208,604,301.00	7,355,800.00
	MARCH	1,910,867,390.78	328,442,854.84	1,582,424,535.94
	SUB-TOTAL	2,287,049,091.78	697,081,710.84	1,589,967,380.94
QUARTER 2				
	APRIL	255,435,138.00	251,650,300.00	3,784,838.00
	MAY	284,984,489.02	284,984,489.02	0.00
	JUNE	231,501,516.75	222,364,707.50	9,136,809.25
	SUB-TOTAL	771,921,143.77	758,999,496.52	12,921,647.25
QUARTER 3				
	AUGUST	1,999,805,108.62	1,909,625,808.54	90,179,300.08
	SEPTEMBER	604,716,472.10	559,924,467.18	44,792,004.92
	SUB-TOTAL	2,604,521,580.72	2,469,550,275.72	134,971,305.00
	OCTOBER	529,367,727.89	514,395,494.54	14,972,233.35
	NOVEMBER	75,832,571.00	75,832,571.00	0.00



QUARTER 4	DECEMBER	4,712,556,439.13	4,204,294,950.10	508,261,489.03
	SUB-TOTAL	5,317,756,738.02	4,794,523,015.64	523,233,722.38
GRAND TOTAL		<u>10,981,248,554.29</u>	<u>8,720,154,498.72</u>	<u>2,261,094,055.57</u>

Table 14: Confirmation of Reasonableness of Demurrage in the Year, 2019

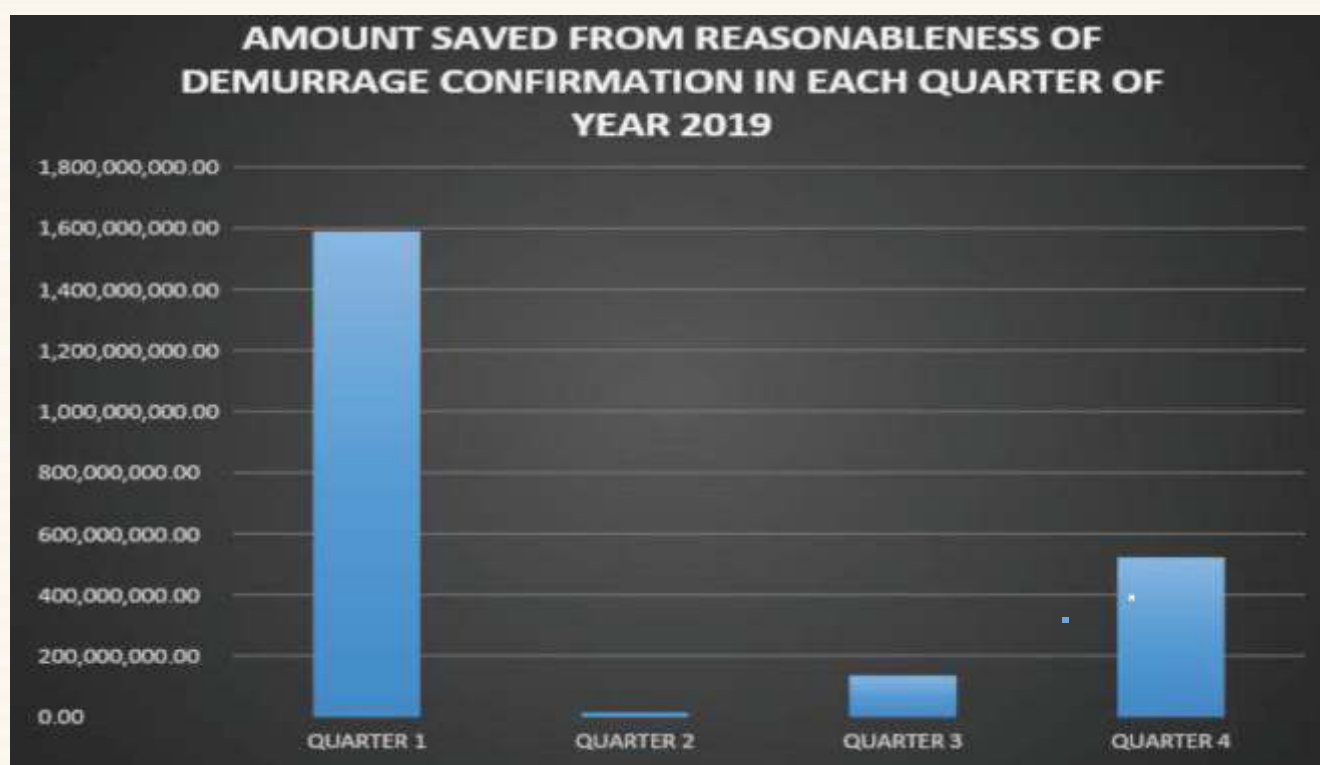


Figure 25: Amount saved from confirmation of reasonableness of demurrage in the year 2019

5.5 Traffic Management and Port Access Road

The Presidential Task Force for the decongestion of Apapa port access roads chaired by Vice-President Yemi Osinbajo directed the Nigerian Shippers' Council (NSC) and the Nigerian Ports Authority (NPA) to assist in the implementation of the presidential order issued to truck drivers to vacate the ports' access roads. The Council was fully committed and gave necessary assistance to the Task Force towards the realisation of their mandate.

5.6 Nigeria Cashew Exporters Association

The Council reacted to a press release by the Nigeria Cashew Exporters Association on their cashew nuts worth millions of dollars that was trapped on the port access road due



to the traffic gridlock. The Council participated in a series of meetings that led to an accelerated movement of the cashew nuts into the Lagos port for export.

5.7 Assistance provided to Informal Cross Border Trade (ICBT) Profiling Team

The Nigerian Shippers' Council collaborated with the African Export-Import Bank (AFREXIM) and United Nations Economic Commission for Africa (UNECA) to profile Informal Cross-Border Trade at the Seme-Krake Border.

The objectives of the ICBT profiling project was to develop and execute a comprehensive survey methodology to collect and analyse data on informal cross border trade along the Abidjan-Lagos corridor. The findings of the exercise would shed light on the volume, value and variety of products traded along the corridor, and address constraints to formalise the informal cross border trade.

S/N	Date of Enforcement	Nature of Enforcement	The outcome of the Exercise
1	11/02/2019	The Council undertook Enforcement exercise at Sharaf Shipping Agency to enforce compliance on the refund of ₦333,000 being excess charge collected from Le Look Enterprise.	<ul style="list-style-type: none"> Sharaf Shipping Agency refunded 50% of the sum collected from Le Look Enterprise as storage charge.
2	07//3/2019	The Council undertook a fact-finding visit to Maersk Line Nigeria Limited to ascertain infractions committed by Messrs JOF leading to the accumulation of demurrage charged to the tune of ₦66.5m and another transaction at ₦9m.	<p>The intervention by NSC led to the following:</p> <ul style="list-style-type: none"> Resolution to release all consignment belonging to Messrs. JOF Maersk Line had agreed to grant a 50% waiver on the contending demurrage charge of ₦66.5m. That Messrs. JOF to commence discussion with Maersk line on a payment plan to defray the outstanding demurrage charged by Maersk Line



3	23/05/2019	<p>Enforcement exercised carried out at associated port and Marine Development Company (APMDC) Limited, Apapa,</p> <p>The exercise was to enforce compliance to the resolutions reached at the tripartite meeting between the complaints Unit, Messrs. Globegate West Africa Nigeria Limited (complainant) and APMDC in respect of arbitrary charges.</p>	<p>The enforcement exercise achieved the following:</p> <ul style="list-style-type: none"> • APMDC released the disputed cargo to the shipper. • Over ₦700,000 was saved for the shipper as a result of the exercise.
4	31/10/2019	<p>Intervention at Hannover Bonded Terminal over arbitrary demurrage charges on 31st October 2019.</p> <p>Complaint against the terminal showed that following a breakdown in operations for six (6) days, the terminal placed demurrage charges on cargo.</p>	<ul style="list-style-type: none"> • The terminal suspended all charges imposed as demurrage charges for the period of the breakdown. • Shippers did not pay the imposed demurrage charges between (26th to 31st October 2019) being the period operations was grounded due to crane repairs. • Introduction of an online system of payment

5.8. Enforcement Activities

Table 15: Enforcement exercises carried out in 2019



06

TRADE AND TRANSPORT INFORMATION





CHAPTER SIX

TRADE AND TRANSPORT INFORMATION

6.1 Nigeria's Functional Sea Ports and Jetties

Ports in Nigeria are categorised into two - the Western Ports and the Eastern Ports.

The Western Ports comprise Apapa Port Complex, Lagos and the Tin-can Island Port Complex, Lagos. Both ports have five terminals, with each terminal designed and approved to handle specified cargo contained in the lease agreement ranging from bulk, general cargo, container to ro-ro.

The Eastern Ports comprise Rivers Port, Onne Port, Calabar Port and Delta Ports. The Rivers Port has two terminals that handle liquid, dry and bulk cargoes. Onne Port, on the other hand, is one of the largest oil and gas free zone ports in the world and has four terminals that handle container, oil and gas, dry or wet bulk as well as general cargoes and other logistic services. Delta Port has eight terminals, which are approved to handle multipurpose cargoes, while Calabar Port has three terminals and they mainly handle oil and gas cargoes.

There are, however, numerous other private jetties within the vicinity of these ports that are mainly used for receiving oil tankers that discharge refined oil and gas cargoes into tank farms.



Fig. 26: Lagos Port Complex, Apapa



6.2 Cargo Throughput at Nigerian Ports

The table below shows the summary of Cargo throughput between 2017 and 2018.

TYPE OF CARGO		2017	2018	DIFF AMT #	% DIFF
GENERAL CARGO	IN	4,422,377	5,851,351	1,428,974	24
	OUT	997,917	920,279	-77,638	-8
CONTAINERISED CARGO	IN	10,379,152	11,173,936	794,784	7
	OUT	2,325,091	2,498,206	173,115	7
DRY BULK	IN	9,818,494	8,778,357	-1,040,137	-12
	OUT	825,624	925,840	100,216	11
LIQUID	IN	18,479,066	19,395,337	916,271	5
	OUT	24,287,916	23,631,821	-656,095	-3
GRAND TOTAL		71,535,637	73,175,127	1,639,490	2

Table 16: Cargo Throughput by Category

Source: Nigerian Ports Authority (NPA)

In table 12 above, the total Cargo Throughput for Nigeria's Seaborne trade for 2017 was 71,535,637 million metric tons while in 2018, it was 73,175,127 million metric tons. Comparing the performance of 2017 to that of 2018, the volume of Cargo Throughput has increased by 2%.

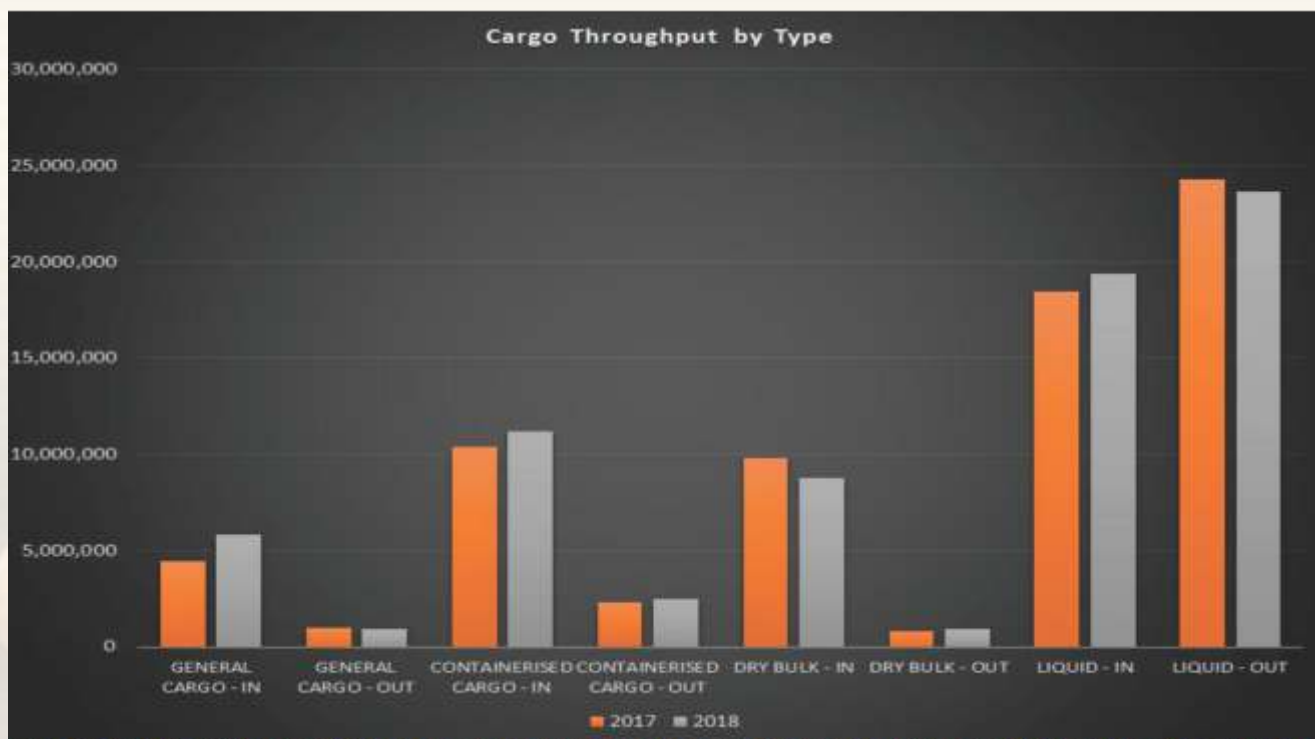
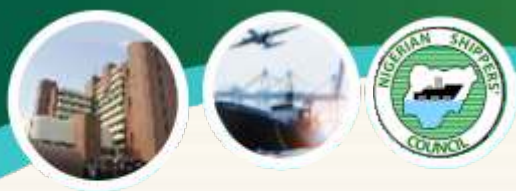


Fig 27: Cargo Throughput by Category



6.3 Export and Import Trade

In the year under review, Nigeria traded in seventeen (17) major agricultural products.

See the table and chart below for details:

6.3.1 Major Traded Agricultural Products (N

MAJOR TRADED AGRICULTURAL PRODUCTS - YEAR 2019					
S.N| PRODUCT	Q1	Q2	Q3	Q4	TOTAL
1 Sesame seeds, whether or not broken	39,627.50	21,063.9	14,832.9	27,784.6	103,308.8
2 Good fermented Nigerian Cocoa beans	20,106.70	10,938.6	10,806.9	24,688.8	66,541.1
3 Cashew nuts, Shelled	1,127.80	6,926.7	2,912.5	2,104.9	13,071.8
4 Superior quality raw cocoa beans	9,845.80	5,910.7	2,587.9	1,964.5	20,308.9
5 Other Frozen shrimps and prawns	2,406.30	2,805.8	2,251.0	2,987.9	10,451.0
6 Natural cocoa butter	1,218.30	1,043.5	2,044.1	624.6	4,930.6
7 Cashew nuts, in shell	4,319.70	18,271.1	2,040.7	1,532.4	26,163.9
8 Coconuts in the inner shell(endocarp)	0.00	0.0	801.0	0.0	801.0
9 Other cut flowers & flower buds of kind suitable ornamental purposes fresh, dried, dyed	512.3	613.9	473.0	262.0	1,861.2
10 cotton (excluding seeds)	0.00	0.0	398.7	472.2	870.9
11 Other including flours, meals and pellets of crustaceans, fit for human consumption	0.00	0.0	369.7	0.0	369.7
12 Other plants and parts of plants used in perfumery, in pharmacy or for insecticidal	321.6	442.8	274.6	208.8	1,247.7
13 Ginger	1,354.80	1,241.1	197.8	0.0	2,793.7
14 Sesame oil and its fractions	404.3	928.2	185.0	2,238.8	3,756.3
15 Gum Arabic	0.00	0.0	159.1	0.0	159.1
16 Other vegetable fats and oil, not specified in the subheading	0.00	0.0	109.4	0.0	109.4
17 other lentils and broad beans, dried, shelled, whether or not skimmed or split	0.00	0.0	106.4	0.0	106.4
18 Agro food items	922.6	914.2	0.0	1,060.6	2,897.4
19 Other quality raw cocoa beans	1,395.50	560.4	0.0	153.5	2,109.4
20 Sorghum seed	0.00	233.4	0.0	0.0	233.4
21 Swordfish (Xiphias gladius)	0.00	182.1	0.0	0.0	182.1
22 Other animal fats and oils and their fractions, refined or not, but not further prepared	0.00	166.5	0.0	0.0	166.5
23 Other similar edible roots, fresh or chilled	0.00	108.3	0.0	0.0	108.3
24 Ginger neither crushed nor grounded	550.3	0.0	0.0	0.0	550.3
25 Other butter of cocoa and deodorized	279.3	0.0	0.0	0.0	279.3
26 Nigerian cotton lint	210.6	0.0	0.0	127.2	337.8
27 Linsed, Whether or not broken	0	0.0	0.0	180.5	180.5
28 Other quality raw cocoa beans	0	0.0	0.0	153.5	153.5
29 Other worked grains of other cereals.	0	0.0	0.0	129.3	129.3
30 Cassia tora	179.6	0.0	0.0	0.0	179.6
TOTAL	84,783.0	72,351.3	40,550.6	66,674.1	264,358.9

Table 17: Major Traded Agricultural Products in 2019

Source: National Bureau of Statistics (NBS)

In the first quarter of 2019, a total of seventeen (17) different products were recorded to be the major traded products where the Sesame seeds (whether or not broken) was the highest traded product with a value of **₦39,627.5** million Naira, while the lowest traded product is Cassia Tora with a value of **₦179.6** million Naira.



In the second quarter, from the major agricultural products identified, Sesamum seeds (broken or not) was the highest with traded value at **₦21,063.9 million**. At the same time, the lowest was Edible roots (fresh or chilled) valued at **₦108.3 million**.

While in the third quarter, from the major products identified, Sesamum seeds (broken or not) was the highest with traded value at **₦14,832.9 million**. At the same time, the lowest was Other lentils and broad beans, dried, shelled, whether or not skinned or split valued at **₦106.4 million**.

In the fourth quarter, Sesamum seeds (broken or not) was the highest with traded value at **₦27,784.6 million**, while the lowest was Nigeria cotton lint valued at **₦127.20 million**.

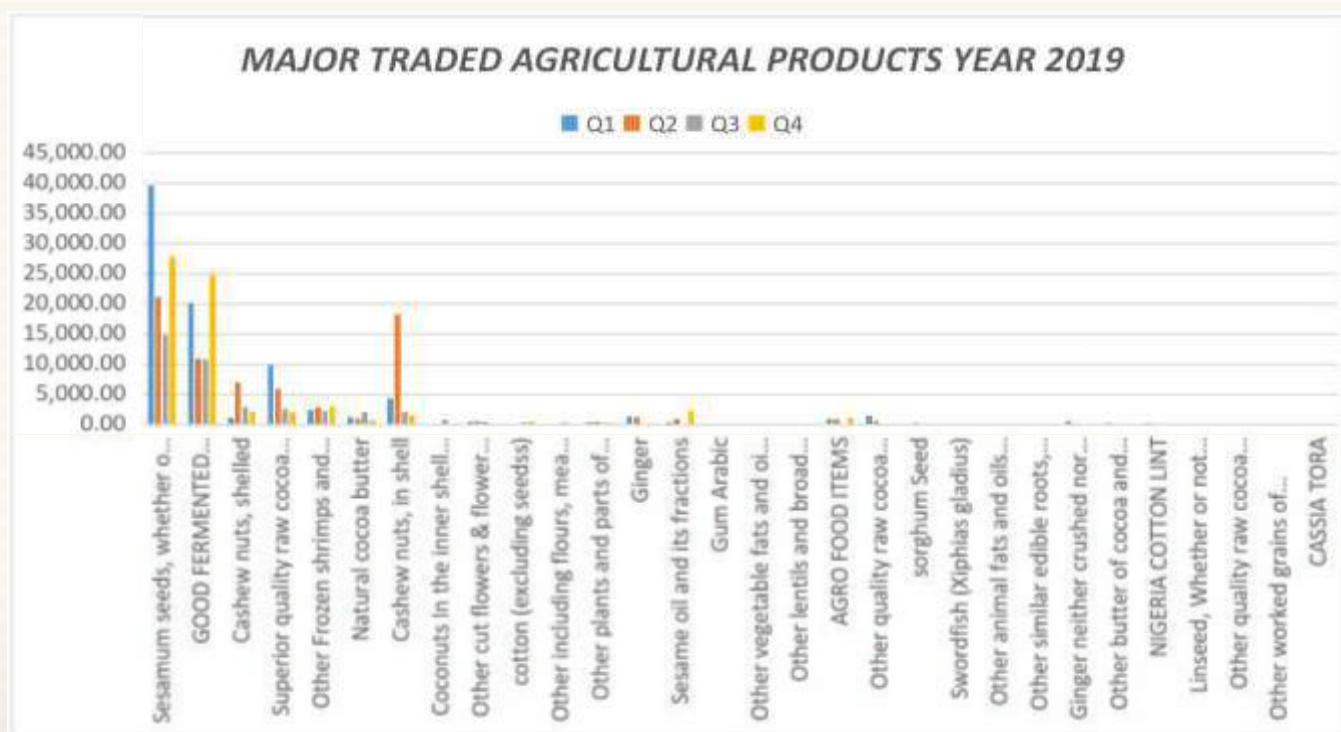


Fig. 28: Major Traded Agricultural Products

6.3.2 Trade by Mode of Transport (Exports)

There are eight (8) major modes of transportation used for local and international trade in 2019. The eight (8) different major modes of transportation recorded by the National Bureau of Statistics; Maritime, Road, Rail, Air, Mail, Multimodal, Inland Waterways and Others.



In the first quarter of 2019, maritime has the highest with a value of million Naira while those categorized as Others had the lowest with a value of **₦10,243.57** million Naira.

In the second quarter, trade by mode of transport revealed that maritime mode had the highest value of export trade which accounted for total exports. In contrast, rail transport mode recorded the lowest value with **₦4,593.27** million.

In the third quarter, the trade by mode of transport data provided by the NBS revealed that Maritime mode had the highest value of export trade with an amount of **₦5,256,039.58** the table recorded the lowest value with —

Meanwhile, in the fourth quarter, Maritime mode had the highest exported value of **₦4,747,456.67**.

TRADE BY MODE OF TRANSPORT EXPORT - 2019						
S/N	MODE	Q1	Q2	Q3	Q4	TOTAL
1	Maritime	4,494,656.18	4,551,837.49	5,256,039.58	4,747,456.67	19,049,989.92
2	Rail	13,964.32	4,593.27	0.00	0.00	18,557.59
3	Mail	0.00	0.00	0.00	0.00	0.00
4	Inland Waterways	0.00	0.00	0.00	0.00	0.00
5	Road	16,467.59	12,276.08	11,646.77	188.40	40,578.84
6	Air	10,243.57	18,347.32	15,371.24	17,039.91	61,002.04
7	Others	9,731.16	9,118.00	5,408.70	5,885.65	30,143.51
	TOTAL	4,545,062.82	4,596,172.16	4,853,616.95	4,770,570.63	19,200,271.90

Table 18: Trade by Mode of Transport (Export)

Source: National Bureau of Statistics (NBS)



Fig 29: Trade by Mode of Transport (Export)



6.3.3 Trade by Mode of Transport (Imports)

In the mode of transportation (Import), during the first quarter, the highest mode of transportation recorded was Maritime with a value of **₦3,378,653.14 million Naira** while the lowest value was Mail with **₦1.93 million Naira** apart from Rail with nil value.

Whereas, in the second quarter, the Maritime mode was the highest with **₦3,762,825.9 million** while Inland waterways were the mode of transportation with the lowest import value, which accounted for **₦2.50 million**. Meanwhile, Others and Rail had a small amount.

For the third quarter, the highest value of import trade was transported through the Maritime mode with **₦3,491,596.5 million**, while Multimodal mode recorded the lowest import value with **₦65.5 million**.

For the final quarter, Maritime mode had the highest value of **₦4,049,170 million**.

TRADE BY MODE OF TRANSPORT IMPORT - 2019						
S/N	MODE	Q1	Q2	Q3	Q4	TOTAL
1	Maritime	3,378,653.14	3,762,825.88	3,491,596.5	4,049,170.0	14,682,245.51
2	Rail	0.00	0.00	0.0	0.0	0.00
2	Road	24,080.54	26,612.48	17,151.0	16,761.2	84,605.21
3	Air	298,104.40	217,946.32	390,327.6	1,283,694.2	2,190,072.52
4	Mail	1.93	0.00	0.0	3.1	5.07
5	Multimodal	6.97	6.93	65.5	0.0	79.42
6	Inland Waterways	7.47	2.50	0.0	0.0	9.97
7	Others	2,857.26	0.10	0.0	0.0	2,857.36
	TOTAL	3,703,711.7	4,007,394.2	3,899,140.5	5,349,628.6	16,959,875.06

Table 19: Trade by Mode of Transport (Import in ₦' Million)

Source: National Bureau of Statistics (NBS)

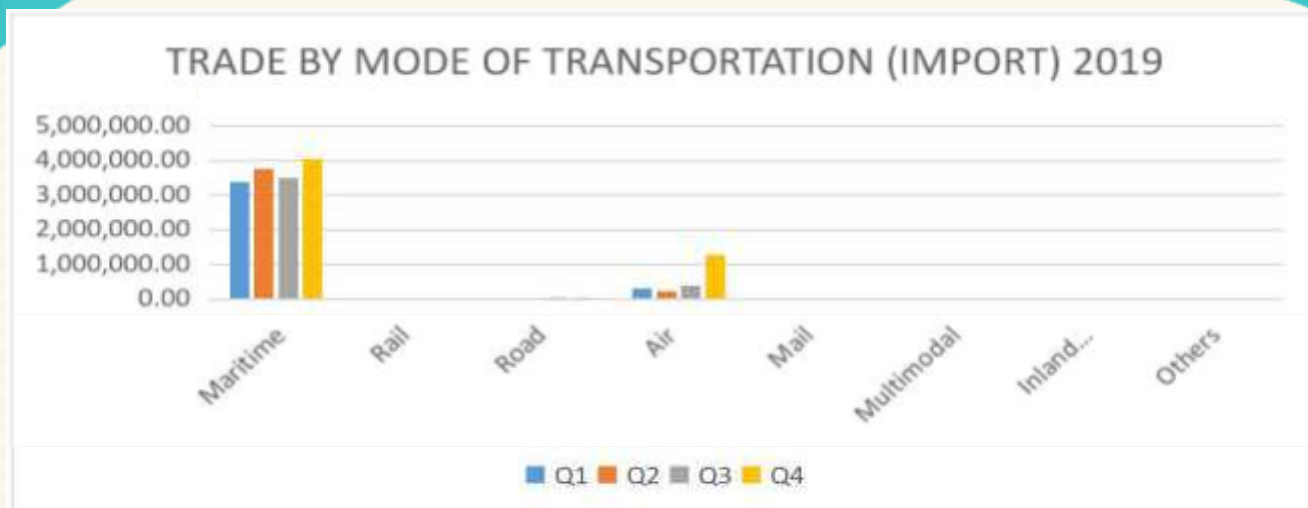


Fig 30: Trade by Mode of Transport (Import)

6.3.4 Trade by Port of Operations (Export)

TRADE BY PORTS OF OPERATIONS (N'MILLION) EXPORT 2019							
S/N	CODES	PORTS	Q1	Q2	Q3	Q4	TOTAL
1	01AP	APAPA PORT	4,064,549.6	4,413,592.3	4,259,176.6	4,201,518.8	16,938,837.3
2	05PN	PORT HARCOURT 3	298,613.1	0.0	194,681.6	497,452.9	990,747.6
3	01TC	TIN CAN ISLAND	109,011.5	6,957.0	793,405.9	53,755.1	963,129.5
4	04AB	ABUJA AIRPORT	0.0	1,981.0	0.0	0.0	1,981.0
6	01LP	LILYPOND PORT	0.0	73,179.4	7,865.5	0.0	81,044.9
7	01MM	MUHAMMED MURTALA INT'L	7,732.4	9,351.1	8,222.1	9,753.6	35,059.3
8	01SM	SEME BOARDER POST	4,049.8	7,002.8	3,104.7	23.8	14,181.1
9	06WR	WARRI PORT	10,699.5	0.0	0.0	231.1	10,930.6
10	02KN	KANO AIRPORT	0.0	3,446.4	0.0	1,465.1	4,911.5
11	01TG	TIN CAN BONDED W/H	17,720.6	0.0	0.0	0.0	17,720.6
12	05PH	PORT HARCOURT 1	11,530.4	0.0	6,315.4	0.0	17,845.8
13	01MC	MUHAMMED MURTALA CARGO	5,921.8	68,393.3	6,063.6	6,157.2	86,535.9
	TOTAL		4,529,828.7	4,583,903.4	5,278,835.4	4,770,357.6	19,162,925.2

Table 20: Trade by Ports of Operations on Exports (₦ 'million)

Source: National Bureau of Statistics (NBS)



Fig. 31: Trade by Port of Operations (Export)



In the trade by Ports of Operations (export), among (10) ports recorded in the first quarter of 2019, the Apapa port has consistently been the port with the highest activity with a value of **₦4,064,549.6** million Naira while the Warri Port has the lowest with a value of **₦2,705.5** million Naira.

In the second quarter of 2019, the Apapa port recorded the highest value of exports with **₦4,413,592.3 million**, while Abuja Airport recorded the lowest value with **₦1,981.0 million**. In the trade by ports operations (export), out of the ten (10) ports recorded in the third quarter of 2019, the Apapa Port recorded the highest value of exports with **₦4,259,176.6 million**.

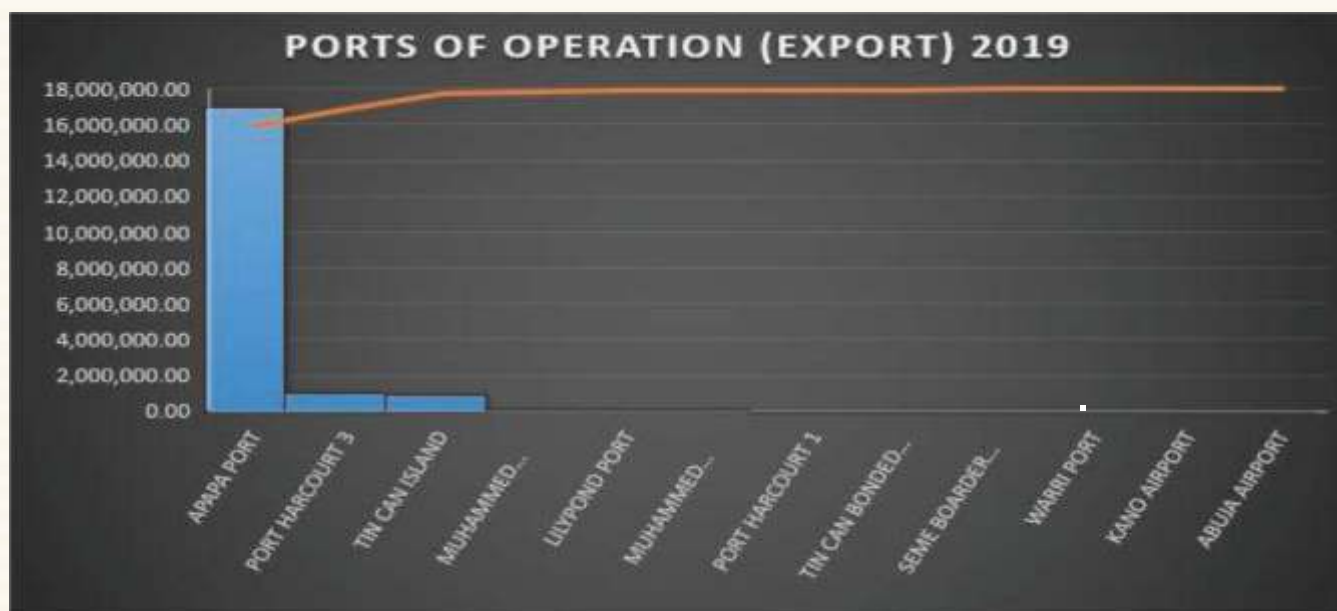


Fig 32: Total Trade by Port of Operations (Export) in ₦ 'million

6.3.5 Trade by Ports of Operation (Imports)

In the first quarter, trade by ports of operations (Import), the Apapa Port is the highest with the value of **₦1,276,653.8**, while the lowest is the Abuja Airport port with the value of **₦41,734.1** million Naira.

In the second quarter, Apapa Port recorded the highest value of import trade with **₦1,845,663.6** million, while the lowest is the Warri Port with **₦51,722.8** million.

In the third quarter, Apapa Port recorded the highest value of import trade with **₦1,706,462.4 million**, while the lowest is the Kano Airport with **₦37,672.8 million**.



TRADE BY PORTS OF OPERATIONS (N'MILLION) IMPORT 2019							
S/N	CODES	PORTS	Q1	Q2	Q3	Q4	TOTAL
1	01AP	APAPA PORT	1,276,653.8	1,845,663.6	1,706,462.4	1,923,512.3	6,752,292.1
2	01TC	TIN CAN ISLAND	701,345.4	788,751.4	785,858.3	702,045.0	2,978,000.1
3	05PN	PORT HARCOURT (3)	882,307.4	444,336.2	415,310.3	487,477.4	2,229,431.3
4	01TG	TIN CAN BONDED WAREHOUSE	225,479.8	236,837.1	253,444.5	256,650.0	972,411.5
5	01MC	MUHAMMED MURTALA CARGO	160,860.6	160,646.7	210,683.8	0.0	532,191.1
6	05PH	PORT HARCOURT (1)	127,798.3	80,472.4	81,276.5	65,779.8	355,326.9
7	01PA	KIRIKIRI KIGHTER TERMINAL CN	54,835.4	0.0	74,940.0	66,914.9	196,690.3
8	06WR	WARRI PORT	0.0	51,722.8	68,957.5	0.0	120,680.3
9	01LP	LILYPOND PORT	58,402.5	0.0	0.0	0.0	58,402.5
11	02KN	KANO AIRPORT	54,925.6	54,978.4	37,672.8	0.0	147,576.8
12	05PM	PORT HARCOURT (2)	0.0	0.0	0.0	0.0	0.0
13	04AB	ABUJA AIRPORT	41,734.1	55,919.7	145,153.0	0.0	242,806.8
TOTAL			3,584,342.9	3,719,328.4	3,779,759.1	3,502,379.4	14,585,809.8

Table 21: Trade by Ports of Operation (Imports)

Source: National Bureau of Statistics (NBS)

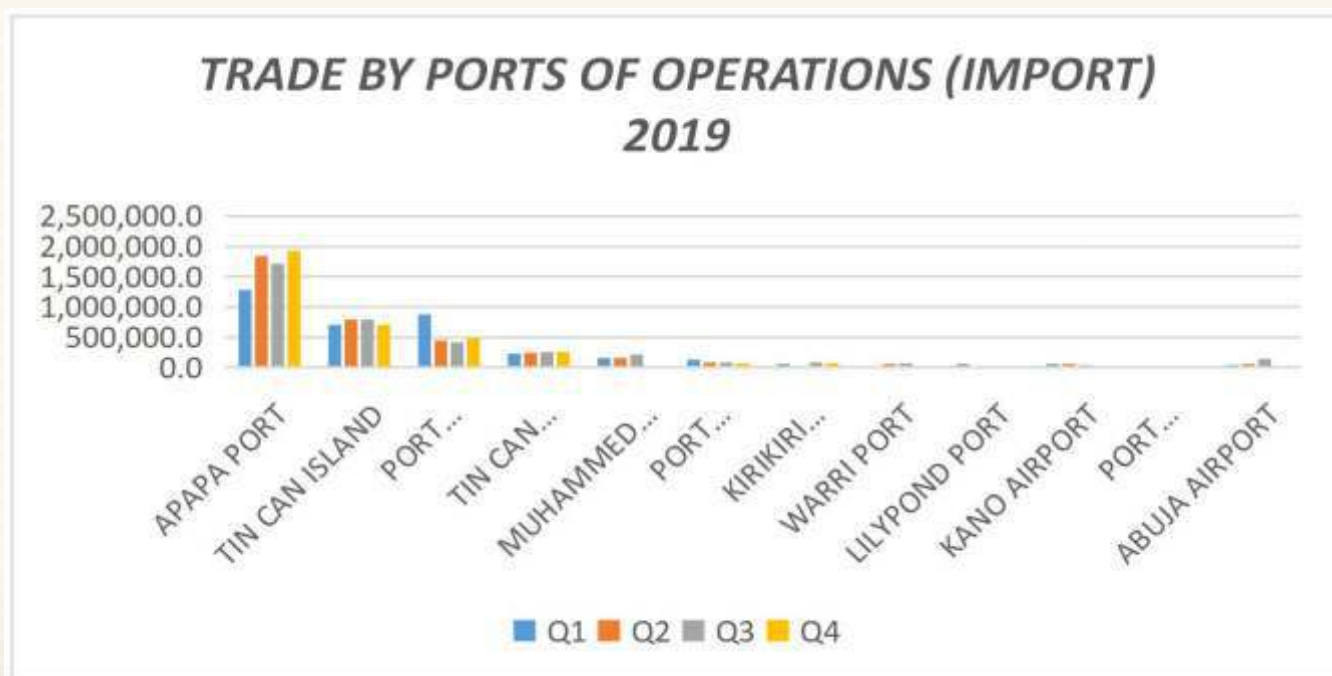


Fig. 33: Trade by Ports of Operation (Imports)

6.4 Kaduna Inland Dry Port (KIDP) Cargo Throughput

The Kaduna Inland Dry Port (KIDP) Container throughput recorded high traffic.

Following its commissioning in 2018, two thousand, three hundred and eighteen (2,318) imported containers were cleared at the KIDP. In 2019, the number of containers cleared increased to three thousand, nine hundred and twenty-nine (3,929).



CONTAINER TRAFFIC FROM JANUARY TO DECEMBER, 2019

MONTH	THROUGHPUT SIZE TEUS	2019	TOTAL
JANUARY	40 20	93*2 26	212
FEBRUARY	40 20	101*2 57	259
MARCH	40 20	98*2 43	239
APRIL	40 20	91*2 35	217
MAY	40 20	103*2 45	251
JUNE	40 20	139*2 34	312
JULY	40 20	190*2 55	435
AUGUST	40 20	157*2 68	382
SEPTEMBER	40 20	199*2 74	472
OCTOBER	40 20	178*2 74	430
NOVEMBER	40 20	91*2 29	211
DECEMBER	40 20	214*2 81	509
TOTAL			3,929

*The figures of 40 TEUs was multiply by x2 to get the total to 20 TEUs

Table 22: Container Throughput at KIDP in 2019



Fig. 34: Container Import Traffic 2019

The plunge in November was due to Nigeria Customs Service Circular No: HQ/009/2019 'UNSEALING OF CONTAINERS FOR TRANSFER TO INLAND CONTAINER TERMINAL' dated 12th October 2019, for containers coming to Inland Dry Port to be inspected at Lagos Ports. This drastically affected cargo traffic, investment and Shipper's confidence in



using the Kaduna Inland Dry Port. The Council however intervened, and the policy was reversed, this explained the increase in December.

6.4.1 Comparison of Container Throughput in KIDP in 2018 and 2019

CONTAINER THROUGHPUT IN KIDP IN 2018 AND 2019			
MONTH	SIZE TEUS	2018	2019
JANUARY	40/20	248	212
FEBRUARY	40/20	226	259
MARCH	40/20	289	239
APRIL	40/20	218	217
MAY	40/20	193	251
JUNE	40/20	195	312
JULY	40/20	161	435
AUGUST	40/20	178	382
SEPTEMBER	40/20	128	472
OCTOBER	40/20	154	430
NOVEMBER	40/20	154	211
DECEMBER	40/20	174	509
TOTAL		2318	3929

Table 23: Comparison of Container Throughput in KIDP in 2018 And 2019

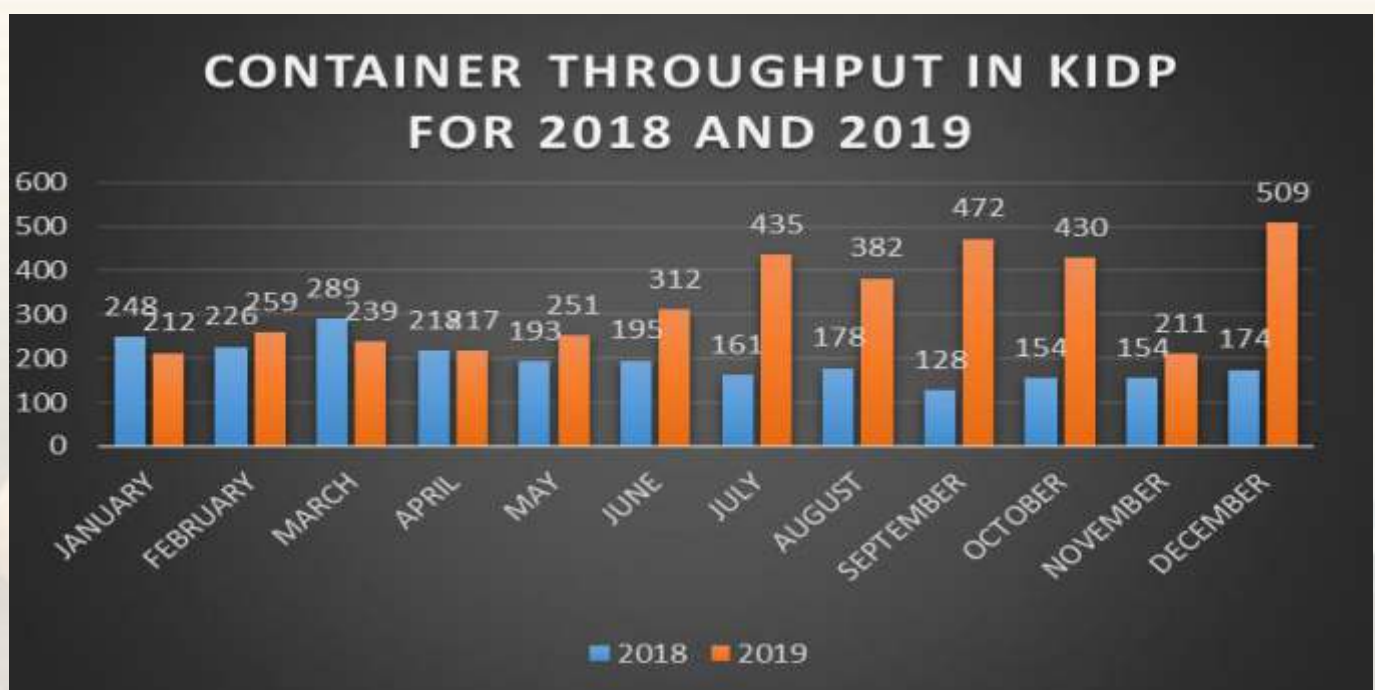


Fig. 35: Container Throughput in KIDP in 2018 and 2019



6.5 Analysis of 2018 Marine Insurance Cargo Claims

The total amount of Insurance Claims settled in 2018 amounted to ₦8,382,852,163 across the thirty-six (36) states of the federation. Lagos State had the highest Cargo Claims amounting to ₦6,846,452,069, which was 81.67% of the total claims.

The table and chart below show details of the Cargo Claims in the year 2018.

Marine Gross Claims Incurred From All States in 2018			
S/N	LOCATION	GROSS CLAIMS	% Variance
1	Abuja	231,250,582	2.759
2	Anambra	174,360	0.002
3	Enugu	13,397,237	0.160
4	Akwa Ibom	3,742,127	0.045
5	Adamawa	2,193,238	0.026
6	Abia	1,508,729	0.018
7	Bauchi	0	0.000
8	Bayelsa	0	0.000
9	Benue	0	0.000
10	Borno	0	0.000
11	Cross river	7,356,736	0.088
12	Delta	392,077,811	4.677
13	Ebonyi	0	0.000
14	Edo	33,006,436	0.394
15	Ekiti	6,162,470	0.074
16	Gombe	0	0.000



17	Imo	5,421,319	0.065
18	Jigawa	0	0.000
19	Kaduna	46,690,205	0.557
20	Kano	18,965,623	0.226
21	Katsina	0	0.000
22	Kebbi	0	0.000
23	Kogi	46,192,023	0.551
24	Kwara	4,438,713	0.053
25	Lagos	6,846,452,069	81.672
26	Nassarawa	45,797,940	0.546
27	Niger	0	0.000
28	Ogun	75,276,741	0.898
29	Ondo	38,455,933	0.459
30	Osun	10,673,470	0.127
31	Oyo	67,192,011	0.802
32	Plateau	3,295,693	0.039
33	Rivers	483,130,697	5.763
34	Sokoto	0	0.000
35	Taraba	0	0.000
36	Yobe	0	0.000
37	Zamfara	0	0.000
Total		8,382,852,163	100

Table 24: Marine Gross Claims Incurred from All States in 2018

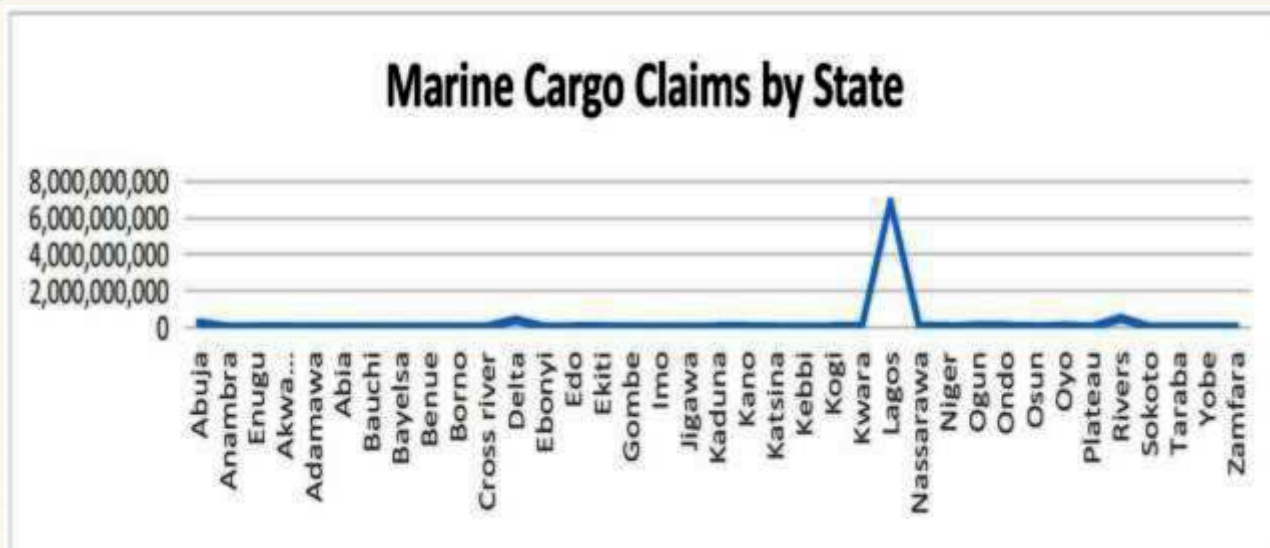


Fig. 36: Marine Cargo Claims by State

6.5.1 Analysis of Marine Gross Claims Incurred by Nature of Claims in 2018

The total amount of Cargo Claims settled in the year 2018 amounted to **₦441,706,434** in the marine sector. In the categories of claims, Damages had the highest claim of **₦387,976,470** at **88%** while Cargo Loss was the lowest with **₦15,107,551**.

Table and chart below depict details of the Cargo Claims in the year 2018.

ANALYSIS ON NATURE OF NIGERIA'S INSURANCE CARGO CLAIMS FOR 2018			
S/N	NATURE OF CLAIMS	AMOUNT	%
1	DAMAGES	387,976,470	88
2	VESSEL SUNK	18,222,111	4
3	MISSING GOODS	20,400,302	5
4	CARGO LOSS	15,107,551	3
	TOTAL	441,706,434	100

Table 25: Analysis of Nature of Nigeria's Insurance Cargo Claims for 2018

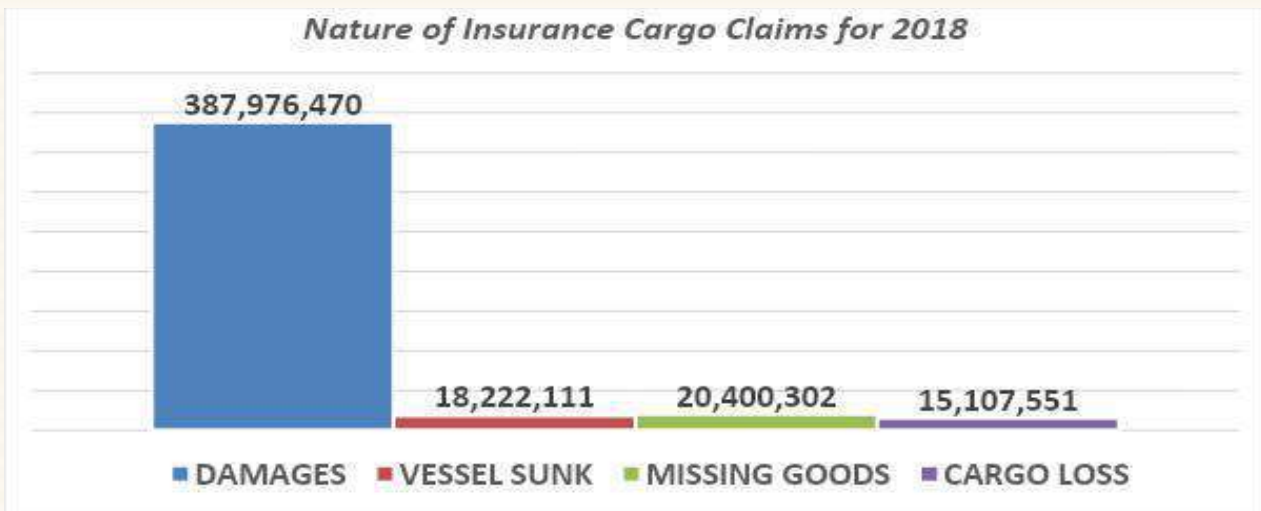
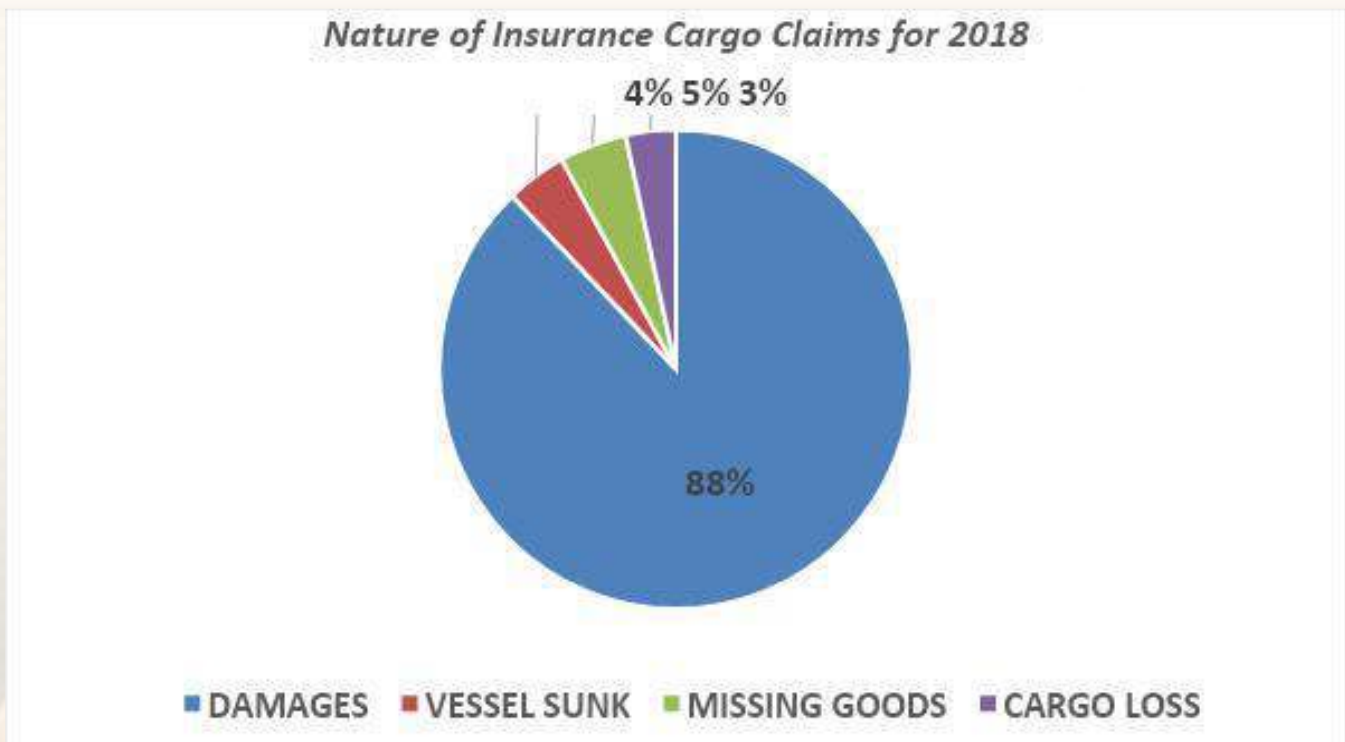


Fig. 37: Nature of Insurance Cargo Claims for 2018

Fig. 38: Nature of Insurance Cargo Claims for 2018



07

PROSPECTS





CHAPTER SEVEN

7.0. PROSPECTS

Looking ahead, the Council foresees the Transport Sector as the foremost driver of our nation's economy. Based on this realisation, the Council is positioning itself to handle emerging developments in the economy by focusing on:

7.1. Structured Reforms to Sanitise the Transport Sector:

The Council is synergising and collaborating with relevant agencies of Government and the Private Sector to sanitise the transport sector as well as entrench transparency, competitiveness and sustainable economic growth through:

- ▶ Implementation of **harmonised trade and transport regulations and tariffs** within the ECOWAS sub-region to ease doing business and generate revenue.
- ▶ Harmonization of **activities of Freight Forwarding** in Nigeria in collaboration with CRFFN.
- ▶ Consultation for **functional scanners** at the Ports will reduce human contact. The Council is in consultation with the Federal Ministry of Finance on the need to provide functional scanners at the ports.
- ▶ Collaboration with the Nigeria Ports Authority and the Nigeria Customs Service to **automate all cargo clearance** processes and procedures for efficiency and transparency at the ports.
- ▶ Collaboration with the Nigeria Ports Authority for the implementation of a **call-up system** for trucks which will help to reduce the traffic gridlock on the port access roads.
- ▶ Collaboration with Truckers Associations and National Automotive Council (NAC) for **re-fleeting of cargo-carrying trucks** and to phase out the old and rickety ones currently in use at the ports. This will help to sanitise trucking business in Nigeria as well as enthrone standardisation, accountability and responsibility in the trucking sub-sector. It will also assist in decongesting the ports as it will improve truck transit time after loading.



7.2. New Container Regime

The issue of refund of Container Deposits by Shipping Companies to Shippers or their representatives has been a thorny one. The Council is working out a **new Container Regime** that will abolish collection of refund of Container Deposits by Shipping Companies in Nigeria. The development of the regime will eliminate complexities of container deposit management in Nigeria and save money lost through non-refund of deposits.

7.3. Legislative Advocacy for a Liability Regime (Road and Rail Freight Transport for Carriage of Goods by Land Law)

There is an overwhelming dependence on land transport for carriage of goods to different parts of the vast hinterland and Inland Dry Ports.

There is also a regulatory gap regarding land transport and the Council, being the advocate for reliability and cost-effectiveness in the transportation of goods, is promoting legislation for a **liability regime for the carriage of goods by road and rail**.

The necessity for the legislation is based on the following:

- ▶ The operation of Inland Dry Ports established in different parts of the Country requires carriage contracts between the carrier and the shipper. The lack of an effective liability regime to cover the land leg of the carriage would vitiate this contract.
- ▶ Nigeria is a signatory to and is promoting the ratification of the Rotterdam Rules (United Nations Convention on Contracts for the International Carriage of Goods, wholly or partly by sea). The implementation of the Convention will be difficult without an effective land transport liability regime.

7.4. Support for Deployment of ICT for all Port Processes

The Council strongly supports the deployment of ICT for all port processes using:

- i. Ports Regulatory Central Command System (PERCOMS): PERCOMS is an ICT initiative of the Council for port operations and service delivery that will warehouse three (3) integrated modules namely:
 - a) Unveil Ports Visualization Tool: This is a regulatory tool that aggregates and analyses data arising from normal port processes and operations. It would enforce operational benchmarks, reduce costs, streamline traffic and mitigate the impact of challenges against 24 hours cargo clearance. It would enthrone



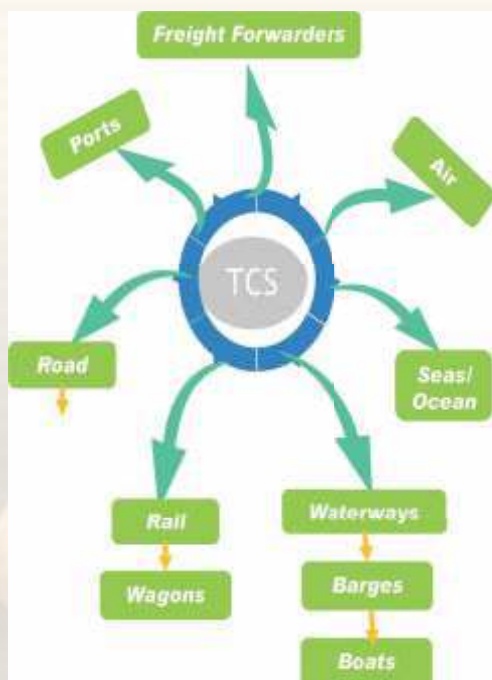
accountability, traceability and transparency of processes in port operations. It will also identify and proactively strengthen weak processes within the port value chain and improve overall service delivery by port service providers and reduce the cost of doing business at the ports.

- b) NSC Trade Database: This will provide information on-line to Stakeholders on all aspects of international trade and is capable of providing access to markets and finance.
- c) Advance Cargo Declaration (ACD), also known as International Cargo Tracking Note (ICTN): This is a global initiative to monitor and verify cargo on transit from the port of origin to the port of destination. The Nigerian Shippers' Council has proposed its reintroduction in Nigeria's Port environment as a veritable means of tracking cargo from the point of origin to destination.

The Scheme is expected to:

- Provide real-time monitoring of security plan of vessels;
- Allow real-time generation of advanced information on cargo, including type, origin, quantity and other shipment information;
- Generate automatic information alert for the port of destination and revenue computation.

7.5. Transport Community System



From its experiences and analysis, the Nigerian Shippers' Council is looking forward to a **smart** Nigeria with efficient means of transportation and competitive market on the global scene.

The Council envisions the development of a **Transport Community System** that will integrate all modes of transportation in order to develop efficient multi-modalism, enhance interconnectivity in Nigeria and remain competitive on the global markets.

The system will also facilitate trade and provide real-time trade and logistics information, even on transit goods for economic growth.



Fig 39: transport community system

7.6 Inter-modal Approach to Transport

Nigerian Shippers' Council is at the vanguard of effective intermodal approach to cargo delivery. The Federal Government is investing in the repair of roads and construction of new ones. It is also investing substantially in the development of rail lines, and the dredging of existing coastal ports and promoting deep seaports across the federation to attain the status of the maritime hub.

There are also efforts going on to ensure safe navigation of our inland waterways and the resuscitation of various river port across the federation. Containers are being shipped from Onne port through inland waterways to Onitsha river port.

Therefore, it is hoped that in the not distant future, different modes of transportation will be efficiently deployed in an integrated manner to ensure seamless and timely delivery of cargo. This will provide for smooth connectivity, protect the road infrastructure, secure cargo in transit while at the same time decongesting our ports.

7.7 Road and transport management

Transportation drives economic growth and development because it links people, connect local communities to the world, thereby building market and facilitating trade. The safety, quality, cost and efficiency of transport services influence the trading environment and the competitiveness of export goods at the international markets as well as the cost of imported goods.

In Nigeria today, the road is the dominant mode of transportation accounting for about 90% of freight movement. To ensure that the road contributes its fair share to transportation in a safe and secured manner, the Federal Government through the Council is promoting various projects such as:

- i. Haulage rates validation and publication for trucking services from the seaport to major road transport corridors in Nigeria.
- ii. Vehicle Transit Areas (VTAs). The VTAs which are soon to be concessioned to concessionaires at designated locations would contribute significantly to safe cargo delivery at various destination.

7.9 Development of Deep Sea Ports

The deep seaports, when operational, will generate revenue for the government, create employment opportunities and decongest the existing seaports in the Country:



a) **Ibom Deep Sea Port**

Ibom deep seaport is a project that will be of immense value to Nigeria, in terms of employment generation and increase in port capacity. Ibom deep seaport is designed to accommodate large vessels that can load over 13,000 TEUs in one voyage. It will also serve as a trans-shipment port as smaller vessels will be used to lighten cargoes from the mega vessels to nearby seaports and river ports.

b) **Lekki Deep Sea Port (LDS)**

Lekki Deep Seaport is a deep multi-purpose seaport located in the Lagos Free Zone. The Port will be one of the modern ports in West Africa, offering enormous support to the flourishing commercial operations across Nigeria and the entire West African region.

Some of the expected benefits of the Lekki Deep Seaport would be:

- Capacity to handle about 6 million TEUs of containers and a significant volume of liquid and dry bulk uncontainerized cargoes.
- To generate revenue while also creating new jobs in the economy.
- To attract bigger vessels, thereby enhancing efficiency and high turnaround time leading to economies of scale.
- To attract investors.

7.10 Development of Inland Dry Port

Critical to the facilitation of maritime transport is the provision of critical Transport support infrastructure such as the Inland Dry Ports. These facilities which are at varying stages of completion have been sited at economically viable locations in the hinterland such as Funtua, Kastina and Dala IDP in Kano State.

The Funtua IDP is at 60% completion, and hopefully, it would be commissioned in 2021. Efforts are on to ensure the successful completion of the Dala IDP in record time.

The Kano State Government has made public her intention to invest Two Billion, Five Hundred Million Naira (2,500,000,000) on the construction of access road to the Dala IDP to ensure its timely completion.

Construction work has recommenced at the site, and it is expected that the project would be completed and commissioned in the next 24 months in anticipation of operation in 2021/2022.



These projects will reduce congestion at the seaports and take shipping closer to importers and exporters at the hinterland.

7.11 Reduction of Cargo Dwell Time from 22days to 7days

Cargo dwell time currently in Nigeria seaports is estimated at between 20-22 days with full automation of cargo clearance process and the integration and harmonization of the --- platform. It is expected that Nigeria can attain 7days cargo dwell time target.

7.12 CBN Trade Monitoring System (TRMS)

The TRMS is a CBN platform for automation of import and export processes into the country. It is a trade facilitation tool to access trade Forms (Forms NXP, NCX, A, M) and data exchange between stakeholders in international trade

The role of Nigerian Shippers' Council is to intermediate between CBN and the Shipping companies in the Trade Monitoring System. The NSC confirms and verifies all Bill of Lading for exportation and also approves the confirmation of Shipping Companies as Administrators on the TRMS platform.

The TRMS will enable CBN to keep track of commodities being exported and also monitor the export proceeds. The Form M and NXP have been automated, and CBN is currently automating Form A and NCX on the TRMS platform. Demurrage charges and all other remittances to the shipping companies will subsequently be made through the TRMS.

The TRMS, when fully automated, will reduce bottleneck and other unnecessary delays, thereby facilitating international trade.

7.13 24-Hours Port Operations

Nigeria ports are experiencing dwindling fortune as a result of the inability of Port Administrators to commence 24hours port operation.

The Nigerian Shippers' Council is envisaging a 24hour port operations where NPA will provide pilotage and towage services when necessary; security agencies will provide 24/7 patrol within and around the port environment, relevant government agencies and regulated service providers will be available at all times.

The Nigerian Shippers' Council will work closely with all relevant agencies to ensure the success of the 24hours Port operations.



7.14 Digitalisation of the Ports

To achieve greater efficiency in the Nigerian ports, there is the need to digitalize port processes. Most service providers have commenced the processes of digitalizing their operations for greater efficiency.

The Federal Government expects to digitalize all port processes to reduce the incidences of human contact with cargoes and abolish manual documentation. This will eradicate delays, bribery and corruption. The Nigerian Shippers' Council is already working with all relevant stakeholders to ensure 100% port digitalization in 2020.



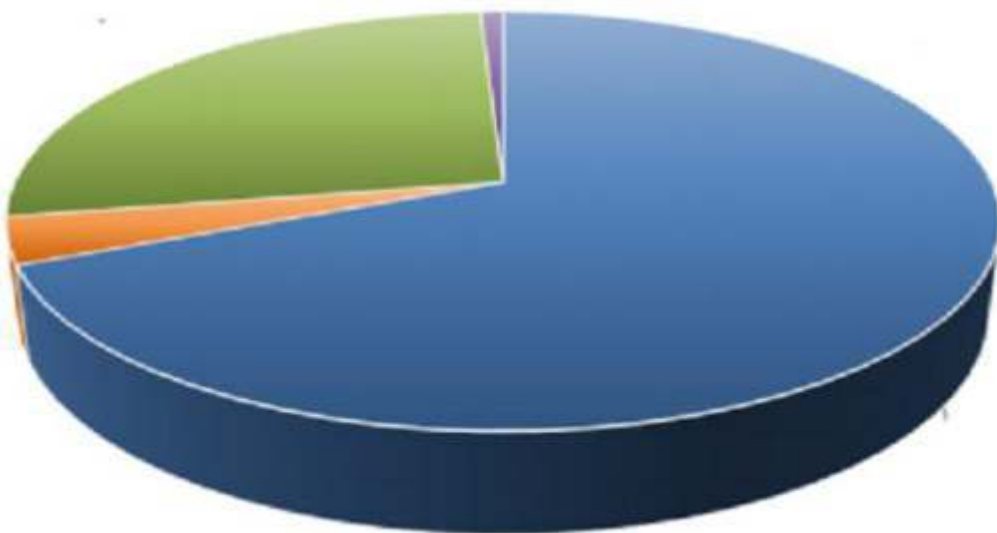


APPENDIX I

2019 MARITIME STATISTICS



NIGERIAN SHIPPERS' COUNCIL 2019 MARITIME STATISTICS





NSC 2019 MARITIME STATISTICS

INTRODUCTION

The NSC Statistics Report 2019 presents a range of statistics and indicators appropriate to understanding international trade trend, maritime markets and developments and effectiveness of existing port policies in the context of the Nigeria maritime experience. Reliable statistical information is necessary for developing sound policies and recommendations that may improve the nation's ports and maritime capability.

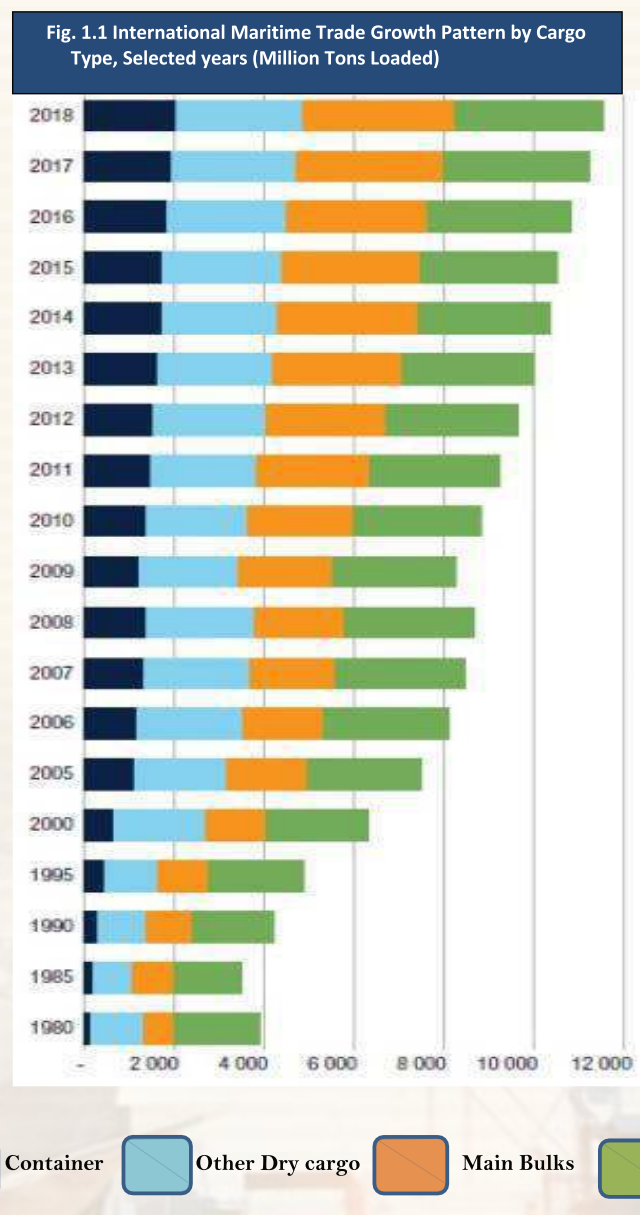
The report emphasizes the position of the nation's economy within the broader world economy. It makes a comparative analysis of performance indicators of ports of neighbouring countries, especially Benin, Togo and Ghana. Included are imports and exports volumes, maritime statistics dealing with port performance: the number of port calls and the time spent by ships in port. This year's edition introduces data on Ports Liner Connectivity, a measure that reflects quite appropriately the nation's ports' efficiency. The data were sourced mainly from the United Nations Conference on Trade and Development UNCTADstat Data Center. The Report relied on 2018 data where 2019 data were not updated or available.

2019 INTERNATIONAL MARITIME TRADE OUTLOOK

Since 2013, growth in seaborne trade has been relatively sluggish, as compared to the aftermath of the 2009 financial crisis, when annual growth rates ranged between 4.4 and 7 per cent. Nevertheless, in 2018, world seaborne trade volumes rose to a new all-time high of 11 billion tons. UNCTAD Projected 2.6 per cent growth in 2019 and an annual average growth rate of 3.4 per cent for the period 2019–2024.



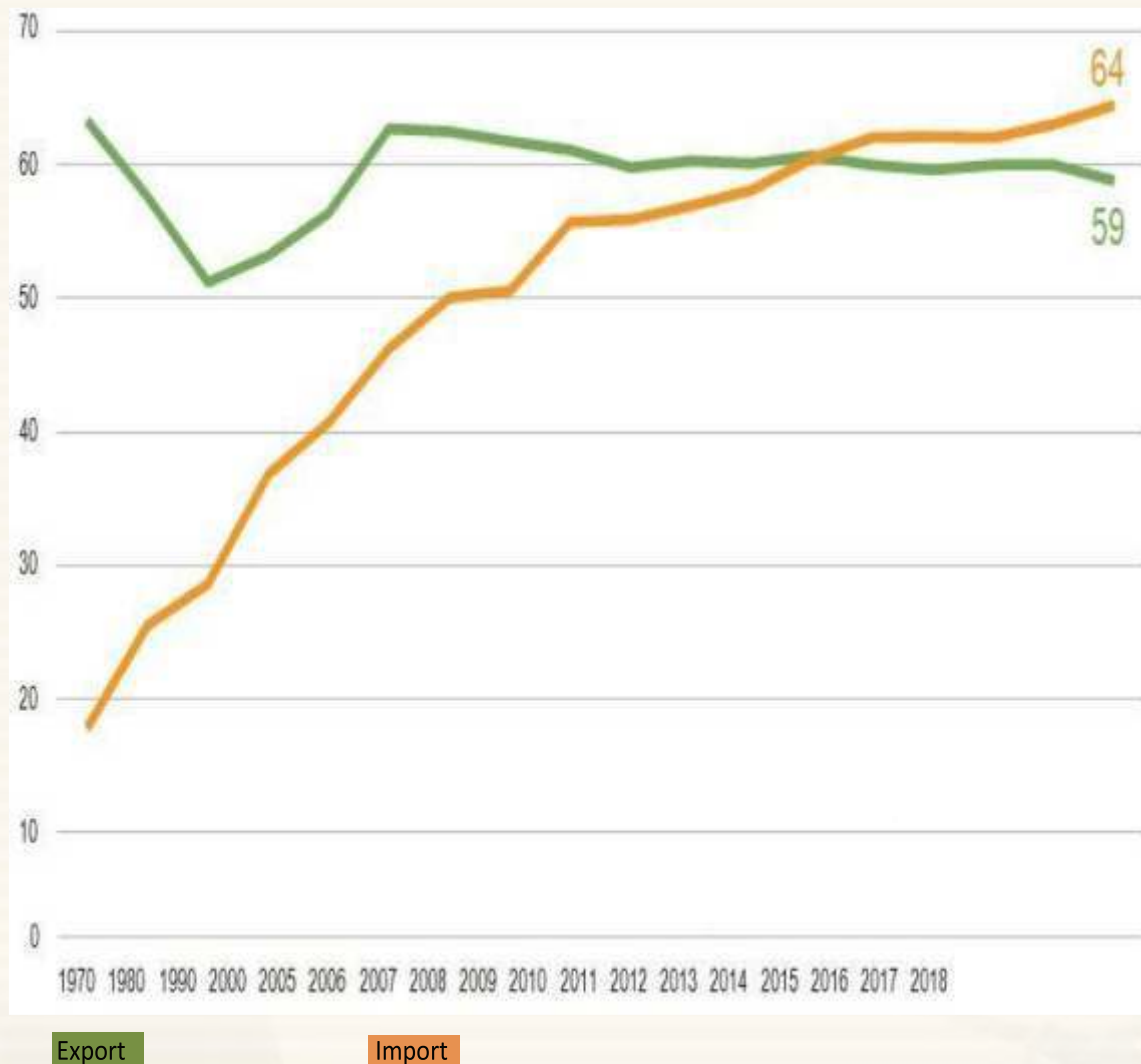
Asia was by far the largest trading region. In 2018, 4.5 billion tons of goods were loaded, and 6.7 billion tons unloaded in Asian seaports. The other continents registered less than half of these amounts of the 11 billion tons shipped internationally in 2018, 7.8 billion tons were classified as dry cargo. Crude oil, the most transported cargo in the 1970s, has lost market share over the last four decades, and by 2018 it accounted for less than one-fifth of the goods delivered by sea.



Source: UNCTAD Review of Maritime Transport 2019



Fig. 1.2 Participation of developing countries in international maritime trade, selected years (Percentage share in total tonnage)



Source: UNCTAD Review of Maritime Transport 2019

Figure 1.2 shows the share of developing countries in international maritime trade in terms of goods exported and imported between 1970 and 2018. Developing countries have been the main exporting countries, with nearly two-thirds of maritime trade originating in their territories. Since 2000, the contribution of developing countries to maritime trade has shifted, reflecting their growing role as major exporters of raw materials, as well as major exporters and importers of finished and semi-finished goods



**Table 1.1 International Maritime Trade by Region 2018.
(World Share by Percentage)**

	Export (%)	Import (%)
Africa	7	5
Americas	22	14
Asia	41	61
Europe	16	19
Oceania	14	1

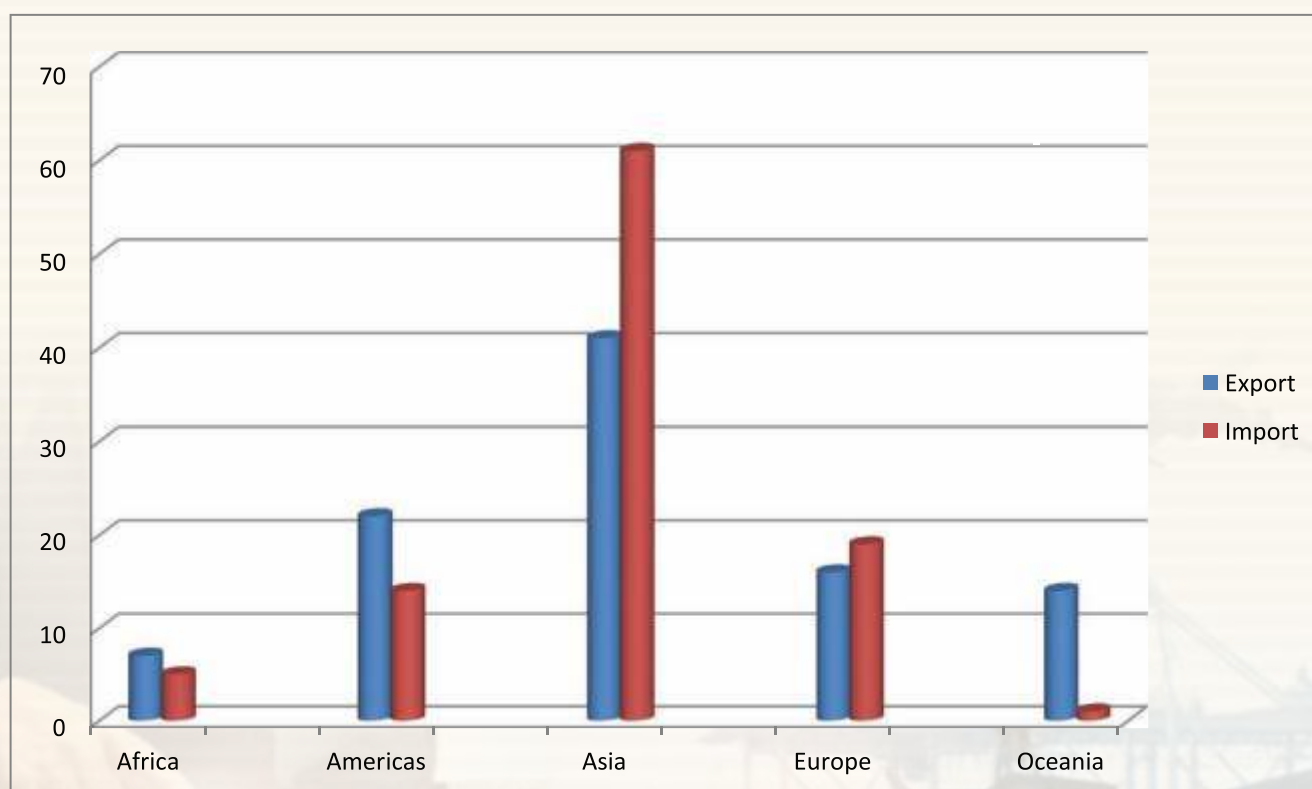


Fig.1.3 International Maritime Trade by Region 2018. (Percentage share in World Tonnage)

Source: UNCTAD Review of Maritime Transport 2019



Figure 1.1 Highlights the Regional Distribution of Global Maritime trade. In 2018, 41 per cent of the total goods loaded originated in Asia, and 61 per cent of total goods unloaded were received in this same region. Over the years, the participation of Africa declined, particularly in terms of goods loaded, reflecting the reduced importance of traditional African exporters of liquid and dry bulk cargoes. This was only partly compensated for by alternative raw material sources from Africa.

Table 1.2. World container port throughput by region, 2017–2018 (20-foot equivalent units)

Region	2017	2018
Africa	30,398,569	30,940,898
Asia	488,852,650	510,513,120
Europe	119,359,397	125,888,633
Latin America and the Caribbean	48,863,196	51,669,025
North America	58,510,434	61,352,043
Oceania	12,003,344	12,896,887
Total (TEU)	757,987,590	793,260,606

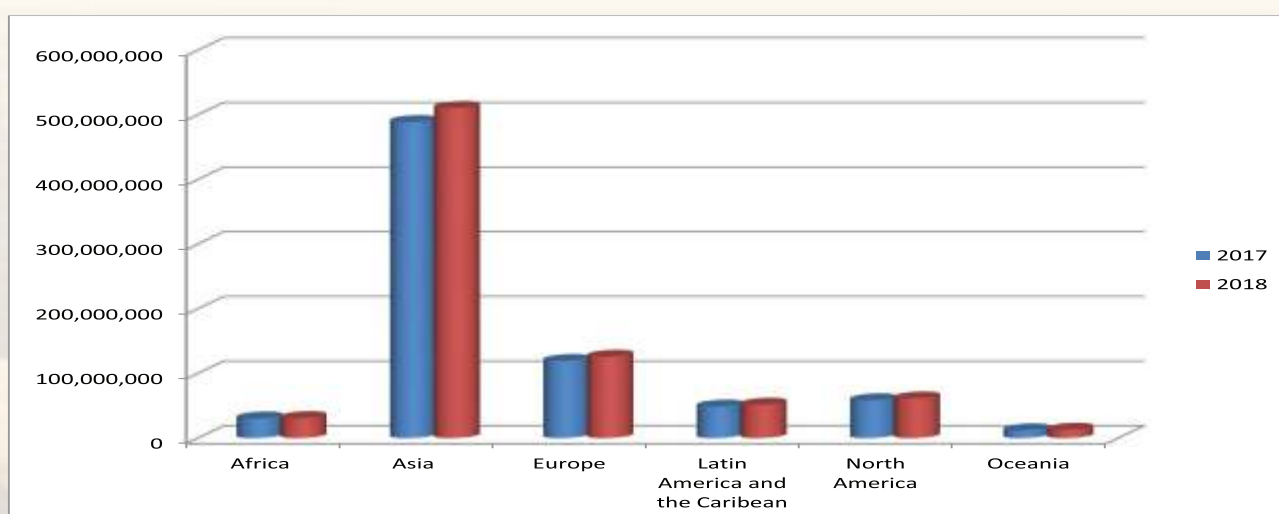


Fig 1.4. World container port throughput by region, 2017–2018 (20-foot equivalent units)

Source: UNCTAD Review of Maritime Transport 2019



THROUGHPUT OF LEADING GLOBAL CONTAINER PORTS IN 2018

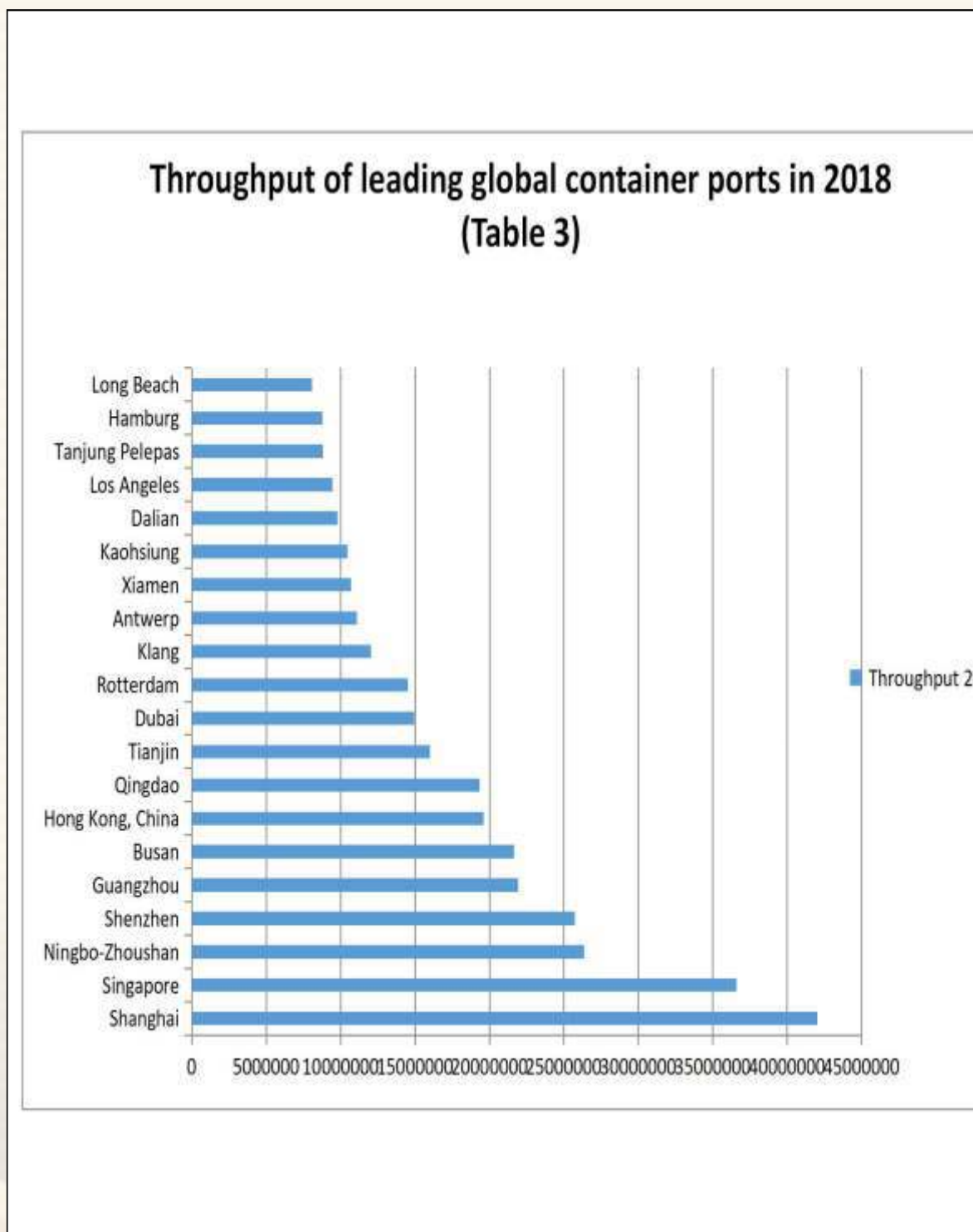


Fig 1.5. Throughput of Leading Global Container Ports

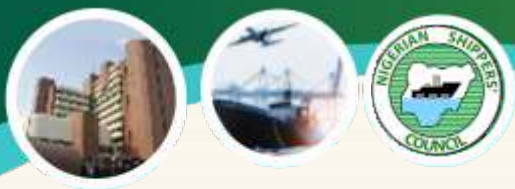
Source: UNCTAD Review of Maritime Transport 2019



Table 1.3. THROUGHPUT OF LEADING 20 GLOBAL CONTAINER PORTS 2018 (20-foot equivalent units)

PORT	2018 THROUGHPUT (TEU)
Shanghai	42 010 000
Singapore	36 600 000
Ningbo-Zhoushan	26 350 000
Shenzhen	25 740 000
Guangzhou	21 920 000
Busan	21 660 000
Hong Kong, China	19 600 000
Qingdao	19 320 000
Tianjin	16 000 000
Dubai	14 950 000
Rotterdam	14 510 000
Klang	12 030 000
Antwerp	11 100 000
Xiamen	10 700 000
Kaohsiung	10 450 000
Dalian	9 770 000
Los Angeles	9 460 000
Tanjung Pelepas	8 790 000
Hamburg	8 780 000
Long Beach	8 070 000

Source: UNCTAD Review of Maritime Transport 2019



LINER SHIPPING CONNECTIVITY

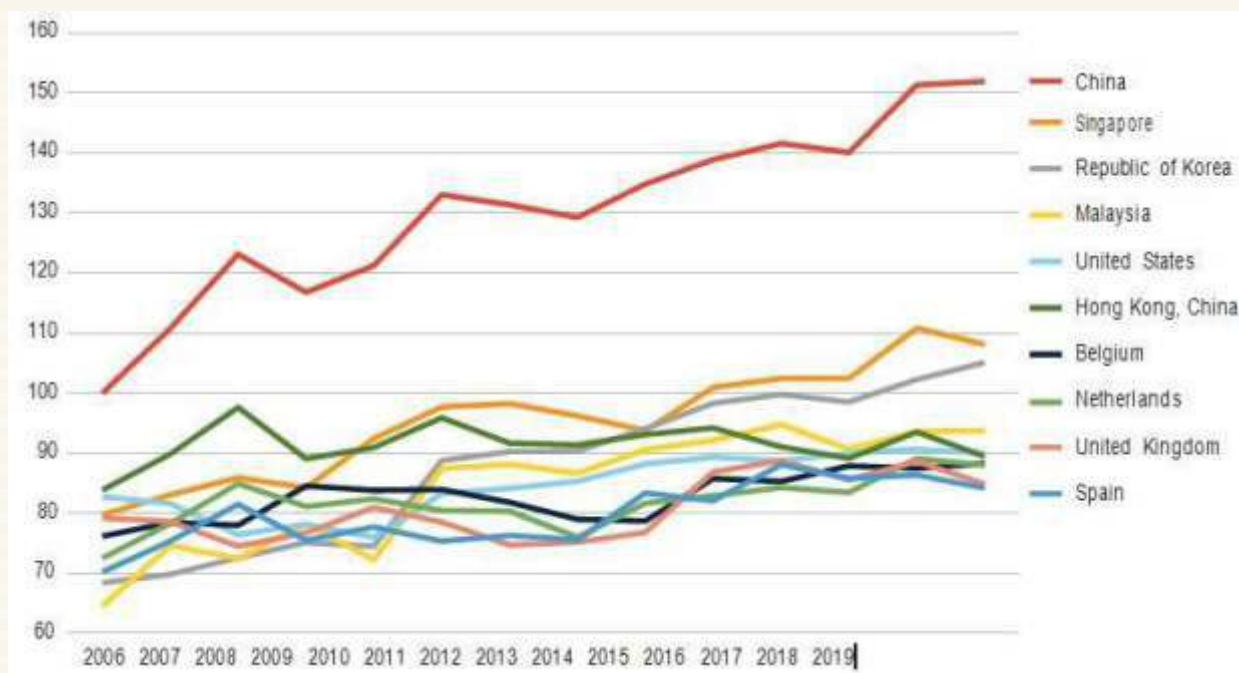
The position of a country or port in the global container shipping network – that is to say, its connectivity – is an important determinant of accessibility to global trade, trade costs and competitiveness. To provide an indicator for this connectivity, UNCTAD in 2004 developed the liner shipping connectivity index which aims to capture a country's level of integration into the existing global liner shipping network by measuring liner shipping connectivity. In 2019, UNCTAD expanded the coverage of the index and introduced a new port liner shipping connectivity index for more than 900 ports.

The liner shipping connectivity index can be considered a proxy for the accessibility to global trade. The higher the level, the easier it is for a country to access the global maritime freight transport system, including in terms of capacity, transport options and frequency, and thus effectively participate in international trade. Therefore, the index can be considered both as a measure of connectivity to maritime shipping and as a measure of competitiveness and trade facilitation

The liner shipping connectivity index indicates a country's integration level into global liner shipping networks. The index is set at 100 for the maximum value of country connectivity in 2006, which was represented by China. The index was updated and improved in 2019, with further country coverage, incorporating an additional component (the number of country pairs with a direct connection), and newly generated for 2006 onwards, setting the new index at 100 for the country with the highest average in 2006, which was China.



Fig. 1.6. Liner shipping connectivity index, top 10 economies, 2006–2019

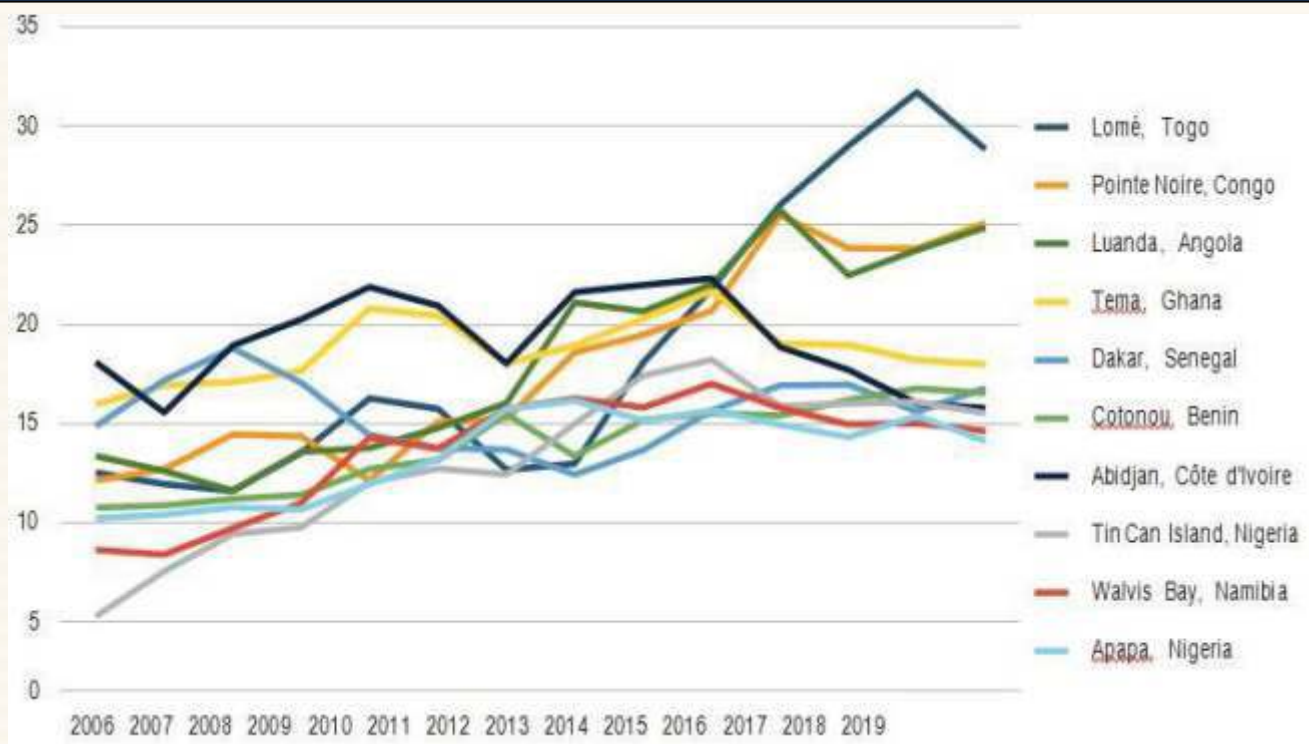


Source: UNCTAD 2019 Port Performance Report

In Western Africa, Lomé, Togo has emerged as the leading hub port. It is followed by Pointe Noire, Congo and Luanda, Angola (figure 1.6). Spurred by modernization reforms and benefitting from the congestion at the port of Lagos, Nigeria, Lomé port has been rapidly expanding in recent years. Another factor influencing the excellent performance of leading ports in the region is that they managed to attract direct services from China, boosting their indices, given the additional services and the larger vessels deployed on these routes (Wolde Woldearegay et al., 2016). Abidjan, Côte d'Ivoire, which was still ranked number one in the region in 2016, slipped to the seventh position in 2019. Lagos dropped from the ranking of the ten most connected ports of the region in 2006 to sixteenth position in 2019, while two other Nigerian ports (Tin Can Island and Apapa) joined the ranking. Within the African continent, Western Africa has relatively low connectivity, as its geographical position does not link it to any major North-South or East-West shipping routes.



Fig. 1.7 Liner shipping connectivity index for the top 10 ports in West-Africa, 2006–2019



Source: UNCTAD 2019 Port Performance Report

PORT TURN AROUND TIMES

A shorter time in port is a positive indicator of a port's efficiency and trade competitiveness. Every hour of ship time saved in a port helps ports, carriers and shippers save money on port infrastructure investments, capital expenditures on ships and inventory holding costs of merchandise goods.



Table 1.4 Median timespent in port in top 25 economies by number of port calls and market segment, 2018

Economy	Number of port calls	Number of days					
		Liquid bulk carriers	Dry bulk carriers	Container ships	Breakbulk carriers	Liquefied natural gas carriers	Liquefied petroleum gas carriers
China	205 448	1.10	2.00	0.62	1.17	1.21	1.00
Japan	180 400	0.31	0.90	0.35	1.12	0.99	0.32
Netherlands	100 343	0.49	0.84	0.78	0.40	1.30	0.94
United States	72 485	1.64	1.84	1.00	1.79	1.28	2.03
Russian Federation	68 211	1.04	2.50	1.40	1.56	1.10	1.34
Republic of Korea	65 762	0.79	2.34	0.60	1.29	1.03	0.72
Indonesia	62 059	1.28	3.55	1.09	1.26	1.38	1.13
Singapore	60 712	0.60	0.12	0.77	0.65	2.22	1.12
Spain	59 326	0.84	2.27	0.66	1.14	1.05	0.96
United Kingdom	58 203	1.06	2.73	0.73	1.46	1.43	1.08
Germany	50 264	0.36	2.48	0.79	0.50	..	0.75
Norway	49 339	0.61	0.87	0.33	0.34	0.32	0.75
Turkey	47 488	1.11	4.00	0.63	1.52	1.31	1.36
Italy	39 265	1.29	3.55	0.82	1.93	..	1.44
India	38 999	1.42	2.49	0.93	0.82	1.15	1.27
Malaysia	32 982	1.16	3.42	0.76	1.15	1.09	0.91
Belgium	31 811	1.30	3.88	1.02	1.43	1.18	1.40
Taiwan Province of China	30 729	1.05	2.14	0.46	1.26	0.99	0.98
Australia	29 783	1.34	1.65	1.20	1.79	1.22	0.90
Greece	28 535	0.54	0.35	0.95	1.07	0.99	0.88
Brazil	27 546	1.74	2.67	0.81	2.45	2.94	1.66
Canada	27 225	1.12	0.32	1.49	0.28	..	..
Thailand	26 206	0.68	3.07	0.79	1.59	1.23	0.57
Sweden	25 461	0.68	0.51	0.63	1.04	0.61	0.82
France	24 677	1.06	3.14	0.75	1.50	1.20	1.07
World total	1 884 818	0.94	2.05	0.70	1.11	1.11	1.02

Source: UNCTAD 2019 Port Performance Report



Table 1.5 Median time spent in port in 2018







Economy	Number of port calls	Number of days					
		Liquid bulk carriers	Dry bulk carriers	Container ships	Breakbulk carriers	Liquefied natural gas carriers	Liquefied petroleum gas carriers
World Total	1 884 818	0.94	2.05	0.70	1.11	1.11	1.02

Source: UNCTAD 2019 Port Performance Report

In 2018, the median time of ship spent in port during one port call was 23.5 hours (0.97 days). In general, dry bulk carriers spent 2.05 days during a port call, almost three times the median time of a container ship.

NIGERIA MARITIME PROFILE 2018

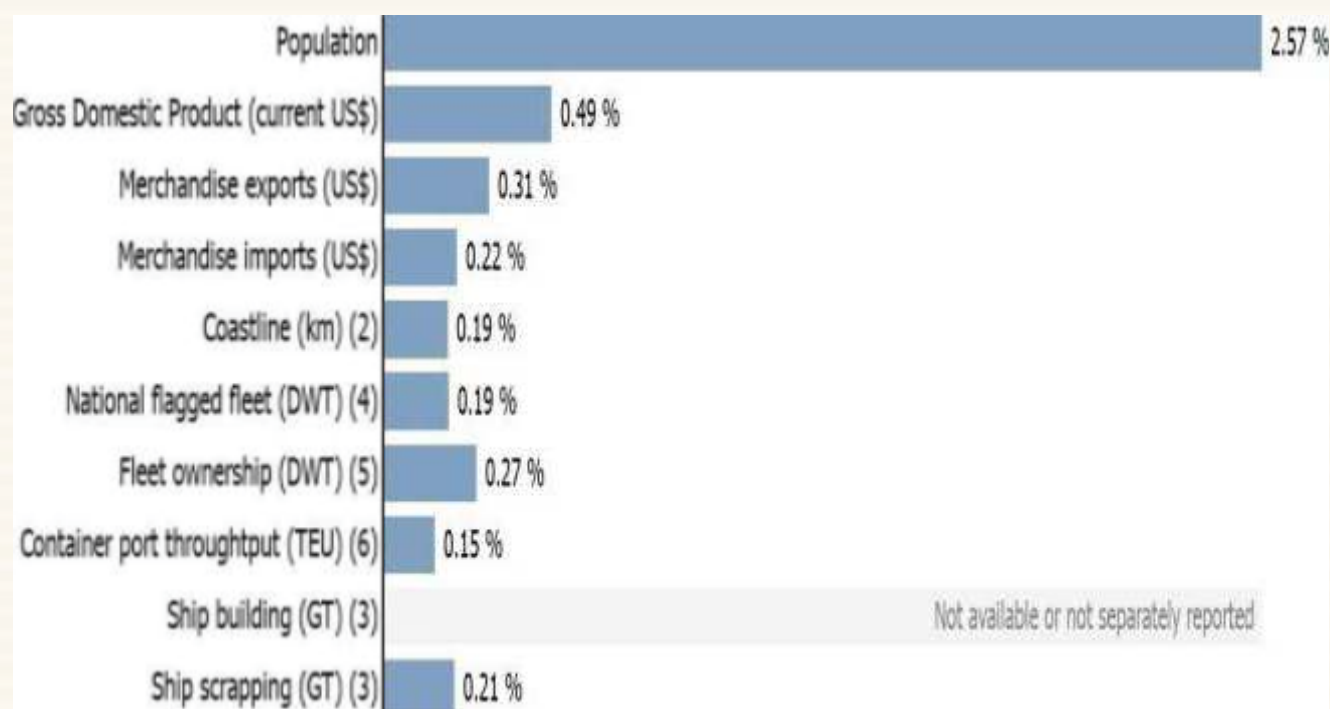
TABLE 2.1 General Information

ITEM NO	ITEM	VALUE
1	 Population	195.875 Million
2	 GDP	421,694 Millions Current US\$
3	 Coast/Area Ratio	3 m/km²
4	 Fleet-National Flag	3,717 thousand DWT
5	Fleet-Ownership	5243 thousand DWT
6	Merchandise Trade	103,554 million Current US\$
7	 Ship Scrapping	39,778 GT
8	 Container Port Throughput	1,210,000 TEU

Source: UNCTADSTAT DATA CENTER



FIG. 2.1 NIGERIA WORLD SHARES
FOR 2018



Source: UNCTADSTAT DATA CENTER

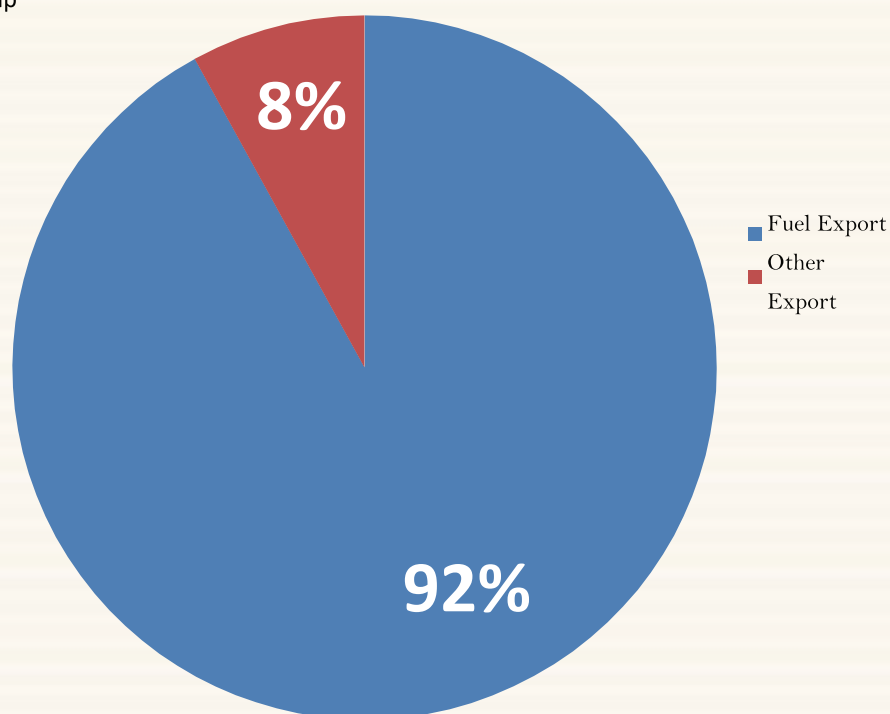
INTERNATIONAL MERCHANDISE TRADE

Table 2.2 Total Merchandise Trade

(millions of US\$)	2005	2010	2015	2018
Merchandise exports	50 467	(e) 84 000	50 216	60 547
Merchandise imports	20 754	44 235	(e) 44 700	43 007
Merchandise trade balance	29 713	(e) 39 765	(e) 5 516	17 540

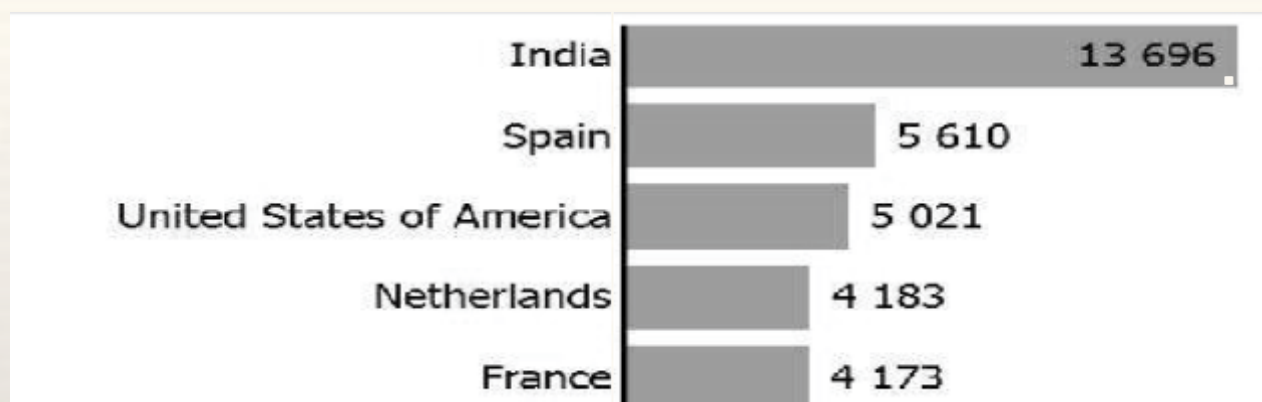


Estimated Export
Structure by Product Group
in 2018



Source: UNCTADSTAT DATA CENTER

Fig 2.3 Top 5 Partners in 2018 (Exports, millions of US\$)



Source: UNCTADSTAT DATA CENTER



+36.2%

Fig 2.4. Merchandise Exports Growth Rate in 2018

NATIONAL FLEET

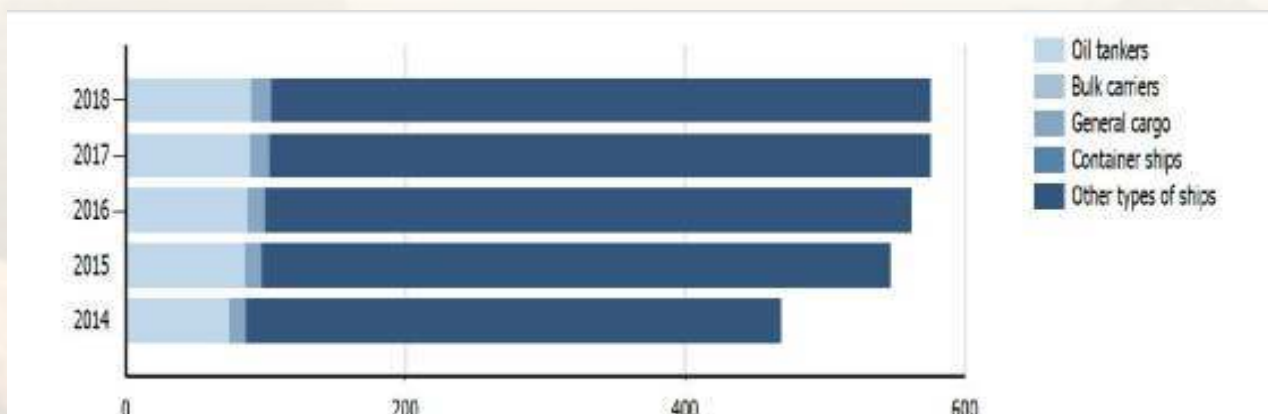
Total Annual Merchant Fleet by Flag of Registration

Deadweight tons in thousands

YEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Oil tankers	750	609	485	528	597	708	749	720	705	1,074
Bulk carriers	13	13	13	0	0	0	0	0	0	0
General cargo	19	16	9	9	9	19	19	31	31	31
Container ships	..	0	0	0	0	0	0	0	0	0
Other Type of Ships	207	3,107	3,021	3,042	3,454	3,506	3,146	3,188	3,259	3,255
TOTAL FLEET	989	3,745	3,528	3,579	4,060	4,233	3,915	3,939	3,995	4,360

Source: UNCTADSTAT DATA CENTER

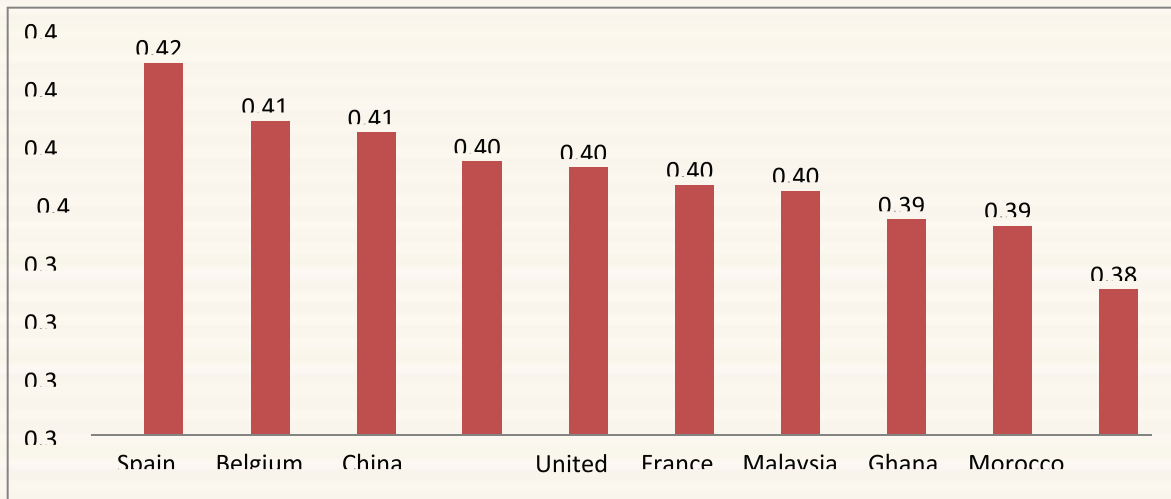
Fig 2.5 Fleet by Type of Ship (Number of Ships)



Source: UNCTADSTAT DATA CENTER



Fig 2.6 Bilateral Connectivity Index – (Top 10 Partners in 2018)
(can only take values between 0 (min) and 1 (Max))

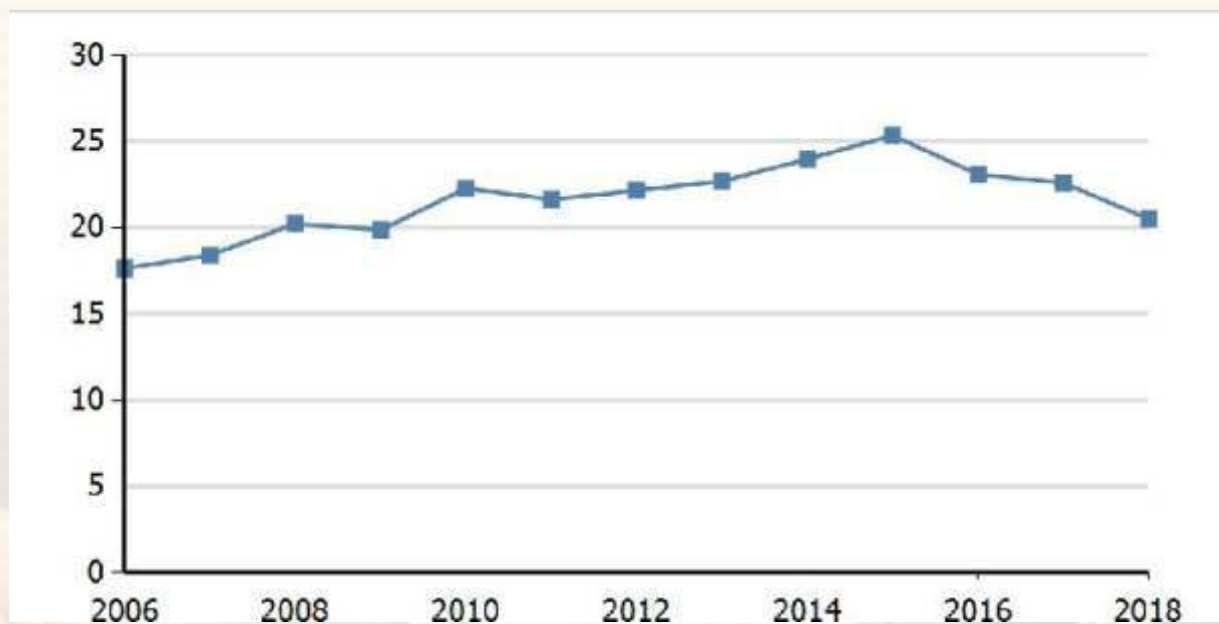


National Connectivity index

Source: UNCTADSTAT DATA CENTER

Fig 2.7

LINER SHIPPING CONNECTIVITY INDEX





Source: UNCTADSTAT DATA CENTER 18

THROUGHPUT AND OTHER PORTS INDICATORS

**Table 2:4 ALL PRODUCTS EXPORTS IN MILLION US DOLLARS
(WEST AFRICAN ECONOMY)**

ECONOMY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Benin	1,282	1,410	1,443	1,982	2,560	1,682	1,774	2,216	3,343	3,363
Côte d'Ivoire	11,410	12,635	12,124	12,049	12,951	11,730	10,876	11,853	11,912	12,602
Gambia	68	95	119	106	125	115	105	124	140	133
Ghana	7,960	12,785	13,552	13,752	13,217	10,321	11,138	13,835	14,943	15,668
Liberia	222	367	460	559	444	283	279	358	517	528
Mali	1,996	2,374	2,610	2,339	2,776	2,717	2,826	2,896	3,583	3,565
Niger	1,150	1,250	1,450	1,585	1,445	1,087	1,032	1,206	1,202	1,174
Nigeria	84,000	116,000	114,700	90,555	103,100	50,216	33,302	44,468	60,547	62,531
Senegal	2,161	2,542	2,532	2,661	2,750	2,612	2,640	2,989	3,623	4,175
Sierra Leone	341	350	1,122	1,917	1,552	512	624	567	554	661
Togo	976	1,179	1,314	1,519	1,324	1,011	1,036	1,016	1,080	1,135

Nigeria

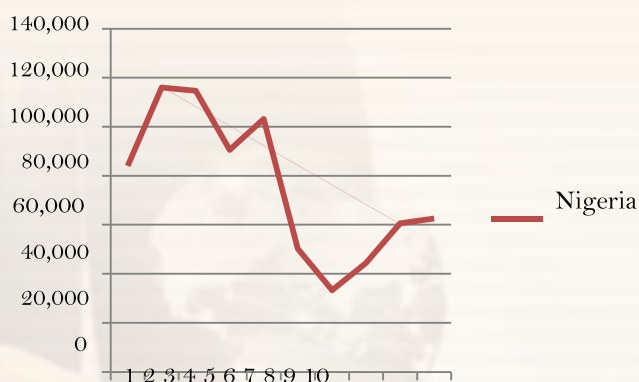


Fig. 2.8 Nigeria all Products Exports 2010-2019

Benin Republic

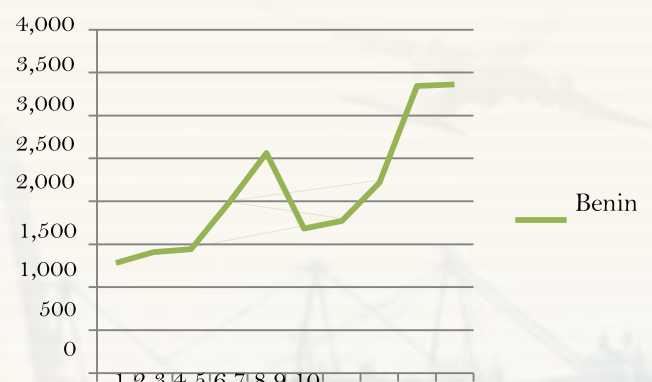
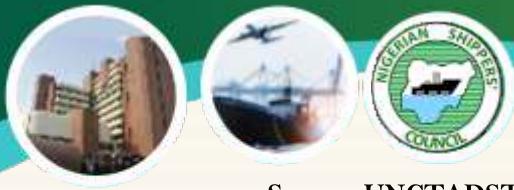
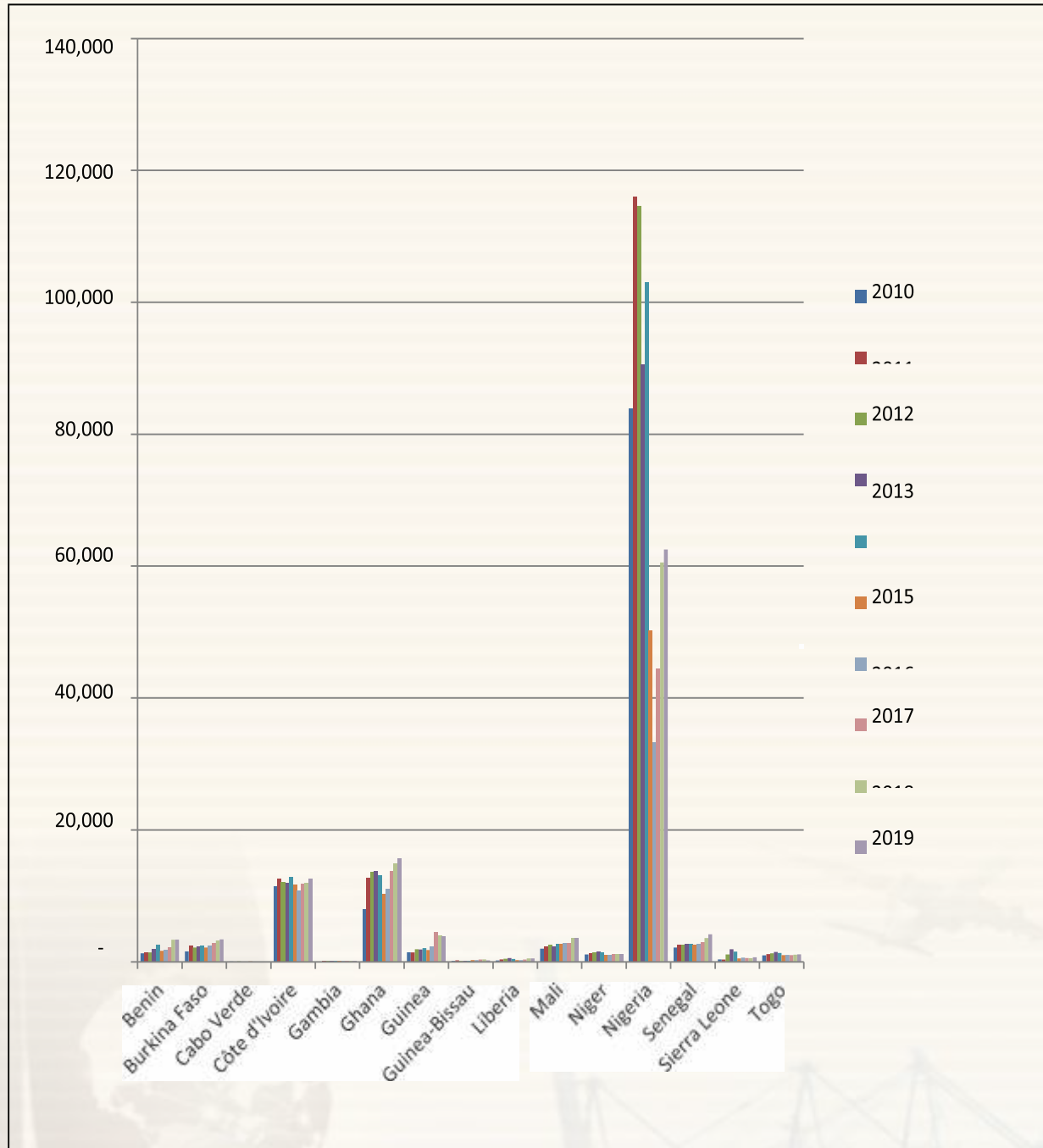


Fig 2.9 Benin Republic all Products Exports 2010-2019



Source: UNCTADSTAT DATA CENTER

Fig. 2.10 Merchandise: Total Annual Trade (US Dollars at Current Prices in Millions)



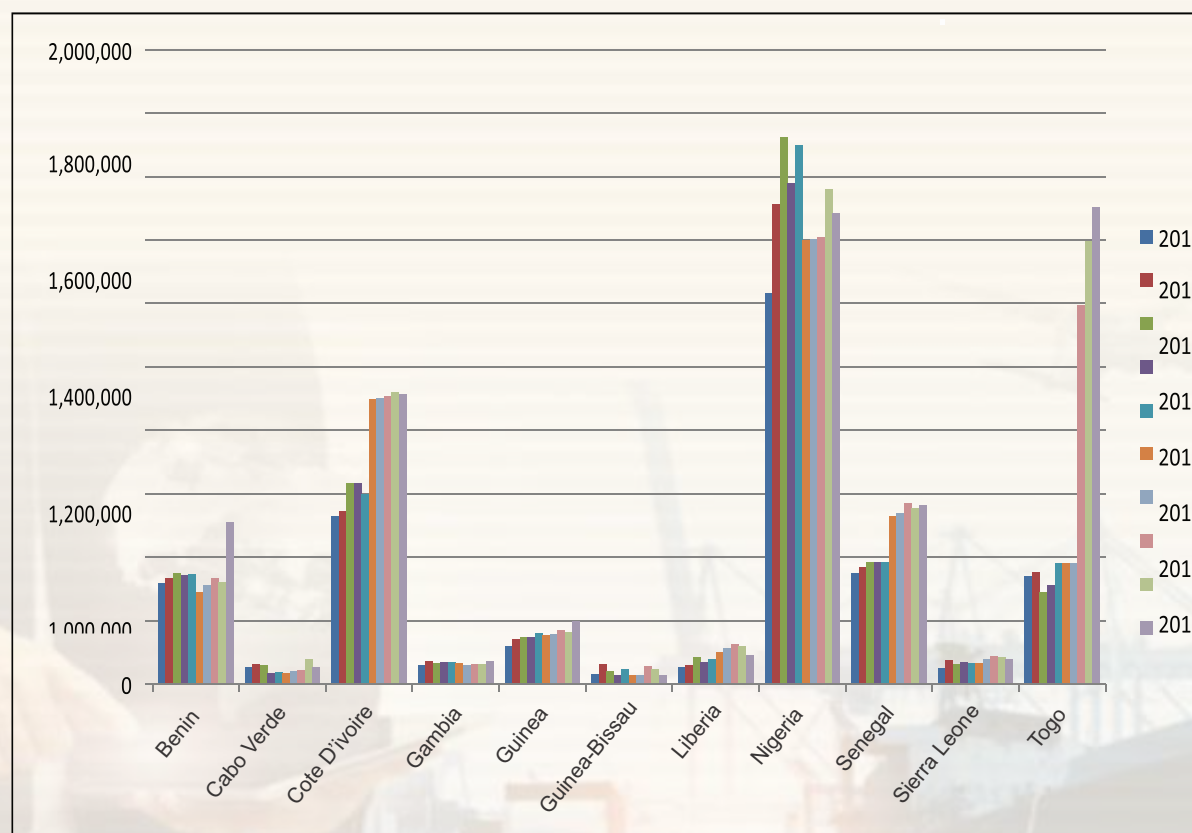
Source: UNCTADSTAT DATA CENTER



Table 2.5. Annual Container Port throughput (West Africa)

ECONOMY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Benin	316,700	334,800	348,200	341,500	344,850	288,000	310,500	333,000	321,750	510,896
Cabo Verde	54,111	62,118	58,981	35,491	37,377	33,842	38,312	41,931	79,354	52,378
Côte d'Ivoire	530,000	546,000	633,900	633,900	600,000	896,516	902,058	907,600	919,000	913,300
Gambia	58,521	71,932	65,226	68,759	70,000	65,000	60,000	62,500	61,250	71,470
Guinea	120,000	140,007	147,466	147,255	160,160	153,708	156,934	171,900	164,417	197,739
Guinea-Bissau	30,637	64,410	39,519	28,633	47,721	27,136	26,382	56,819	47,433	28,700
Liberia	53,400	59,800	85,589	70,000	79,000	100,000	112,500	125,000	118,750	91,454
Nigeria	1,232,000	1,510,900	1,723,000	1,580,000	1,700,000	1,400,000	1,404,000	1,408,000	1,560,000	1,484,000
Senegal	349,200	369,100	383,900	383,900	383,900	530,000	540,000	570,500	555,250	562,875
Sierra Leone	50,000	75,000	62,500	68,750	65,625	67,188	78,144	89,100	83,622	78,413
Togo	339,900	352,700	288,500	311,500	380,800	380,800	380,800	1,193,800	1,395,700	1,503,169

Fig. 2.11 Annual Container Port throughput (West Africa)



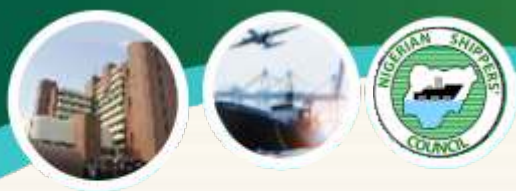


Table.2.6 All Products Imports in Million US Dollars (West African Economy)

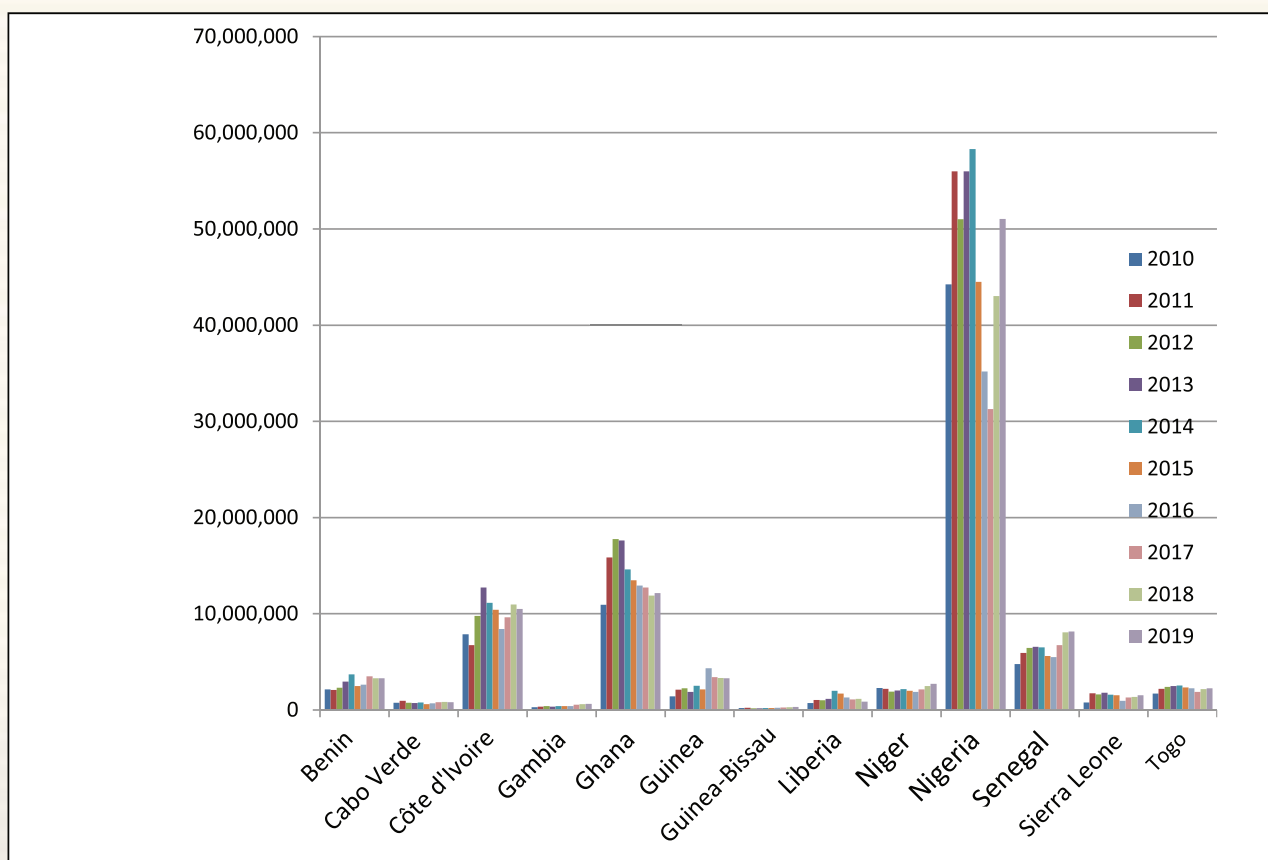
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Benin	2,133,551	2,070,012	2,316,427	2,940,679	3,703,725	2,474,736	2,630,158	3,493,934	3,278,030	3,279,838
Cabo Verde	730,766	946,557	754,757	726,226	767,547	603,430	672,160	793,599	814,604	793,922
Côte d'Ivoire	7,849,331	6,719,987	9,769,657	12,720,573	11,117,788	10,405,703	8,404,078	9,613,804	10,969,607	10,482,561
Gambia	283,687	340,662	380,028	350,246	387,202	401,711	384,338	548,847	601,352	618,899
Ghana	10,922,110	15,837,720	17,763,170	17,600,240	14,600,200	13,465,060	12,920,110	12,718,142	11,880,471	12,152,176
Guinea	1,404,920	2,105,590	2,253,960	1,869,260	2,509,210	2,138,648	4,322,123	3,399,647	3,303,612	3,288,106
Guinea-Bissau	178,133	217,717	164,820	165,732	194,216	187,648	208,714	263,564	281,948	295,223
Liberia	709,800	1,044,300	1,004,700	1,149,800	1,996,600	1,687,200	1,301,800	1,088,780	1,143,350	868,780
Niger	2,272,515	2,192,360	1,902,936	2,017,853	2,151,092	1,975,822	1,863,313	2,119,946	2,478,201	2,699,740
Nigeria	44,235,269	56,000,000	51,000,000	56,000,000	58,300,000	44,487,399	35,194,301	31,270,090	43,011,523	51,034,614
Senegal	4,776,840	5,908,917	6,434,216	6,552,182	6,502,674	5,595,355	5,477,912	6,728,672	8,071,411	8,143,113
Sierra Leone	770,018	1,716,537	1,603,521	1,779,937	1,568,000	1,530,321	957,927	1,300,663	1,354,051	1,529,722
Togo	1,682,695	2,187,274	2,380,481	2,476,108	2,526,212	2,335,954	2,260,509	1,874,266	2,163,328	2,251,579

Source: UNCTADSTAT DATA CENTER



Source: UNCTADSTAT DATA CENTER

Fig.2.12 All Products Imports in Million US Dollars (West African Economy)





Source: UNCTADSTAT DATA CENTER

Table 2.7 All Products Exports in Million US Dollars (West African Economy)

ECONOMY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Benin	1,283	1,248	1,422	1,964	2,607	2,373	2,818	2,958	3,331	3,338
Burkina Faso	1,593	2,402	2,868	2,663	2,759	2,364	2,829	3,250	3,954	-
Cabo Verde	123	197	179	195	265	159	155	190	274	266
Côte d'Ivoire	11,238	12,083	11,475	11,474	12,281	10,979	10,069	11,037	11,085	-
Gambia	140	114	126	131	124	107	101	129	151	147
Ghana	7,960	12,785	13,552	13,752	13,217	10,321	11,137	13,835	14,943	15,428
Guinea	1,471	1,428	1,928	1,886	2,066	1,781	2,414	4,595	3,978	3,984
Guinea-Bissau	127	238	131	153	166	252	164	339	339	348
Liberia	180	257	229	533	426	275	163	189	291	525
Mali	2,053	2,390	3,001	2,873	2,779	2,717	2,826	2,896	3,584	3,535
Mauritania	2,083	2,682	2,641	2,651	1,938	1,389	1,112	1,353	1,475	-
Niger	1,058	1,174	1,353	1,528	1,404	1,046	991	1,164	1,157	1,263
Nigeria	79,618	99,052	96,124	97,023	82,596	45,888	34,704	45,817	63,090	64,983
Saint Helena	31	37	44	48	54	58	65	71	78	85
Senegal	1,961	2,377	2,310	2,494	2,612	2,536	2,507	2,858	3,230	4,171
Sierra Leone	363	386	1,056	1,544	1,297	578	648	647	634	-
Togo	956	1,147	1,257	1,477	1,286	984	1,012	984	1,063	1,139

Source: UNCTADSTAT DATA CENTER



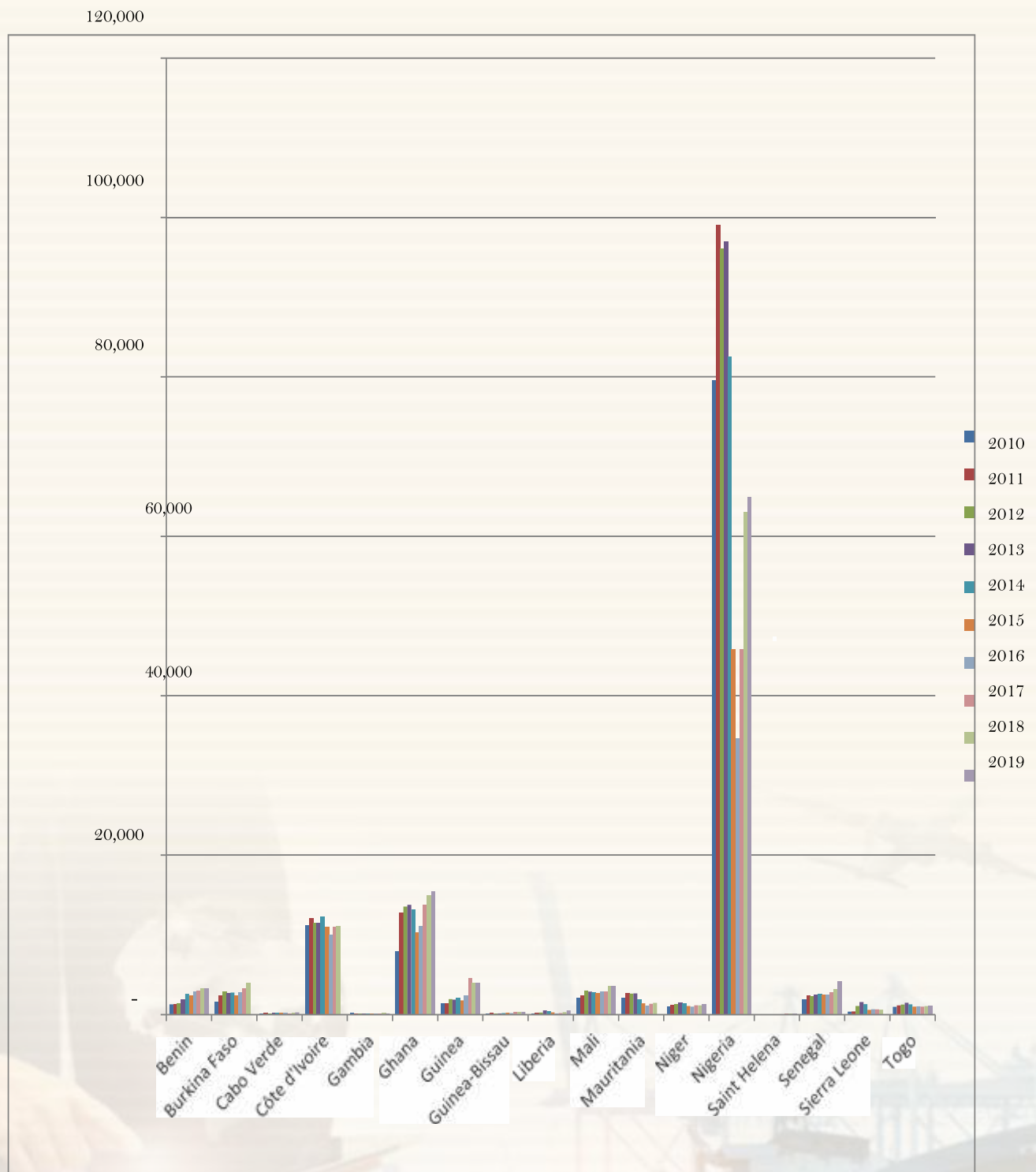
Table 2.8. 2019 Annual Port call and performance statistics: time spent in Ports

Economy	Measure	Median time in port (days)	Ave age of vessels	Ave size (GT) of vessels	Max size (GT) of vessels	Ave cargo carrying capacity (dwt) per vessel	Max. cargo carrying capacity (dwt) of vessels	Ave. container carrying capacity (TEU) per container ship	Max. container carrying capacity (TEU) of container ships
Nigeria	All ships	2.96	13	34,460	151,500	39,529	207,872	3,923	5,762
	Liquid bulk carriers	3.21	15	21,619	86,266	34,816	164,028	..	..
	Liquefied petroleum gas carriers	2.06	10	21,024	48,772	24,598	58,423	..	..
	Liquefied natural gas carriers	1.31	10	108,500	151,500	84,746	100,000	..	..
	Dry bulk carriers	5.85	11	36,177	107,229	64,402	207,872	..	..
	Dry breakbulk carriers	3.40	16	11,411	71,543	14,362	64,942	..	..
	Roll-on/roll-off ships	..	11	50,859	76,420	21,778	46,705	..	..
	Container ships	2.78	12	41,389	66,500	..	..	3,923	5,762

Source: UNCTADSTAT DATA CENTER



Fig 2.13 All Products Exports in Million US Dollars (West African Economy)



Source: UNCTADSTAT DATA CENTER



Economy	Measure	Median time in port (days)	Ave age of vessels	Ave size (GT) of vessels	Max size (GT) of vessels	Ave cargo carrying capacity (dwt) per vessel	Max. cargo carrying capacity (dwt) of vessels	Ave. container carrying capacity (TEU) per container ship	Max. container carrying capacity (TEU) of container ships
Togo	All ships	1.15	16	36,210	153,115	30,109	93,328	3,701	14,000
	Liquid bulk carriers	1.65	12	20,908	30,641	34,326	53,187	..	..
	Liquefied petroleum gas carriers	1.33	7	23,845	25,952	27,304	29,590	..	..
	Dry bulk carriers	3.31	11	28,243	51,265	48,543	93,328	..	..
	Dry breakbulk carriers	1.78	20	13,317	48,799	19,320	58,189	..	..
	Roll-on/roll-off ships	..	14	48,045	72,635	21,889	46,705	..	..

Benin	All ships	1.15	16	36,210	153,115	30,109	93,328	3,701	14,000
	Liquid bulk carriers	1.65	12	20,908	30,641	34,326	53,187	..	..
	Liquefied petroleum gas carriers	1.33	7	23,845	25,952	27,304	29,590	..	..
	Dry bulk carriers	3.31	11	28,243	51,265	48,543	93,328	..	..
	Dry breakbulk carriers	1.78	20	13,317	48,799	19,320	58,189	..	..
	Roll-on/roll-off ships	..	14	48,045	72,635	21,889	46,705	..	..
	Container ships	0.85	12	44,017	66,500	..	..	4,233	5,

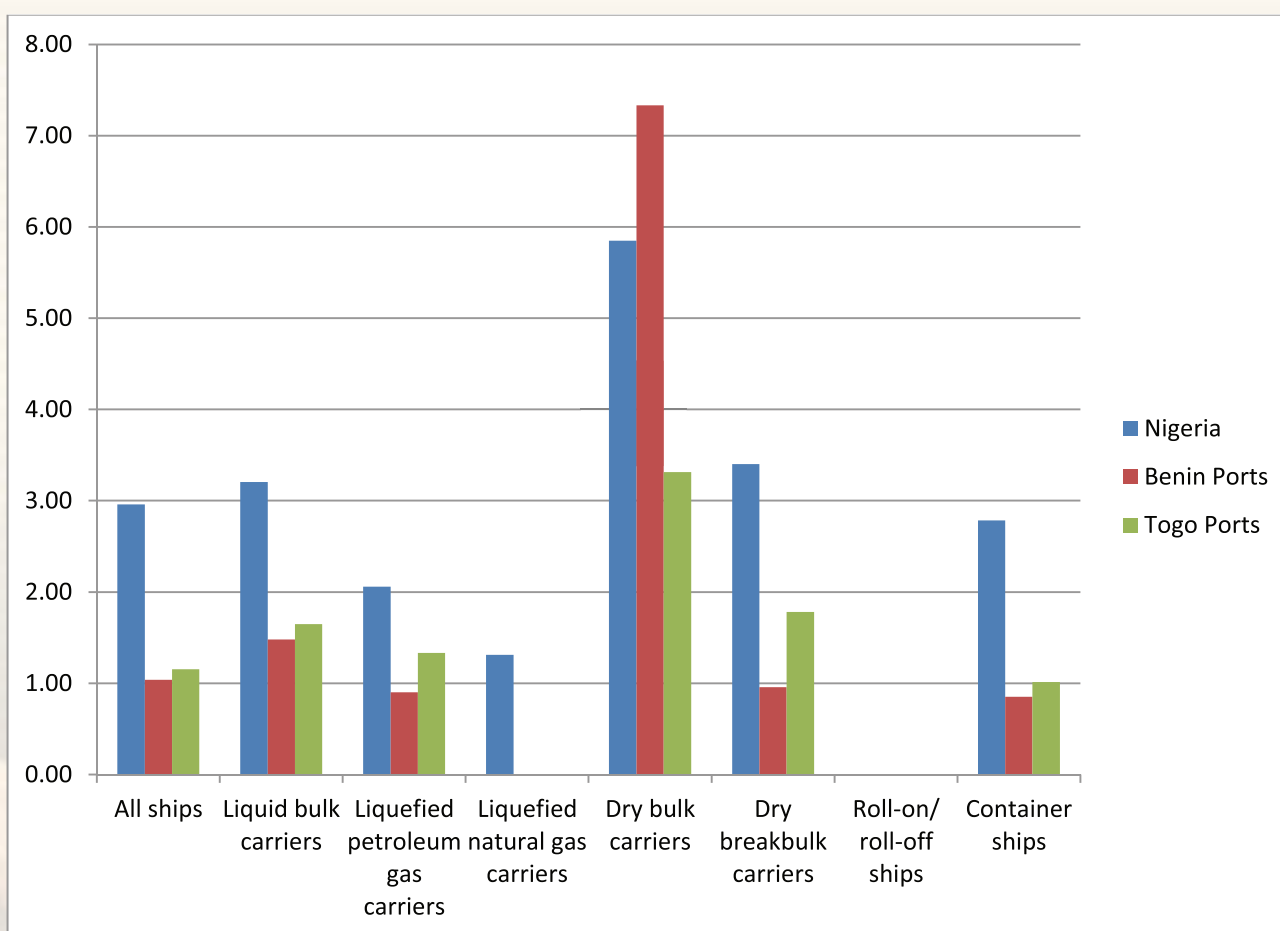
Source: UNCTADSTAT DATA CENTER



Table 2:9 2019 Ships Median Time Spent in Ports (Days)

	Nigeria Ports	Benin Ports	Togo Ports
All ships	2.96	1.04	1.15
Liquid bulk carriers	3.21	1.48	1.65
Liquefied petroleum gas carriers	2.06	0.90	1.33
Liquefied natural gas carriers	1.31		
Dry bulk carriers	5.85	7.33	3.31
Dry breakbulk carriers	3.40	0.96	1.78
Roll-on/ roll-off ships	..	..	..
Container ships	2.78	0.85	1.01

Fig. 2.14 Ships Median Time Spent in Ports (Days)



Source: UNCTADSTAT DATA CENTER



APPENDIX II

GLOSSARY

ACD – Advance Cargo Declaration

ADR – Alternative Dispute Resolution

AfCFTA - African Continental Free Trade Agreement

AFREXIM- African Export-Import Bank

ANCLA - Association of Nigerian Licensed Custom Agents

ASF- Air Freight Stakeholders Forum

ATCP- African Trade Policy Centre

BA- Borderless Alliance

BIC – Border Information Centre

BOOT- Build, Own, Operate and Transfer

CBN - Central Bank of Nigeria



ECOWAS- Economic Community of West African States

EFCC- Economic and Financial Crimes Commission

ETLS- ECOWAS Trade Liberalization Scheme

EWG- Expert Working Group

FIATA - International Federation of Freight Forwarders Association

FOU - Federal Operations Unit

FRSC- Federal Road Safety Corps

GMSC- Global Maritime Security Conference

KPIs- Key Performance Indicators

MAN- Manufacturers Association of Nigeria

MoU- Memorandum of Understanding

MOWCA - Maritime Organisation of West and Central Africa

NACCIMA- Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture

NAFDAC- National Agency for Food and Drug Administration and Control

NAFITHS - National Freight Information Transport Hub System

NASSI- Nigerian Association of Small Scale Industrialists

NCS- Nigerian Chambers of Shipping

NCS- Nigerian Customs Service

NDLEA - National Drug Law Enforcement Agency



GPS- Global Positioning System

GSF - Global Shippers' Forum

ICBT- Informal Cross-Border Trade

ICC - International Chamber of Commerce

ICD - Inland Container Depot

ICNL- Inland Container Nigeria Limited

ICPC- Independent Corrupt Practices and Other Related Offences Commission

ICRC- Infrastructure Concession Regulatory Commission

ICTN – International Cargo Tracking Note

IDP – Inland Dry Port

ISRT- Inter-State Road Transit

IMO - International Maritime Organization

KIDP- Kaduna Inland Dry Port

CIRIA - Construction Industry Research and Information Association

CRFFN - Council for the Regulation of Freight Forwarding in Nigeria

CSR- Corporate Social Responsibility

CTN – Cargo Tracking Note

ECCC- Export Commodities Coordinating Committee



NEPC - Nigeria Export Promotion Council

NFIC- National Fleet Implementation Committee

NIA- Nigerian Insurers Association

NICIS - Nigeria Integrated Customs Information System

NIMASA - Nigeria Maritime Administration and Safety Agency

NNJC - Nigeria-Niger Joint Commission for Cooperation

NPA - Nigerian Ports Authority

NRC- Nigerian Railway Corporation

NSA- National Shippers Association

NTFC - National Trade Facilitation Committee

OBC- Outline Business Case

OGFZAN- Oil and Gas Free Zone Authority of Nigeria

PAV - Post Audit Visit

PCS- Port Community System

PEBEC- Presidential Enabling Business Environment Council

PERCOMS - Port Economic Regulatory Central Command System

PMAWCA - Ports Management Association for West and Central Africa

PPP - Public-Private Partnership

PSSP - Port Service Support Portal



RECs- Regional Economic Communities

RTC- Road Traffic Crashes

RTSS- Road Transport Safety Standardization Scheme

SOAN - Ship Owners Association of Nigeria

SOP - Standard Operating Procedures

TA- Transaction Advisor

TFA - Trade Facilitation Agreement

TTP - Truck Transit Park

UASC - Union of African Shippers' Council

UNCTAD - United Nations Conference on Trade and Development

UNECA- United Nations Economic Commission for Africa

USAID - United States Agency for International Development

WACT- West African Container Terminal

WARTU- West Africa Road Transport Union

WATH - West Africa Trade Hub

WAFP- West African Food Markets Programme

WIMA- Women in Maritime Africa

WTO - World Trade Organization



