



**NIGERIAN  
SHIPPERS'  
COUNCIL**

# **2021** **ANNUAL REPORT** **WITH** **FREIGHT STATISTICS**



**CONSOLIDATION FOR  
SUSTAINABLE GROWTH**





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## ALL ABOUT US

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.

In recognition of the role of the Nigerian Shippers' Council as a Regulator simply protecting shippers' interest as enshrined in Section 3 of the NSC Act Cap. 133 LFN 2004, the Federal Government appointed Nigerian Shippers' Council as the Port Economic Regulator in February 2014.

This is to institute 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 on the economy.







# VISION

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







## MISSION STATEMENTS

01

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

02

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

03

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







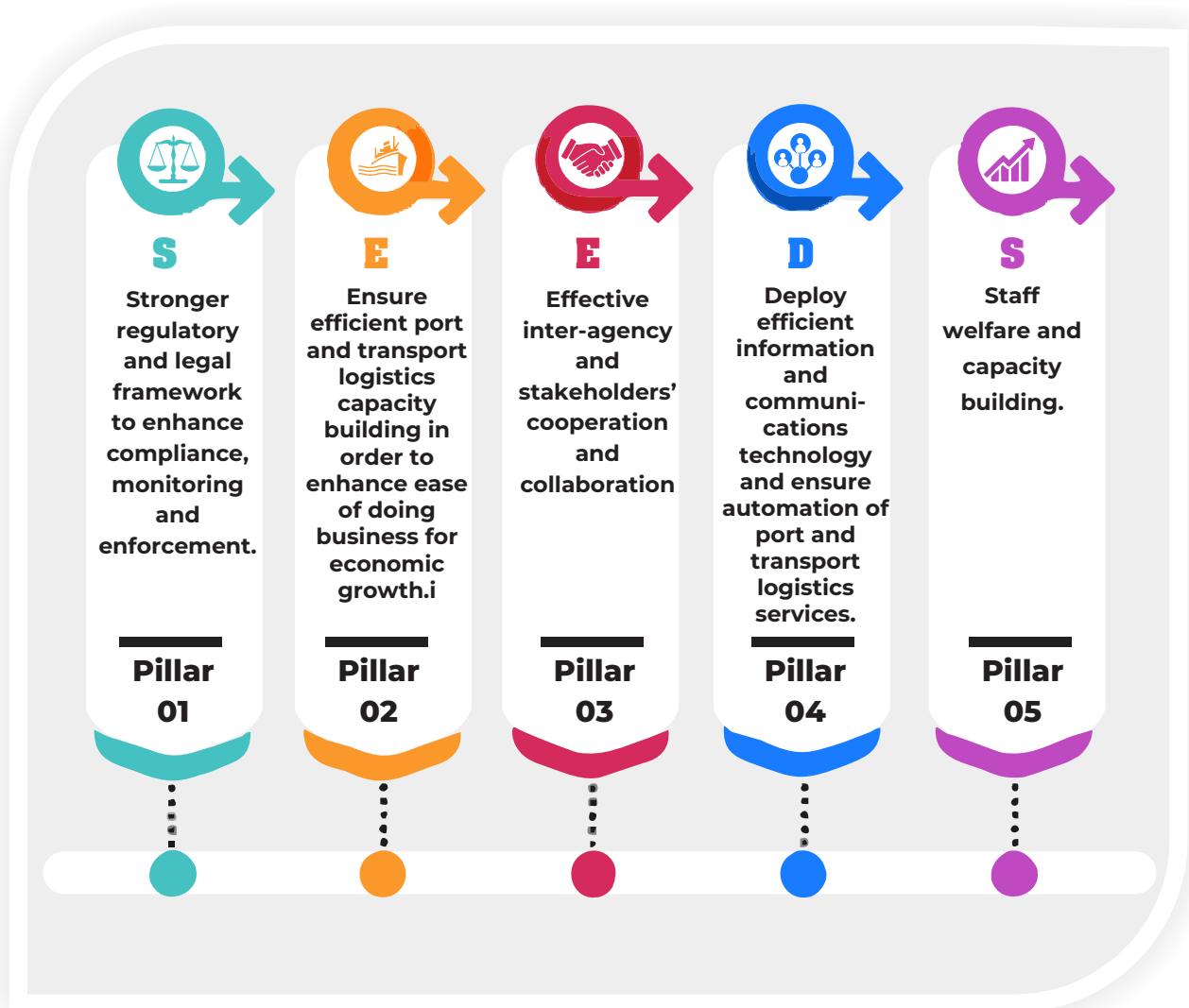
## **MANDATE**

Establish an Enabling Environment for all Stakeholders by Instituting an Efficient and Effective Economic Regulatory System in the Transport Sector.







**KEY PRIORITY AREAS OF THE COUNCIL**

## FUNCTIONS

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



## SERVICES OF THE COUNCIL

### STAKEHOLDERS/ INDUSTRY SUPPORT SERVICES

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

### STAKEHOLDERS' REPRESENTATION SERVICES

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

### ADVOCACY AND ADVISORY SERVICES

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

### RESEARCH AND INFORMATION SERVICES

- Disseminate trade and transport information to stakeholders through indicative freight rates and local shipping charges.
- Disseminate trade and transport information to stakeholders through Border Information Centres (BIC).

### EDUCATION AND ENLIGHTENMENT SERVICES

- Conduct Maritime Seminar for Judges.
- Organize National Shipping Conference.
- Facilitate Maritime Dispute Resolution Seminar (in collaboration with Maritime Arbitrators Association of Nigeria).
- Conduct Seminars and Shippers' Clinics' on specific aspects of international trade.

### REGULATORY SERVICES

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

## OFFICE LOCATIONS

To bring services to the doorstep of Stakeholders nationwide, the Council has its Head Office in Lagos, Liaison Office in Abuja and six (6) Zonal Coordinating Offices in the six (6) Geo-political zones of the Country. In addition, there are fourteen (14) Area Offices and two (2) Border Information Centres.

### HEAD OFFICE

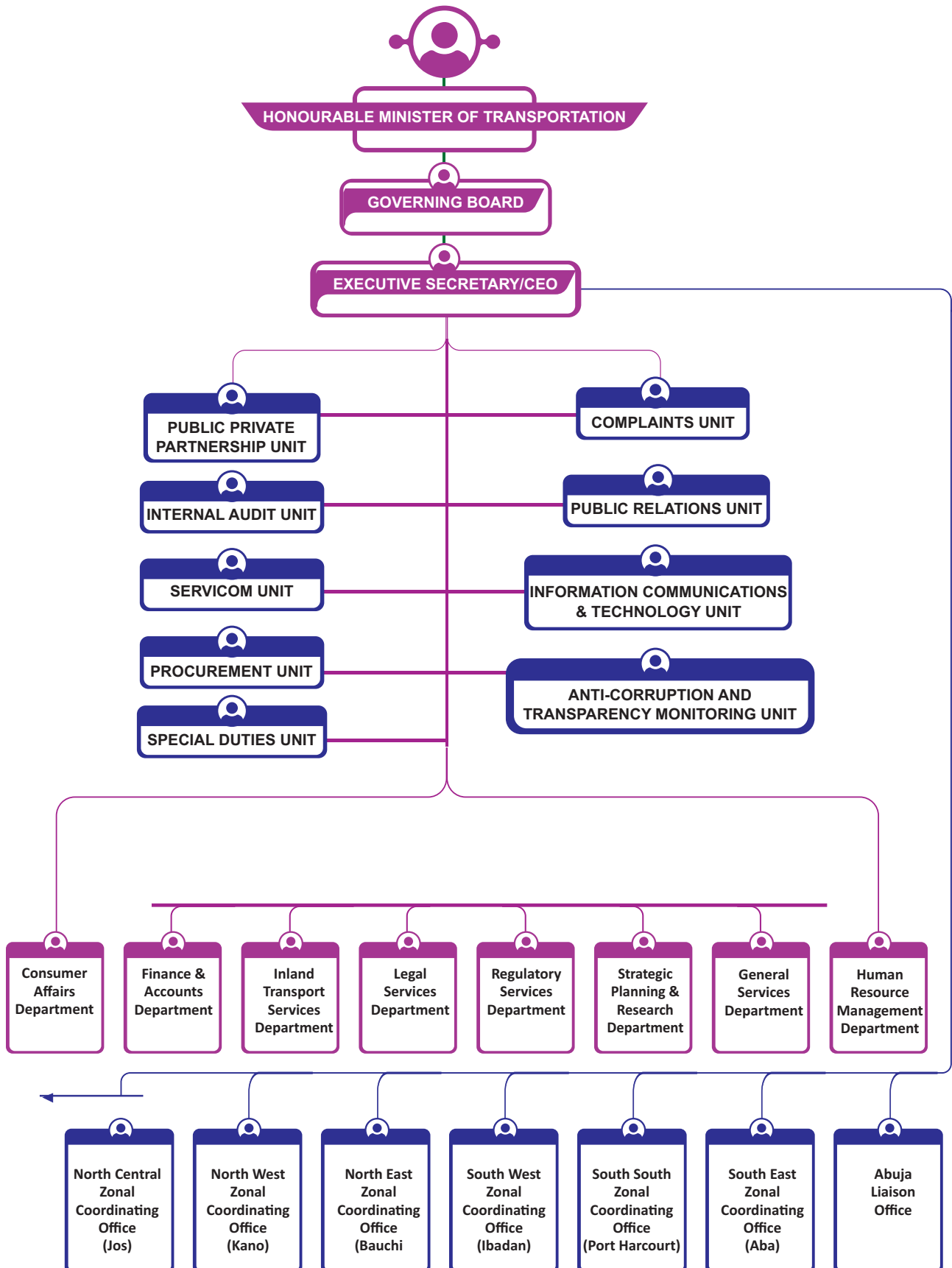
4, Otunba Ayodele Soyode Lane,  
Apapa, Lagos.

S/N	Coordinating Offices	Port/ Area Offices	Areas Of Coverage
1.	<b>South-South Zonal Coordinating Office, Port Harcourt.</b> <i>32a, King Perekule Street, GRA Phase 2, Port Harcourt, Rivers State.</i>	<b>Benin Area Office</b> <i>KY Plaza Opp. PZ Junction Sapele Road Benin City, Edo State.</i>  <b>Calabar Port Office</b> <i>3rd Floor, Henss Building Complex 24/26 Murtala Mohammed Highway, Calabar, Cross River State.</i>  <b>Warri Port Office</b> <i>5, Effurun/ Sapele Raod Warri, Delta State.</i>	Akwa Ibom, Bayelsa, Cross River, Delta, Edo and Rivers States.
2.	<b>South-East Zonal Coordinating Office, Aba.</b> <i>25, Aba - Owerri Road, Aba, Abia State.</i>	<b>Enugu Area Office</b> <i>2a Colliery Avenue GRA, Enugu, Enugu State.</i>  <b>Onitsha Area Office</b> <i>87 Upper New Market Road Onitsha, Anambra State.</i>	Abia, Anambra, Ebonyi, Enugu and Imo States.
3.	<b>South-West Zonal Coordinating Office, Ibadan</b> <i>16B, His Grace Building, Opp. Oando Filling Station, Mokola Hill, Mokola, Ibadan, Oyo State.</i>	<b>Akure Area Office</b> <i>3rd Floor Bank Of Agriculture Alagbaka Akure, Ondo State.</i>  <b>Ilorin Area Office</b> <i>Ahmadu Bello Way Room 445-447 Governor Office Ilorin, Kwara State.</i>	Ekiti, Kwara, Ogun, Ondo, Osun and Oyo States.



4.	<b>North-East Zonal Coordinating Office, Bauchi.</b> <i>5, Ahmad Abdulkar Road, Bauchi, Bauchi State.</i>	<b>Maiduguri Area Office</b> <i>9/10 Kirikasama Road  Opposite Unity Bank  Maiduguri, Borno State.</i>	Adamawa, Bauchi, Borno, Gombe, Taraba, and Yobe States.
		<b>Yola Area Office</b> <i>2 Mohammed Tukur Road  Old GRA Jimeta  Yola, Adamawa State.</i>	
5.	<b>North-West Zonal Coordinating Office, Kano.</b> <i>78, Bajekoli, Besides Shagalinku Restaurant Off Zoo Road, Kano State.</i>	<b>Kaduna Port Office</b> <i>Kaduna Inland Port  Kachia Road, Kakuri  Kaduna State.</i>	Jigawa, Kaduna, Kano, Katsina, Kebbi, Sokoto and Zamfara States.
		<b>Katsina Area Office</b> <i>26 Hassan Usman Road GRA  Katsina State.</i>	
		<b>Sokoto Area Office</b> <i>1 Kano Road  Opposite Firs Office  Sokoto State.</i>	
6.	<b>North-Central Zonal Coordinating Office, Jos.</b> <i>Zaria Road,  Opposite Federal Government College, By Road Safety.  Plateau State.</i>	<b>Lokoja Area Office</b> <i>Zone 8 Round About  Before Meme Bridge  Lokoja, Kogi State.</i>	Benue, Kogi, Nassarawa, Niger and Plateau States.
		<b>Makurdi Area Office</b> <i>1 Regina Agbese Stree,  Off Modern Market Rd,  High-Level Makurdi,  Benue State.</i>	
7.	<b>Abuja Liaison Office</b> <i>Shelter Plaza,  438, Michael Okpara Way,  Wuse Zone 5, Abuja.</i>		
8.	<b>Border Information Centres</b> <i>Seme-Krake Border Information Centre</i>		
	<i>Jibiya-Maradi Border Information Centre.</i>		

# ORGANOGRAM



## GOVERNING BOARD



**HON. BASHIR SHERIFF MACHINA**  
CHAIRMAN



**OTUNBA OLUSEYI ODUNTAN**  
MEMBER



**HON. YEKINI NABENA**  
MEMBER



**ALH. LAWAL SAMA'ILA ABDULLAHI**  
MEMBER



**MRS. HAUWA MUHAMMAD**  
MEMBER



**LADY (MRS.) MARGARET  
ONYEMA-ORAKWUSI**  
REP. NACCIMA



**MR. JOHN ALUYA**  
REP. M.A.N



**MR. PIUS OTEH**  
REP. FMT



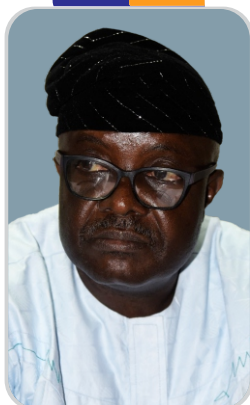
**ENGR. ADEYEMI ADETUNJI**  
REP. NNPC



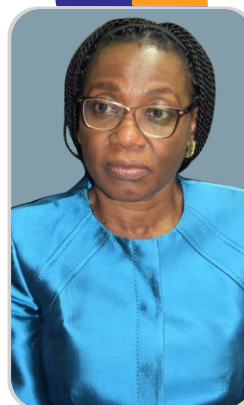
## MANAGEMENT TEAM



**RT. HON. EMMANUEL JIME**  
EXECUTIVE SECRETARY/CEO



**S. B. OWONIYI**  
DIRECTOR, GENERAL  
SERVICES



**A. EZEDINMA**  
DIRECTOR, REGULATORY  
SERVICES



**D. B. BONAT**  
DIRECTOR, FINANCE AND  
ACCOUNTS



**A. V. OKAM**  
DIRECTOR, INLAND  
TRANSPORT SERVICES



**T. H. IDRIS**  
DIRECTOR, LEGAL  
SERVICES



**P. EDUWA**  
DIRECTOR, STRATEGIC  
PLANNING AND  
RESEARCH



**C.C. AGU**  
DIRECTOR, CONSUMER  
AFFAIRS



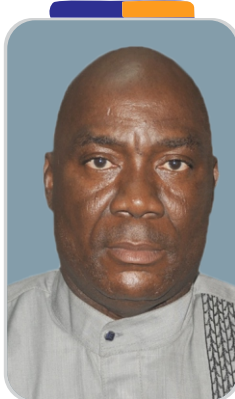
**O. A. KOSOKO**  
DIRECTOR, HUMAN  
RESOURCE MANAGEMENT



**A. M. WINNERS**  
DIRECTOR, SOUTH EAST  
ZONAL COORDINATING  
OFFICE



**K. OTHMAN**  
DIRECTOR, NORTH WEST  
ZONAL COORDINATING  
OFFICE



**G. E. ONOJEDO**  
DIRECTOR, SOUTH WEST  
ZONAL COORDINATING  
OFFICE



**I. A. OKOLUE**  
DIRECTOR, NORTH CENTRAL  
ZONAL COORDINATING  
OFFICE



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

## PREFACE



Mr Seyi Kosoko  
Director, Strategic Planning & Research

The year 2021 Annual Report of Nigerian Shippers' Council has "Consolidation for Sustainable Growth" as its theme. It emphasises the role of the Council as a trade facilitator in line with its statutory responsibility as the nation's Port Economic Regulator. Specifically, the report highlighted how, through regular consultations, the Council was able to make the industry stakeholders respond quickly to addressing the impact of Covid-19 pandemic and all other challenges encountered by industry players.

Focus was on acceleration in pre-existing digitalization, environmental sustainability trends and the development of new technologies and how they have stimulated the rise of automation of processes. These, by extension, affected the maritime sector positively.

The Council advocated the digitalization of Nigerian Port processes, facilitated the development and production of the Nigerian Port Process Manual (NPPM). In discharging its responsibility as Team Lead of the Port Standing Task Team (PSTT), the Council supervised the joint boarding of vessels by all relevant government agencies. These efforts are aimed at eliminating corrupt practices and sustain best practice at the Ports.

Enlightenment programmes were also a major tool used by the Council to promote best practices in the transportation sector. During the period, regular enlightenment programmes were conducted for maritime Police Officers, maritime journalists and editors and all stakeholders operating in the industry.

Stakeholders were essentially kept abreast of issues relating to imports and exports and thereby ensuring minimal challenges were encountered in the cause of carrying out their legitimate businesses.

This edition of Council's Annual report brings to the fore major activities carried out by the Nigeria Shippers' Council in 2021.

# EXECUTIVE SECRETARY /CEO'S MESSAGE

**Rt. Hon. Emmanuel Jime**



**T**he critical role of the Nigerian Shippers' Council in the transport sector in general has become more prominent over the years. As port economic regulator, the Council is driven by a vision of Port and Transport order that is efficient, seamless and sustainable.

The task seems enormous, but the demands of the industry and our resolve to succeed stimulate most of our decisions and desires to ensure that we deliver on our mandate of ensuring an effective and efficient transport sector.

Obviously, the sector is yet to attain the desirous state of perfection. However, there has been improvement in the sector considering what was obtainable before the advent of our port economic regulation.

In year 2021, the Council was determined to consolidate on the gains of year 2020, which necessitated our resolve to stimulate thoughtful actions. First, we deployed resources towards effective supervision of the implementation of the Nigerian Ports Process Manual (NPPM). Through collaborative efforts with other stakeholders, the Council has been able to monitor and enforce compliance with the provisions of the manual by all relevant government agencies involved in port operations. The activities of the Port Standing Task Team (PSTT) through enforcement of joint vessel boarding & rummaging, joint cargo examination and operation free the port corridors have led to drastic reduction in corrupt practices and tendencies in the port sector.

Also, the Council has been at the vanguard of digitalization and automation of port operations processes after the Covid -19 Pandemic. Terminal operators, shipping companies and critical government agencies involved in port operations have automated their processes to a reasonable level.

The target is to ensure full automation of port operations and activities within the shortest time and the Council is collaborating with relevant stakeholders in order to achieve her objective.



Furthermore, the Council, in line with its mandate to ensure provision of critical transport infrastructure such as Inland Dry Ports (IDPs) and Vehicle Transit Areas (VTAs), re-mobilized the Concessionaires of Dala Inland Dry Port in Kano State and the Funtua Container Freight Station in Katsina State to their various project sites. Presently, construction works at the various sites have attained advanced stage of development and the concessionaires are expected to deliver the projects in 2022. Likewise the Council facilitated the handover/takeover of the Heipang-Jos IDP to the Plateau Investment and Property Development Company to ensure the reinvigoration of the project.

Let me use this opportunity to emphasise our commitment to maintaining and sustaining healthy relationship with sister agencies and other relevant agencies in the sector. This has been an essential tool towards achieving the organizational goals and mandate. Such relationships and collaborations have led to signing of Memorandum of Understanding (MoUs) Agreements with agencies such as the Federal Competition and Consumer Protection Commission (FCCPC) to institute a consumer protection regime in the maritime sector. Similar effort is noticeable in our collaboration with Nigerian Export Promotion Council in the establishment and operations of Domestic Export Warehouses (DEW) across different locations in the country.

The Council recognizes that her best resources are her personnel. This stimulated the Council's action in providing cutting edge capacity building programmes to meet up with the demands of the industry etc.

Let me also acknowledge the support we have received so far from all stakeholders and further wish to solicit for your cooperation in order to serve you better. The successes recorded so far in the industry would not have been possible without the cooperation and support of stakeholders in the industry.

Our industry is dynamic and sensitive, but we remain firm in ensuring that we deliver on our mandate by promoting effective and efficient service delivery in the maritime sector in the years to come.

On this note, it is a rare privilege for me to present the Nigerian Shippers' Council's 2021 Annual Report.

# REGULATORY AND OPERATIONAL SERVICES

- Regulatory Services Department
- Inland Transport Services Department
- Consumer Affairs Department
- Legal Services Department

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

The Nigerian Shippers' Council monitored the performance of Container Terminals at the Lagos Seaports on a quarterly basis. This was to evaluate and analyse their performances.

This exercise involved a comparison of Key Performance Indicators (KPIs) for Ports in Nigeria with world average and regional average KPIs. It resulted into recommended standards for Nigerian Ports.

*Table 1: Key Performance Indicators (KPIs) for Terminals in Lagos Seaports*

Indicators	APMT	FIVE STAR LOGISTICS	TICT	PTML	PORTS & CARGO	AVERAGE
Berth Occupancy	58%	76%	75.00%	55.00%	68.27%	66.45%
Ship Turnaround Time	2.5days	3days	2days	2.3days	4.4days	2.84 days
Crane moves per hour (mph)	25 mph	22 mph	12 mph	11 mph	11 mph	16.2mph
Cargo Dwell Time	19days	10days	20days	19days	23days	18.2 days
Time spent at anchorage	20hrs	28.2hrs	48hrs	5hrs	9hrs	22.04 hrs.
Truck Turnaround Time	1hr	79hrs	72hrs	20mins	40mins	30.6hrs



Table 2: World Average, Regional Average, Nigerian Average and Recommended Standards of KPIs for Nigerian Ports.

Indicators	World Average	Regional Average	Nigerian Average	Recommended Standards for Nigerian Ports
Berth Occupancy	70%	60%	65.80%	55%
Ship Turnaround Time	1.03 Days	3 Days	3.78 Days	1.9 Days
Crane moves per hour (mph)	40 mph	36 mph	12.45 mph	25 mph
Cargo Dwell Time	7 days	13 days	21.38 Days	13 Days
Time spent at anchorage	9 hours	17 hours	11.8 hours	21 hours
Truck Turnaround Time	20 minutes	1 hour	12.4 hours	45 minutes

- Berth Occupancy**

In the year 2021, average figures for berth occupancy for container terminals at Lagos seaports were as follows: APMT (58%), Five Star Logistics (76%), TICT (75%), PTML (55%) and Ports & Cargo (68.27%). It depicts the terminals are doing fairly well within the period under review when compared with the standards set for the regional and world average figures of 60% and 70% respectively.

- Ship Turnaround Time**

The recommended standard was 1.9 days and the terminals' performance recorded from January - December, 2021 were; Ports & Cargo (4.4 days), PTML (2.3 days), TICT (2 days), Five Star Logistics (3 days), and APMT (2.5 days) respectively.



- **Crane Moves per Hour**

In the year 2021, average figures for container terminals in Lagos seaport were; Ports & Cargo (11mph), PTML (11mph), TICT (12mph), Five Star Logistics (22mph) and APMT (25mph) respectively.

- **Time spent at Anchorage**

Average time spent at anchorage in 2021 were: Ports & Cargo (9hrs), PTML (5hrs), TICT (48hrs), Five Star Logistics (28.2hrs) and APMT (20hrs). This revealed that ships spent longer time at anchorage in TICT compared with others.

- **Cargo Dwell Time**

The average figures for cargo dwell time for container terminals in Lagos seaports in 2021 were as follows: Ports & Cargo (23days), PTML (19days), TICT (20days), Five Star Logistics (10days) and APMT (19days) respectively. Ports & Cargo recorded highest cargo dwell time which stood at 23days as compared with five star Logistics which falls under recommended standard for Nigerian ports. All other container terminals performance was above the regional and recommended Nigerian average of 13days except Five Star Logistics.

- **Truck Turnaround Time**

The truck turnaround time recorded in 2021 at the container terminals in Lagos seaport were: Ports & Cargo (40mins), PTML (20mins), TICT (72hrs), Five Star Logistics (79hrs), and APMT (1hr). The information on this performance indicator for terminals revealed that Ports & Cargo and PTML falls within the recommended standard for Nigerian ports, while trucks spent more time in Five Star Logistics and TICT.

## **1.2. ENFORCEMENT OF STOPPAGE OF TRANSSHIPMENT PORT DUES**

The Council coordinated the enforcement of stoppage of Transshipment Port Dues which resulted into the suspension of the Dues by Associated Port & Marine Development Company (APMDC) on 6th July, 2021. The company also removed the Transport Adjustment Factor (TAF).

### 1.3. VALIDATION OF GUIDELINES FOR TARIFF SETTING

The Council coordinated the validation of guidelines for review and setting of tariff, rates and charges. The guidelines are available on the Council's website.

### 1.4. NEGOTIATIONS FOR TARIFF REVIEW OF REGULATED SERVICE PROVIDERS

The Council handled requests for tariff review from various regulated service providers in compliance with the validation of Guidelines on Setting and Modification of Tariffs, Rates and Charges for Service Providers in the Nigerian Port Sector. These requests were necessitated by the inflationary trend in the economy.

The service providers are now aware of the need for tariff approval before making adjustment to their charges.

### 1.5. DIGITALIZATION OF PORT OPERATIONS

The Council monitored the level of digitalization of port processes and procedures by Terminal Operators in Warri, Port Harcourt and Calabar ports. Furthermore, the Nigerian Maritime Administration and Safety Agency (NIMASA) and Nigerian Ports Authority (NPA) were engaged on the need to fully digitize their operations. Also, the Council for the Regulation of Freight Forwarding in Nigeria (CRFFN) was engaged on the need to ensure that freight forwarders digitalize their operations.

Table 3: Level of digitalization of processes by Shipping Companies as at June, 2021

SHIPPING SERVICES	SHIPPING COMPANIES											
PROCESSES	MAERSK	CMA CGM	MSC	PIL	HULL BLYTH	ALRAINE	ONE	COMET	LANSAL	GMT	GAC	GRIMALDI
Vessel Schedule – ETA	OM	O	OM	OM	OM	M	OM	M	M	M	OM	O
Rotation Number	OM	O	OM	OM	OM	M	OM	M	M	M	OM	O
Submission of Original B/L	OM	OM	OM	M	OM	M	OM	OM	M	M	OM	OM
Invoicing – issuance of Debit Note (DN)	OM	OM	OM	OM	OM	M	O	M	M	M	M	O
Payment	O	O	O	O	O	O	O	O	O	O	O	O
Receipting	OM	OM	OM	O	OM	M	O	M	M	M	M	O
Releasing – issuance of Delivery Order (DO)	M	M	M	M	OM	M	OM	M	M	M	M	OM
Claims Processing	M	OM	M	OM	OM	M	O	M	M	M	M	O
Automation	44%	63%	44%	50%	56%	13%	75%	19%	13%	13%	31%	88%

OM- Online & Manual; O- Online; M- Manual



Table 4: Level of digitalization of processes by Lagos Seaport Terminals as at June, 2021

TERMINAL SERVICES	LAGOS SEAPORT TERMINALS				
PROCESSES	APMT	TICT	PCHS	5 STAR	PTML
Invoicing – issuance of Debit Note (DN)	OM	OM	OM	M	O
Payment	O	O	O	O	O
Receipting	OM	OM	OM	M	O
Booking for Examination	OM	M	M	M	O
Releasing – issuance of Terminal Delivery Order (TDO)	M	OM	OM	M	OM
Refunds/Claims Processing	M	OM	OM	M	O
Automation Percentage	42%	50%	50%	17%	92%
PORT AVERAGE	50%				

**OM- Online & Manual; O- Online; M- Manual**

Table 5: Level of Digitalization of processes by Terminal Operators in the Eastern Ports (Port Harcourt/Onne Seaports) March, 2021

PH/ONNE SEAPORT TERMINALS	BUA	PTOL	BRAWAL	WACT	INTELS
LEVEL OF DIGITALIZATION	75%	58%	43%	71%	70%
PORT AVERAGE	63%				

Table 6: Level of Digitalization of processes by Terminal Operators in the Eastern Ports (Warri Seaport) April, 2021

WARRI SEAPORT TERMINALS	AMS	JULIUS BERGER	OCEAN & CARGO	INTELS
LEVEL OF DIGITALIZATION	67%	64%	N/A	70%
PORT AVERAGE	67%			

Table 7: Level of Digitalization of processes by Terminal Operators in the Eastern Ports (Calabar Seaport) May, 2021

CALABAR SEAPORT TERMINALS	SHORELINE LOGISTICS	ECM TERMINALS	INTELS
LEVEL OF DIGITALIZATION	80%	64%	80%
PORT AVERAGE	75%		

Table 8: Level of Digitalization of processes by Terminal Operators in Nigerian Ports

NIGERIAN SEAPORT	LAGOS	PH/ONNE	WARRI	CALABAR
LEVEL OF DIGITALIZATION	50%	63%	67%	75%

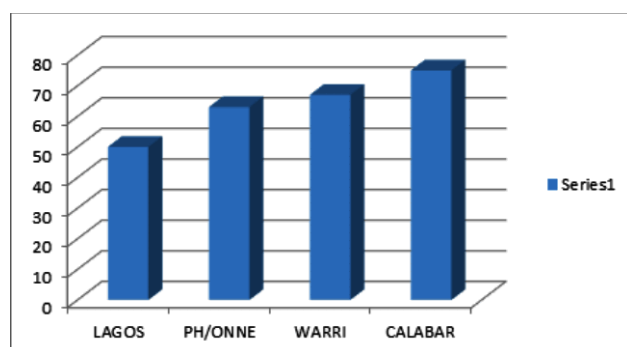


Fig.1: Graphical Representation of Level of Digitalization of processes by Terminal Operators in Nigerian Ports.

## 1.6. INDICATIVE FREIGHT RATES

The Council produced Indicative Freight Rates using the average rates from Drewry Freight Rate, Insight and Freitas. The Indicative Freight Rates serve as useful information for business plan and also guide shippers in negotiating for favorable freight rates.

### INDICATIVE FREIGHT RATES OF LADEN CONTAINERS OF MAJOR TRADING ROUTES TO NIGERIA

Table 9: 1<sup>st</sup> Quarter Jan-March 2021 Indicative Freight Rates of Laden Containers of major Trading Routes to Nigeria

	20FT		40FT		45FT	
TRADE ROUTES	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$))
East/South Africa	4,026.70	2,643.59	5,710.61	3,830.96	5,962.48	3,830.96
North/West Africa	1,800.23	1,800.23	2,609.06	2,609.06	2,609.06	2,609.06
Europe/Middle East	1,830.00	1,310.00	2,620.00	2,010.00	3,077.50	2,010.00
South America/Mexico	1,796.00	2,208.41	2,447.00	2,814.29	3,196.06	2,814.29
North America/Canada	3,635.96	1,670.00	5,050.00	2,450.00	6,120.12	2,450.00
Far East/ China, Japan	6,200.00	1,510.00	10,530.00	2,080.00	10,530.00	2,080.00
Far East/ Indian, Australia	2,650.05	2,508.15	3,668.00	3,634.48	3,915.33	3,634.48

Source: Drewry/NIMASA Benchmark

Table 10: 2<sup>nd</sup> Quarter April- June 2021 Indicative Freight Rates of Laden Containers of major Trading Routes to Nigeria

	20FT		40FT		45FT	
TRADE ROUTES	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$)
East/South Africa	-	-	-	-	-	-
North/West Africa	-	-	-	-	-	-
Europe/Middle East	2,278.00	2,160.00	3,189.00	3,175.00	3,759.00	3,715.00
South America/Mexico	3,010.00	1,639.00	3,838.00	2,264.00	4,591.00	2,674.00
North America/Canada	4,329.00	3,200.00	5,535.00	4,142.00	6,617.00	4,942.00
Far East/ China	6,600.00	1,657.00	10,640.00	2,217.00	12,290.00	2,631.00
Far East/ Japan	5,800.00	3,300.00	9,630.00	5,430.00	11,080.00	6,255.00
Far East/ Indian, Australia	-	-	-	-	-	-

Source: Drewry/NIMASA Benchmark

Table 11: 3<sup>rd</sup> Quarter July-September 2021 Indicative Freight Rates of Laden Containers of major Trading Routes to Nigeria

	20FT		40FT		45FT	
TRADE ROUTES	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$)	IMPORT (\$)	EXPORT (\$)
Europe/Middle East	2,278.00	2,160.00	3,189.00	3,175.00	3,759.00	3,715.00
South America/Mexico	3,010.00	1,639.00	3,838.00	2,264.00	4,591.00	2,674.00
North America/Canada	4,329.00	3,200.00	5,535.00	4,142.00	6,617.00	4,942.00
Far East/ China	6,600.00	1,657.00	10,640.00	2,217.00	12,290.00	2,631.00
Far East/ Japan	5,800.00	3,300.00	9,630.00	5,430.00	11,080.00	6,255.00

Source: Drewry/NIMASA Benchmark



Table 12: 4<sup>th</sup> Quarter October- December 2021 Indicative Freight Rates of Laden Containers of major Trading Routes to Nigeria

	20FT		40FT		45FT	
TRADE ROUTES	IMPORT	EXPORT	IMPORT	EXPORT	IMPORT	EXPORT
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
East/South Africa	-	-	-	-	-	-
Europe/Middle East	2,398.00	1,340.00	3,923.00	2,090.00	4,523.00	2,425.00
South America/Mexico	4,110.00	2,765.00	5,010.00	3,420.00	6,038.00	4,111.00
North America/Canada	4,903.00	5,365.00	7,107.00	6,448.00	8,333.00	7,789.00
Far East/ China	7,718.00	1,655.00	12,547.00	2,282.00	14,477.00	2,696.00
Far East/ Japan	7,040.00	1,945.00	11,530.00	3,725.00	13,290.00	4,211.00

Source: Drewry/NIMASA Benchmark

## 1.7. STAKEHOLDERS' ENGAGEMENTS

The Council held series of engagements and also made interventions on behalf of stakeholders during the period. These activities covered collaboration with government and private organisations; interventions; signing of Memorandum of Understandings (MoUs); validation of Operational Manual and coordination of shippers' associations' activities.

### 1.7.1. COLLABORATION WITH THE NIGERIAN RAILWAY CORPORATION (NRC)

The Council collaborated with the Nigerian Railway Corporation (NRC) on the provision of dedicated wagons for rail movement of cargoes seamlessly to the Inland Dry Ports (IDPs). Subsequently, movement of containers by rail from the Seaports to Kaduna Inland Dry Port was restored.

### 1.7.2. COLLABORATION WITH THE FEDERAL ROAD SAFETY CORPS (FRSC)

The Council collaborated with the Federal Road Safety Corps (FRSC) on the development of an Application Programme Interface (API) to enable the Council access FRSC's database on road accidents and movement of articulated vehicles on Nigerian roads. The application was successfully developed in April, 2021.

The Council also collaborated with FRSC to organize series of sensitization rallies for Stakeholders on the importance of Vehicle Transit Areas (VTAs) to encourage patronage of the facilities in order to reduce road accidents.

The rallies created awareness on the existence of VTA facilities and encouraged major Stakeholders to invest in VTAs.

### **1.7.3. COLLABORATION WITH THE CENTRAL BANK OF NIGERIA (CBN)**

The Council collaborated with the Central Bank of Nigeria (CBN) on issues affecting the operation of the Trade Monitoring System (TRMS) portal with a view to proffering solutions. This involved representatives of exporters, shipping lines and other stakeholders in the export trade. Consequently, the challenges in the operation of the TRMS were identified and solutions proffered.

### **1.7.4. COLLABORATION WITH THE NATIONAL OFFICE FOR TRADE NEGOTIATION (NOTN)**

The Council collaborated with the National Office for Trade Negotiation (NOTN) on trade in services in the maritime transportation mode for African Continental Free Trade Area (AfCFTA). Inputs from Stakeholders in the Transportation Sector on areas to liberalize in the Trade in Services protocol in the African Continental Free Trade Agreement was received. The inputs when validated would encourage Nigerian companies to embrace the opportunities provided by AfCFTA.

### **1.7.5. COLLABORATION WITH THE INTERNATIONAL CHAMBER OF COMMERCE NIGERIA**

The Council collaborated with the International Chamber of Commerce Nigeria (ICCN) to facilitate a Stakeholders' Sensitization Programme on INCOTERMS 2020 on 25<sup>th</sup> March, 2021. The sensitization programme enlightened stakeholders on the INCOTERMS 2020.

### **1.7.6. INTERVENTION ON THE RESUMPTION OF RAIL SERVICES**

The Council intervened on the resumption of rail services for the evacuation of cargo to and from Apapa port through a meeting with the Nigerian Railway Corporation (NRC) on 16th March, 2021. This resulted into a resurgence in the movement of cargo by rail to the port.



### **1.7.7. INTERVENTION ON THE PAYMENT OF ADDITIONAL STORAGE OR SHIPPING COMPANIES' DEMURRAGE CHARGES**

The Council intervened on behalf of shippers on the payment of additional storage or shipping companies' demurrage charges being charged by shipping companies due to industrial disputes. The Council mandated terminal operators to take full responsibility for any additional storage or shipping companies' demurrage charges arising from industrial disputes.

### **1.7.8. INTERVENTION ON COMPLETION OF INLAND DRY PORTS (IDPs) PROJECTS**

The Council intervened in fast-tracking the completion and commissioning of Dala, Funtua and Heipang IDPs. As a result of the intervention, the Concessionaires of Dala and Funtua Inland Dry Ports stepped up construction at the Project Sites and recorded 55% and 68% completion respectively.

### **1.7.9. INTERVENTION ON THE OPERATION OF DOMESTIC EXPORT WAREHOUSE (DEW)**

The Council collaborated with the Nigerian Export Promotion Council and other agencies in the non-oil export value chain to establish Domestic Export Warehouse (DEW) across the country. Domestic Export Warehouse is a one stop facility for storage of products/commodities and handling of pre-shipment inspection, certification, documentation, fumigation of commodities, examination and sealing of containers by the Nigeria Customs Service before moving them to the seaport terminals for shipment.

The collaboration resulted in the establishment of nine (9) Domestic Export Warehouses as follows:

- i. Kaduna Inland Dry Port, Kaduna State
- ii. Elohimel Nig. Ltd Port Harcourt, Rivers State
- iii. Gezawa Commodity Exchange, Kano State
- iv. Ames- Edo Inland Dry Port, Edo State
- v. Access Port Nig. Ltd, Lagos State
- vi. Sealink Ltd, Ajaokuta, Kogi State
- vii. Essilibra Terminal Ltd, Ikorodu, Lagos State
- viii. Harris Logistics, Lokoja, Kogi State
- ix. TCL Cargo Terminal Ltd, Kirikiri, Apapa, Lagos State

### **1.7.10. SIGNING OF MEMORANDUM OF UNDERSTANDING (MoU) ON ORE VEHICLE TRANSIT AREA (VTA)**

The Council facilitated the signing of Memorandum of Understanding (MoU) on Ore Vehicle Transit Area (VTA) between Ore Liberty Development Company Limited, the operator of the VTA, and the Federal Road Safety Corps (FRSC) to ensure commencement and enforcement of the use of the VTA. As a result of this, the VTA is now open for public patronage.

### **1.7.11. VALIDATION OF INLAND DRY PORT OPERATIONAL MANUAL**

The Council facilitated the validation of the Inland Dry Ports Operational Manual by Stakeholders to ensure seamless operations of the ports. The Operational Manual has been published.

### **1.7.12. COORDINATION OF SHIPPERS ASSOCIATIONS ACTIVITIES**

The Council coordinated the activities of Shippers Associations and Trade Groups which led to the integration of all splinter shipping trade groups in Abia State into the Abia State Shippers Association for proper representation and stronger bargaining power.

The Council also secured the buy-in of the Kogi State Government to champion the establishment of Export Industrial Processing Hub in Lokoja, Kogi State.

### **1.7.13. FORMATION OF THE NATIONAL SHIPPERS' ASSOCIATION OF NIGERIA (NASAN)**

The Council facilitated the election and inauguration of the Executives of the National Shippers' Association of Nigeria (NASAN) on 15<sup>th</sup> June, 2021.

The Formation of the Association was to provide a national body to coordinate the activities of the state chapters of Shippers Association and to address the problems in the trade and transport logistics chain especially on matters affecting import and export trade.

## **1.8. RESOLUTION OF THE PENDING CONCURRENT APPLICATION OF TWO LEGAL REGIMES (THE HAGUE AND HAMBURG RULES) GOVERNING THE CARRIAGE OF NIGERIA'S SEABORNE TRADE.**

The Council promoted an initiative aimed at resolving issues arising from the concurrent application of the 2 carriage legal regimes governing the carriage of Nigeria's seaborne trade





namely, (i) the Hague and (ii) the Hamburg Rules. This is to address the confusion occasioned by the concurrent application among admiralty judges, maritime lawyers, ship owners, cargo interest, shippers and the consequent negative effect of that on the Nation's international trade. Consequently, the Ministry of Transportation constituted an Inter-Ministerial Committee comprising the Federal Ministries of Transportation (FMT), Justice (FMJ) and the Council (NSC) to consider the proposal and make appropriate recommendations to the Hon. Minister of Transportation for consideration and transmission to the Federal Executive Council.

### **1.9. PROMOTION OF THE ENACTMENT OF A REGULATORY LEGAL REGIME TO REGULATE CARRIAGE OF GOODS BY LAND (ROAD & RAIL)**

The Council initiated and promoted the draft of a Bill titled **Carriage of Goods by Land (Road and Rail)** on a liability regime to regulate liability arising from carriage of goods by land - both road and rail in Nigeria.

This was to take care of the identified gaps in these two important land mode of transportation that is largely unregulated.

Consequently, the Ministry of Transportation constituted a Ministerial Committee comprising the Federal Ministry of Transportation and the Council to consider the proposed Bill and make appropriate recommendations to the Hon. Minister of Transportation for consideration and transmission to the Federal Executive Council.

### **1.10. DOMESTICATION OF THE INTERNATIONAL MARITIME ORGANISATION (IMO) INTERNATIONAL CONVENTION ON FACILITATION OF INTERNATIONAL MARITIME TRAFFIC (THE FAL CONVENTION) INTO NIGERIA'S MUNICIPAL LAWS FOR EFFECTIVE FACILITATION OF INTERNATIONAL TRADE.**

The Council initiated the processes of incorporating the IMO International Convention on Facilitation of International Maritime Traffic (the FAL Convention) 1965, (as amended) into our municipal laws (domestication) in order to make it applicable and enforceable in Nigeria.

The Council submitted a recommendation to the Federal Ministry of Transportation (FMT) and a Ministerial Committee is working towards its actualization.

### **1.11. REVIEW OF THE GAZETTED INLAND CONTAINER DEPOT AND CONTAINER FREIGHT STATION (ICD/CFS) REGULATIONS, 2007.**

The Council facilitated the review of the gazette Inland Container Depot and Container Freight Station (ICD/CFS) Regulations, 2007. This was to ensure that these instruments reflect the current reality in their implementation such as the fusion of the ICD and CFS concepts into one and the consequent change in their names from Inland Container Depot/Container Freight Station (ICD/CFS) to Inland Dry Ports (IDPs).

In view of this, a recommendation was submitted to the Minister of Transportation, along with a new draft for consideration.

### **1.12. REVIEW OF THE PORT CONCESSION AGREEMENTS**

The Council ensured that economic regulation is entrenched in the reviewed seaport Terminal Concession Agreement. This established the recognition of Nigerian Shippers' Council as the Port Economic Regulator in the Concession Agreement.



# SERVICE RELATIONSHIP MANAGEMENT



- Special Duties Unit
- Complaints Unit
- Public Relations Unit
- SERVICOM Unit

## 2.1. PORT STANDING TASK TEAM

The Council, as the Lead Agency for the implementation of Nigerian Port Process Manual (NPPM) carried out series of activities in collaboration with other agencies in the team. These activities were:

- Sensitization of Stakeholders on the Implementation of Nigerian Port Process Manual (NPPM) which created awareness amongst all port agencies and other stakeholders on the manual for effective implementation of the Executive Order 001. It also minimized the level of infraction at the ports
- Monitoring of Joint Boarding of Vessels with agencies such as Port Health Services (PHS), Nigeria Customs Service (NCS), Nigeria Immigration Services (NIS), National Drug Law Enforcement Agency (NDLEA), Nigeria Maritime Administration and Safety Agency (NIMASA). This ensured compliance with the timelines as provided in the NPPM and adherence to registration in the correct format on the visitors log by all required personnel boarding the vessel.
- Monitoring of Joint Examination of Cargoes which resulted in improvement on number of containers examined daily and a reduction in port and terminal congestion
- Monitoring of Pilotage & Vessel Reception which led to a reduction of delays on pilotage from 5 hours to 90 minutes.
- Intervention on Vessel Infractions which resulted in a sharp decline in the number of reported incidents on vessel infractions and the following:
  - i. Stoppage of Illegal demands by officials from manning agencies.
  - ii. Enforcement of the remittance of a total sum of \$36,000 in fines to government coffers.
  - iii. Reduction in average time of resolving complaints on vessel infractions from 7 – 10 days to 1 – 4 hours.
  - iv. Improvement on vessels reception which has saved average vessel demurrage of \$20,000 per day. If sustained, it will contribute towards improving Nigeria's position on the Ease of Doing Business rankings as well as Corruption Perceptions Index (CPI) which will ultimately drive investment and development in the country's maritime sector.





## 2.2. STAKEHOLDERS' COMPLAINTS

The Council handled stakeholders' complaints which resulted in the following:

- i. Release of many shipments arbitrarily blocked by the Maritime Police.
- ii. Resolution of several reported cases on arbitrary placement of lien on cargos by shipping companies.
- iii. Recovery of arbitrary charges on storage, demurrage and transfer of cargoes illegally detained by service providers.
- iv. Assistance to shipping companies on recovery of their debts from erring consignees.
- v. Assistance to shipping companies on recovery of unreturned containers by freight forwarders or consignees.
- vi. Assistance to freight forwarders/consignees in returning containers rejected at holding bays.

### 2.2.1. ANALYSIS OF COMPLAINTS HANDLED

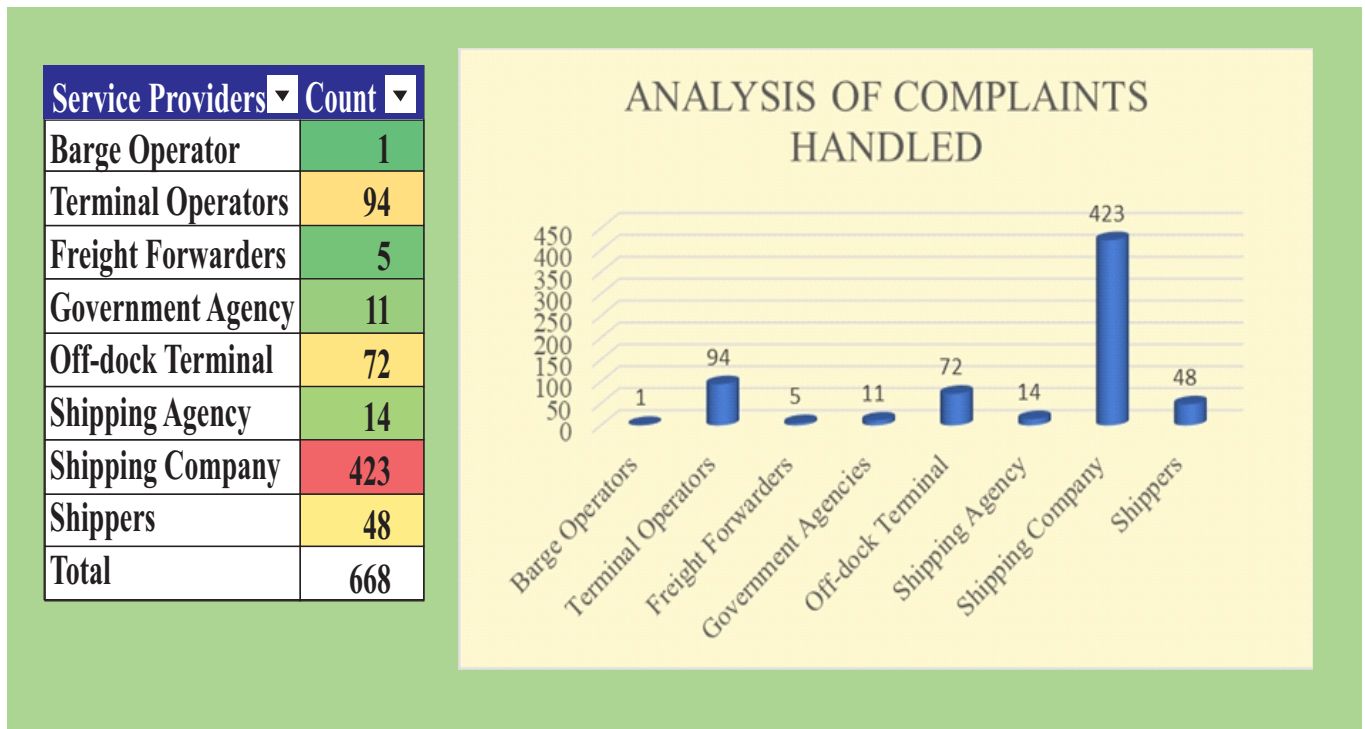


Fig.2: Analysis of Complaints Handled

The chart above shows complaints handled. Shipping Companies have the highest number of complaints which was 63% of the total complaints while Barge Operators have the least number of complaints which is less than 1%.

## 2.2.2. ANALYSIS OF TYPES OF COMPLAINTS HANDLED

Table 13: Analysis of Types of Complaints Handled Against Service Providers and Users

TYPES OF COMPLAINTS	COUNT	PERCENTAGE (%)
Additional Ratings on Containers	4	0.6
Arbitrary Charges	122	18.3
Blockage of License	10	1.5
Blockage of Shipment	2	0.3
Breach of Contract	7	1.0
Cargo Abandonment	5	0.7
Cargo Damaged	22	3.3
Cargo Delay	45	6.7
Cargo Detention	10	1.5
Cargo Theft	3	0.4
Cargo Lien	38	5.7
Cargo Loss	11	1.6
Confirmation of Company	1	0.1
Container Deposit Refund	60	9.0
Debt Recovery	5	0.7
Delay in Transfer	7	1.0
Demurrage Charges	74	11.1
Demurrage Waiver	25	3.7
Detention Charge	5	0.7
Detention of Shipment	7	1.0
ETO TTP Call-up Suspension	2	0.3
Export/Import Fraud Allegation	20	3.0
Insurance Claims Settlement	14	2.1
Lack of capacity to Holding Bays	5	0.7
Non-release of Original Bill of Lading	4	0.6
Non-return of empty Containers	12	1.8
Other Refunds	22	3.3
Request for Waiver	6	0.9
Service Delivery Failure	21	3.1
Storage Charges	17	2.5
Terminal Charges	17	2.5
Trade Dispute	6	0.9
Transfer Charges	35	5.2
Wrong Transaction/Payment	6	0.9
Waiver	11	1.6
Wrong Delivery of Cargo	7	1.0
<b>TOTAL</b>	<b>668</b>	<b>100</b>



### 2.2.3. ANALYSIS OF CATEGORY OF COMPLAINANTS

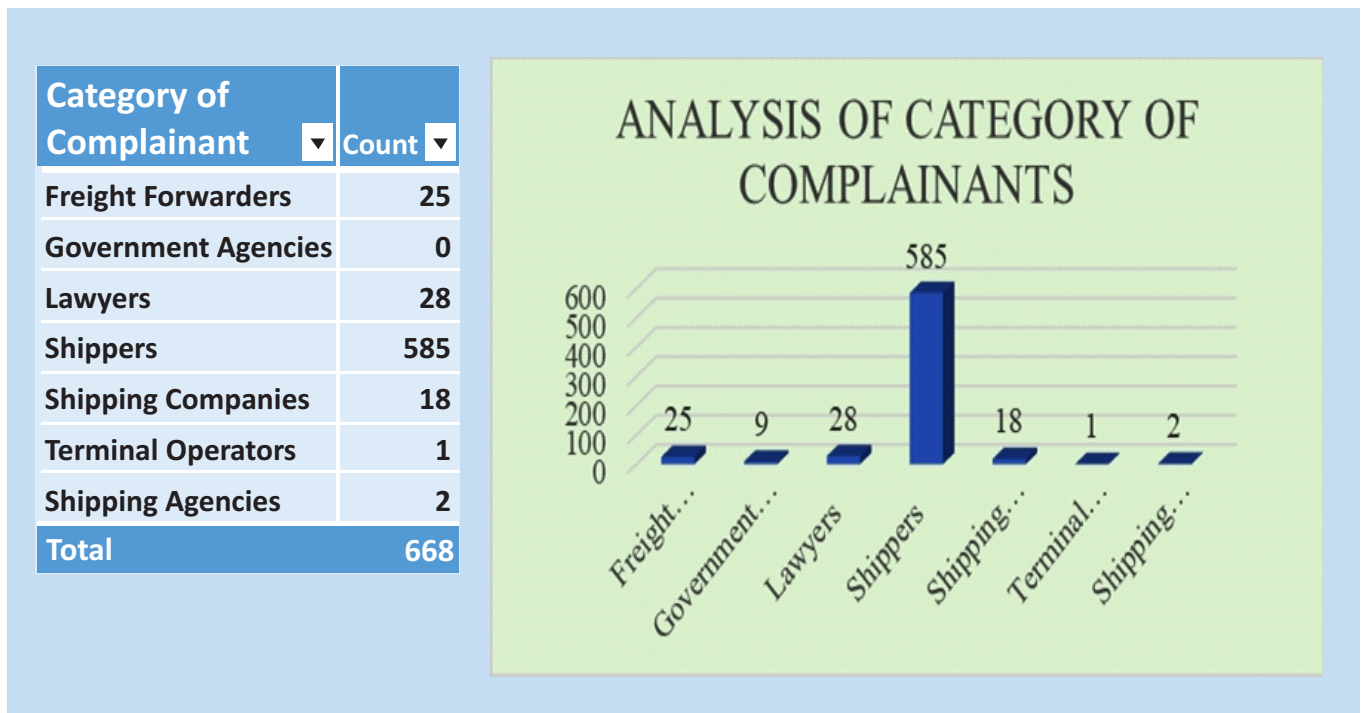


Fig.3: Analysis of Category of Complainants

In the chart above, Shippers were the highest complainants, while Terminal Operators and Shipping Agencies were the least complainants.

### 2.2.4. STATUS OF COMPLAINTS

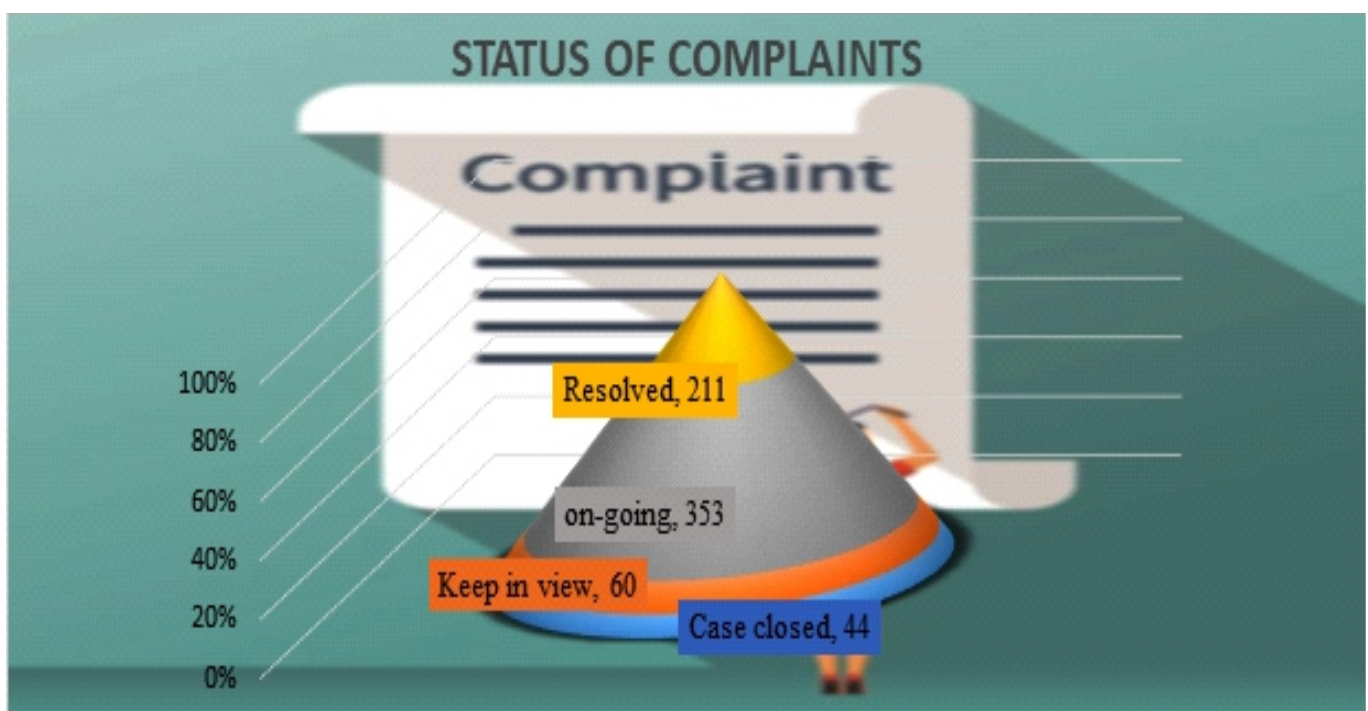


Fig.4: Status of Complaints

### 2.2.5. OUTCOME OF COMPLAINTS RESOLVED

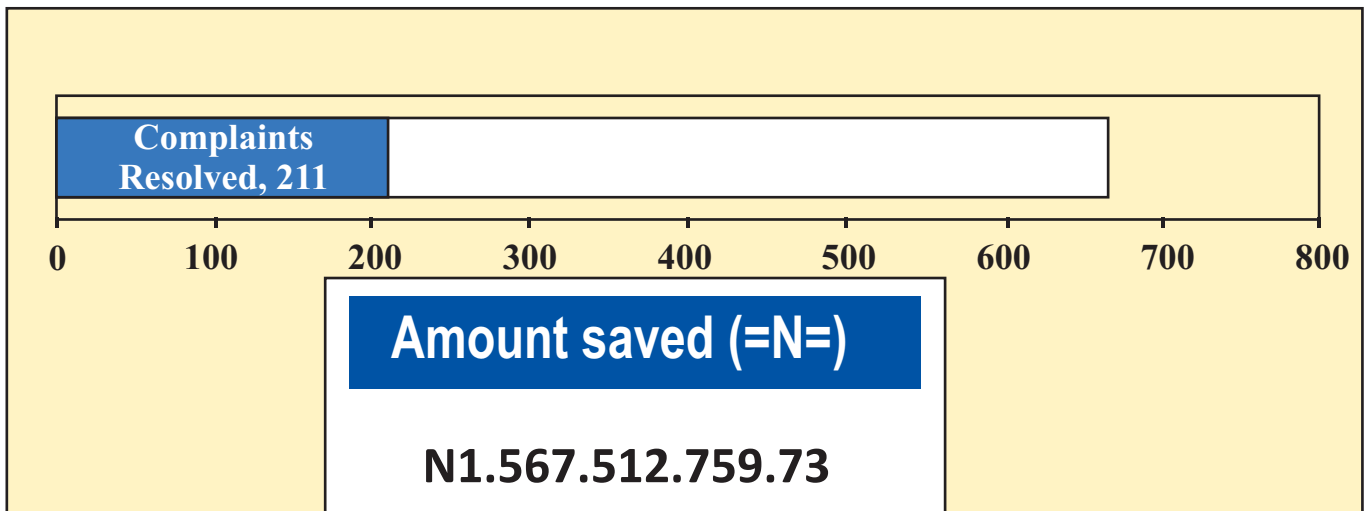


Fig.5: Outcome of Complaints Resolved

The Council, from the complaints resolved, saved the sum of N1,567,512,759.73 (One billion, Five hundred and Sixty Seven million, Five Hundred and Twelve Thousand, Seven Hundred and Fifty Nine Naira and Seventy Three kobo) for the Stakeholders.

### 2.2.6. COMPARATIVE ANALYSIS OF 2020 AND 2021 COMPLAINTS

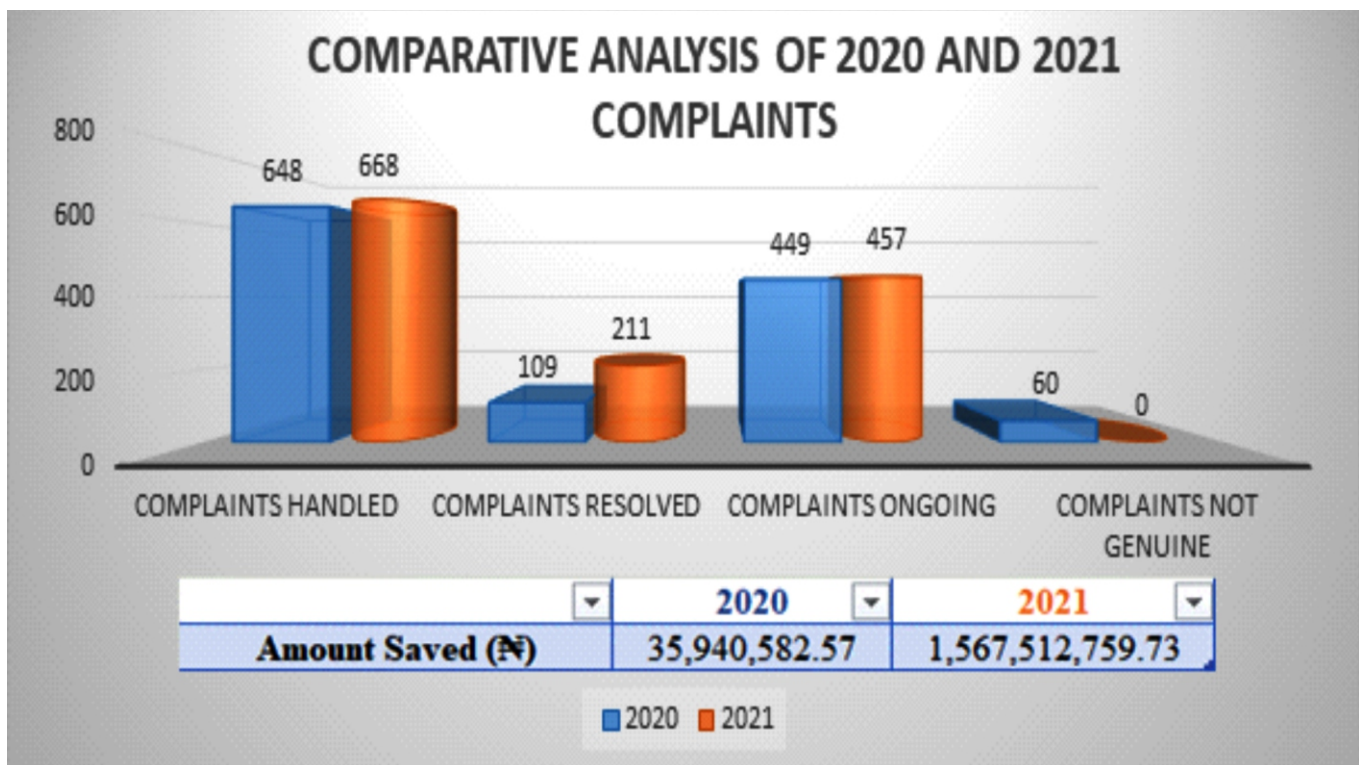


Fig.6: Comparison of 2020 and 2021 Complaints



### 2.3. PRODUCTION OF IN-HOUSE PUBLICATION: THE FORUM

The Council produced **THE FORUM**, an in-house publication, designed to apprise staff on the activities and the accomplishments of the Council.

### 2.4. PRODUCTION OF WEEKLY RADIO AND TV PROGRAMMES

The Council produced a thirty (30) minute television weekly programme, **THE SHIPPER**, which airs on *NTA 2 Lagos* and TVC and also, a thirty (30) minute radio weekly programme, **MARITIME TODAY**, which airs on *Lagos Traffic radio 96.1 FM*. The programmes contain comprehensive and in-depth reports about various activities and events of the Council and is used by external and internal stakeholders in the Maritime Industry for advocacy, enlightenment and information purposes.

The SHIPPER on TVC reaches an estimated Sixty Million viewers across Nigeria, UK, Europe and the United States, while the NTA version records an average of Three Billion hits on a monthly basis.

### 2.5. CORPORATE SOCIAL RESPONSIBILITY

The Council executed its Corporate Social Responsibility (CSR) projects across various communities in the country.

These projects included the distribution of items such as dialysis machine, hospital adjustable beds with rolling tires, mattresses, rechargeable standing fans, blankets, treated mosquito nets etc. for use at health centres, hospitals and orphanages.

The Council's CSR interventions are particularly impactful in maternal and childcare at the various communities.



*Fig.7: The Executive Secretary/CEO, Nigerian Shippers' Council, Hon. Emmanuel Jime, presenting Dialysis machine to General Hospital, Odan, Lagos.*



*Fig.8: Director, South-East Zonal Coordinating Office, Rev. Anayo Winner presenting items at Awaka Community Health Center, Owerri North L.G.A, Imo State.*





Fig. 9: Director, South-East Zonal Coordinating Office, Rev. Anayo Winner presenting items at Umuoparansu Health Center, Owerri North L.G.A, Imo State



Fig. 10: Items presented to General Hospital, Kaura, Kaduna State

## 2.6. SERVICOM AWARDS

The Council held the maiden edition of the SERVICOM Awards in June 2021.

These Awards which were to reward the efforts and contributions of employees resulted into a more effective goal-oriented and motivated workforce.

The Awards were in these categories:

- Outstanding Achievement Award
- Outstanding Staff of the year Award
- Notable Staff Award
- Outstanding Department Award
- Outstanding Unit Award
- Outstanding Zonal Office Award



Fig.11: An Awardee, Mr. Tope Cadmus receiving his award from the former ES/ CEO at the SERVICOM Awards.



## 2.7. CUSTOMER CARE WEEK 2021

The Council celebrated the Customer Care Week which is an annual event where staff are recognized and appreciated by the Management. It is also a forum to appreciate the Stakeholders.



*Fig.12: Director, Finance and Accounts, Mr. D. B. Bonat, sharing the joyful moments of the Customer Care Week with staff of the SERVICOM Unit.*



- Strategic Planning and Research Department
- Human Resource Management Department
- General Services Department
- Information and Communications Technology Unit



### 3.1. STRATEGIC MANAGEMENT RETREAT

The Council organised a Strategic Management Retreat on 2022-2024 Strategic Plan with the theme “Consolidation for Sustainable Growth” from 19<sup>th</sup> - 21<sup>st</sup> November, 2021, at the Conference Hotel, Abeokuta, Ogun State.

The objectives of the retreat were to:

- i. Develop the Council's 2022-2024 Strategic Plan.
- ii. Develop Key Performance Indicators (KPIs) for Departments, Units, Liaison Office and Zonal Coordinating Offices from the Council's goals and objectives
- iii. Conduct a Peer Review Session.



*Fig.13: Management Retreat Session*

The Retreat resulted in the following:

- i. Development of a 3-Year Strategic Plan (2022 – 2024).
- ii. Modification of Council's Vision and Mission Statements to focus on the critical elements of the previous ones without diluting their essence.

- iii. Modification of Council's Core Values with the acronym CITADEL. This is to reflect further understanding of the need to expand the corporate values in order to achieve greater successes.
- iv. Identification of Council's Key Priority Areas encapsulating them in five PILLARS with the Acronym "**SEEDS**" as follows:
  - **PILLAR 1:** STRONGER REGULATORY AND LEGAL FRAMEWORK TO ENHANCE OPERATIONS, MONITORING, COMPLIANCE AND ENFORCEMENT.
  - **PILLAR 2:** EFFICIENT PORT AND TRANSPORT LOGISTICS CAPACITY BUILDING IN ORDER TO ENHANCE EASE-OF-DOING BUSINESS FOR ECONOMIC GROWTH.
  - **PILLAR 3:** EFFECTIVE INTER-AGENCY AND STAKEHOLDERS' COOPERATION AND COLLABORATION.
  - **PILLAR 4:** DEPLOY EFFICIENT INFORMATION COMMUNICATIONS TECHNOLOGY AND ENSURE AUTOMATION OF PORT AND TRANSPORT LOGISTICS.
  - **PILLAR 5:** STAFF WELFARE AND CAPACITY BUILDING.



*Fig.14: Management Retreat Session*

### **3.2. PUBLICATION OF COUNCIL'S 2020 ANNUAL AND INDUSTRY REPORTS**

The Council published its 2020 Annual and Industry Reports.

The Annual Report highlighted all the significant activities carried out in the year 2020 with Freight Statistics while the Industry Report covered major achievements, initiatives and other milestones of the Council.

The Industry Report was titled “**NSC in the Transportation Industry in 2020**”.

### **3.3. PERFORMANCE MANAGEMENT SYSTEM**

The Council continued to deploy its Performance Management System (PMS) as an instrument to evaluate the Performance of its staff.

The PMS served as a veritable platform for continuous enhancement of staff productivity and the achievement of Council's set goals.

It also provided regular and transparent feedback channels for improving staff output through the following:

- Self-evaluations: Encourage self-reflection and learn how staff perceive themselves.
- Goal setting and tracking
- 360-degree feedback
- Performance evaluation

### **3.4. HUMAN CAPACITY DEVELOPMENT**

The Council executed series of learning and development programmes to enable staff acquire new skills, enhance existing ones and increase productivity in the organization.

These programmes included foreign and local workshops, seminars, conferences targeted at specific and generic modules for all staff.

Through these programmes, the staff were able to acquire the knowledge and skills needed to perform their jobs effectively.





### 3.5. EMPLOYEE RELATIONS AND WELFARE SERVICES

The Council executed activities relating to employee relations and welfare aimed at recognizing and rewarding outstanding performances.

These activities were:

- i. **Long Service Awards** for staff who had worked between 15-30 years in the service of the Council. This was to encourage and appreciate them for their meritorious services rendered.
- ii. **Health and Social Club Membership** for staff with the aim of ensuring a healthy workforce.
- iii. **Send-off Ceremony** for staff who retired from the Council as a way of celebrating and appreciating them for the services rendered to the organisation.

### 3.6. MEDICAL SERVICES

The Council implemented a health policy that champions healthy workforce through the provision of the following medical services:

- i. Treatment of staff and dependents.
- ii. Preventive and Promotive health Programmes.

### 3.7. COMMISSIONING OF ZONAL COORDINATING OFFICE BUILDINGS

The Council commissioned its newly constructed North West Zonal Coordinating Office and North Central Zonal Coordinating Office buildings in Kano and Jos respectively. These were commissioned by the former Hon. Minister of Transportation, Rt. Honourable Rotimi Chibuike Amaechi with the Executive Governors of the respective states in attendance.



Fig. 15: From the left His Excellency, Rt. Hon. Rotimi Amaechi, Minister of Transportation and Bar. Hassan Bello, former ES/CEO, Nigerian Shippers' Council at the commissioning of the Kano Office Building.



Fig.16: From the left Rt. Hon. Dr. Simon Bako Lalong, Plateau State Governor, His Excellency, Rt. Hon. Rotimi Amaechi, Minister of Transportation and Bar. Hassan Bello, former ES/CEO Nigerian Shippers' Council at the commissioning of the Jos Office Building.

### 3.8. RESTRUCTURING AND INTERIOR REDESIGN/PARTITIONING

The Council embarked on the restructuring and interior redesign/partitioning of its Corporate Head Office on the 6<sup>th</sup>, 9<sup>th</sup> and 11<sup>th</sup> floors.

This was occasioned by the increase in staff strength and the need to provide a more conducive working environment that would enhance its corporate outlook.



*Fig.17: 6<sup>th</sup> Floor Before Renovation*



*After Renovation*





*Fig.18: 9<sup>th</sup> Floor Before Renovation*



*After Renovation*



*Fig.19: 11<sup>th</sup> floor During Renovation*



*After Renovation*

# FINANCIAL AND INVESTMENT SERVICES

- Finance and Accounts Department
- Internal Audit Unit
- PPP Unit
- Procurement Unit



#### **4.1. UPGRADE OF ACCOUNTING SOFTWARE SYSTEM**

The Council upgraded its Accounting Software System from SAGE ACCPAC ERP System to Sage 300 ERP System (2020 Version). This System is cost effective, quick to implement and easy to learn.

#### **4.2. PENSION FUND ADMINISTRATION AND MANAGEMENT**

The Council effectively managed the Staff Pension Scheme in line with the Pension Reform Act, 2014 and Pre-Act Pensioners. It ensured prompt monthly payments of Pension to Council's pensioners, remittances of Employer's and Employees' Contributory pensions to the appropriate Pension Fund Administrators (PFAs).

#### **4.3. STAFF HOUSING SCHEME**

The Council implemented a Staff Housing Scheme to assist its staff to own their personal houses by funding the equity contribution which is a requirement by the Mortgage Institutions for the purpose of mortgage loans. Since inception, Ninety-five (95) staff have benefited from the scheme.

#### **4.4. INSURANCE AND RISK MANAGEMENT**

The Council effectively implemented its insurance and risk management processes through the payment of premium to the insurers for the insurance covers provided.

The classes of insurance undertaken are:

- i. Group Life Assurance Scheme (GLA)
- ii. Group Personal Accident Insurance Scheme (GPA)
- iii. Motor Vehicle and Motorcycles Insurance
- iv. Plants All Risk and Public Liability Insurance
- v. Fire and Burglary Insurance.



#### **4.5. PROMOTION OF THE DEVELOPMENT OF INLAND DRY PORTS (IDPs)**

The Council coordinated the implementation of the development of Inland Dry Port (IDP) projects in line with the Infrastructure Concession Regulatory Commission (ICRC) establishment Act 2005 and the National Policy on Public Private Partnership (PPP).

These IDPs and the activities were:

- i. Facilitated the negotiation stage with the preferred bidders CRCC Construction Company Limited for the Ibadan Inland Dry Port at Olorisa Oko, Oyo State.
- ii. Facilitated the payment of compensation and the issuance of Exchange of Letters of the land by Osun State Government in respect of the Dagbolu Inland Dry Port at Dagbolu.

#### **4.6. MONITORING OF KADUNA INLAND DRY PORT**

The Council monitored the operations of the Kaduna Inland Dry Port (KIDP). The KIDP witnessed high flow of imports totaling One Thousand, One Hundred and Sixty-Three TEU (1,163 TEU) while it recorded very low export as indicated in the table below:



KADUNA INLAND DRY PORT CARGO THROUGHPUT 2021			
MONTH	TEUs	TOTAL	THROUGHPUT
JANUARY	40	134 *2	347
	20	79	
FEBRUARY	40	140 *2	366
	20	86	
MARCH	40	172 *2	418
	20	74	
APRIL	40	153 *2	390
	20	84	
MAY	40	140 *2	339
	20	59	
JUNE	40	160 *2	404
	20	84	
JULY	40	164 *2	420
	20	92	
AUGUST	40	136 *2	378
	20	106	
SEPTEMBER	40	150 *2	365
	20	65	
OCTOBER	40	161 *2	390
	20	68	
NOVEMBER	40	195 *2	489
	20	99	
DECEMBER	40	199 *2	496
	20	98	

The Figures of 40 'TEUs were multiplied by 2 (\*2) to get the total to 20 TEUs

#### **4.7. PROMOTION OF THE DEVELOPMENT OF VEHICLE TRANSIT AREAS (VTAs)**

The Council coordinated the implementation of the development Vehicle Transit Areas (VTAs) projects in line with the Infrastructure Concession Regulatory Commission (ICRC) establishment Act 2005 and the National Policy on Public Private Partnership (PPP).

These VTAs and the activities were:

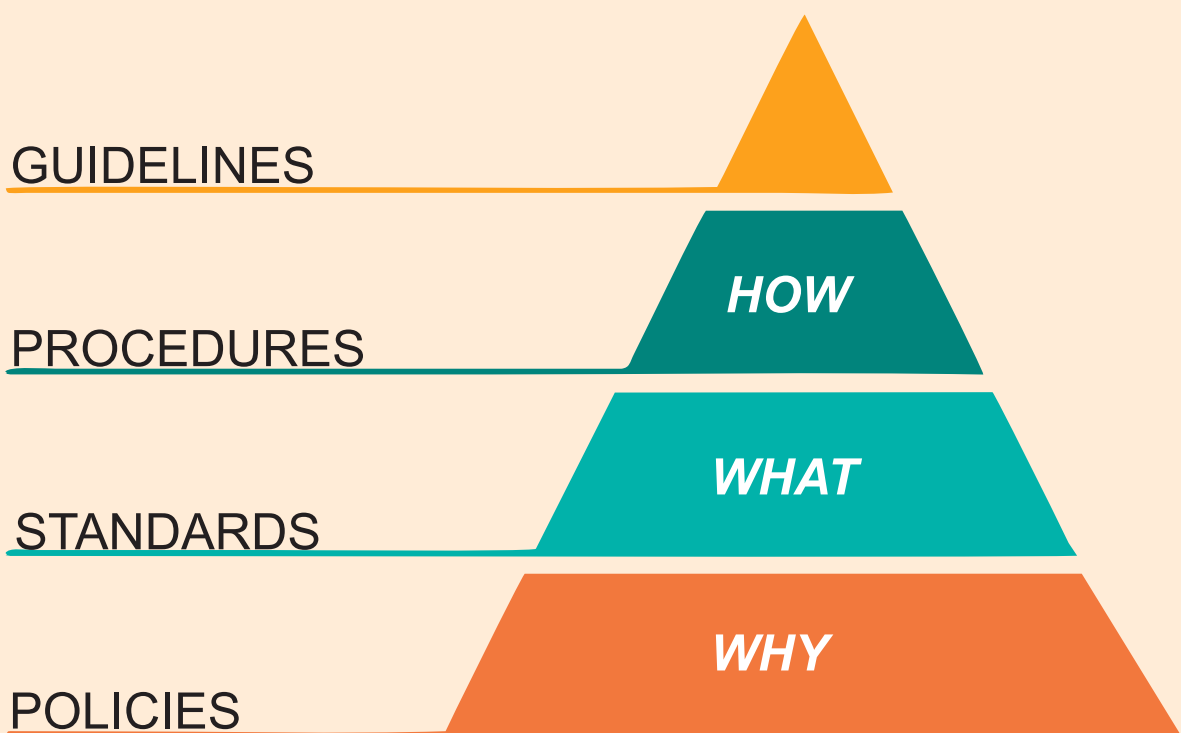
- i. Facilitated the clearing, perimeter survey and marking of the land for the Benin bypass VTA, Benin, Edo State.
- ii. Facilitated the approval and allocation of additional 25 hectares of land by the Edo State Government for the Avielle VTA, Benin, Edo State. The land was cleared, levelled and filled.
- iii. Facilitated the approval of payment of compensation to the Ohono Community by the Kogi State Government.
- iv. Facilitated the production of the survey plan and the coordination of the commencement of the process for the issuance of all title documents for the Abaji VTA, FCT, Abuja.

#### **4.8. NATIONAL POLICY ON VEHICLE TRANSIT AREA ( POLICY FRAMEWORK & IMPLEMENTATION GUIDELINES)**

The Council in conjunction with the Federal Ministry of Transportation and other Stakeholders developed the Vehicle Transit Area Policy and Implementation Guidelines. The Policy was presented to the National Council on Transportation (NCT) and was approved.



# GUIDELINES AND PROCEDURES





## 5.1. REGISTRATION AS REGULATED SERVICE PROVIDER

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

For registration, visit [www.shipperscouncil.gov.ng](http://www.shipperscouncil.gov.ng) and click to download the registration form for regulated service providers or visit NSC offices to obtain the form.

Regulated Service Providers include:

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

## 5.2. PROCEDURE TO REQUEST FOR INFORMATION.

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

NSC email address: [info@shipperscouncil.gov.ng](mailto:info@shipperscouncil.gov.ng); [nsc@shipperscouncil.gov.ng](mailto:nsc@shipperscouncil.gov.ng).



Or

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

Or

Nigerian Shippers' Council offices:

- North-East Zonal Coordinating Office  
[bauchi@shipperscouncil.gov.ng](mailto:bauchi@shipperscouncil.gov.ng)  
+234 8062896500
- North-West Zonal Coordinating Office  
[kano@shipperscouncil.gov.ng](mailto:kano@shipperscouncil.gov.ng)  
+234 8037803719
- North-Central Zonal Coordinating Office  
[ios@shipperscouncil.gov.ng](mailto:ios@shipperscouncil.gov.ng)  
+234 8033396927
- South-East Zonal Coordinating Office  
[aba@shipperscouncil.gov.ng](mailto:aba@shipperscouncil.gov.ng)  
+234 8098128195
- South-South Zonal Coordinating Office  
[ph@shipperscouncil.gov.ng](mailto:ph@shipperscouncil.gov.ng)  
+234 8028196696
- South-West Zonal Coordinating Office  
[ibadan@shipperscouncil.gov.ng](mailto:ibadan@shipperscouncil.gov.ng)  
+234 8023208182
- Abuja Liaison Office  
[abuja@shipperscouncil.gov.ng](mailto:abuja@shipperscouncil.gov.ng)  
+234 8033203733

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

### 5.3. PROCEDURE FOR REGISTRATION OF USERS OF SHIPPING SERVICES

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

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

The categories of membership include:

- Corporate: Trade Group/Associations (Commodity Groups, Chambers of Commerce, Recognized Business Groups)
  - Business Names (Own name, Partnerships)
  - Public Agency (Federal/State/Local Government, Organisations, Parastatals, Companies, etc.)
  - Associate (Potential Shippers, Clearing and Forwarding Companies, Insurance Companies, Banks, Law Firms, etc.)
- i. The registration form can be downloaded from the NSC website: [www.shipperscouncil.gov.ng](http://www.shipperscouncil.gov.ng) or obtained from NSC offices.
  - ii. Application letter for membership should be addressed to the ES/CEO of NSC with a duly filled form and the required documents.
  - iii. Acknowledgement is sent to the applicant while the application is forwarded to the Consumer Affairs Department of NSC for processing.
  - iv. The application will be verified, and a confidential visit is conducted to the office premises of the applicant.
  - v. After a satisfactory confidential visit to the premises and verification of the relevant documents, an approval letter will be issued to the applicant.
  - vi. After the above, the certificate of membership will be issued to the applicant.



## 5.4. PROCEDURE FOR COMPLAINTS HANDLING

### 5.4.1. Written Complaints

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

- i. Complaints shall be sent to NSC electronically through an email to: [complaints@shipperscouncil.gov.ng](mailto:complaints@shipperscouncil.gov.ng).  
WhatsApp no: +234818 888 8895.  
Mobile no: 0818 888 8895, 0703 584 6468

Or

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

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

### 5.4.2. Complaint Through The Port Service Support Portal (PSSP)

- i. The complainant is expected to send the request through the Port Service Support Portal ([www.pssp.ng](http://www.pssp.ng)).
- ii. The complainant will receive acknowledgement for submitting the complaint.



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

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

Obligations expected from the complainant:

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

## **5.6. PROCEDURE FOR CLAIMS CONCERNING LOSS OR DAMAGES ON EXPORT AND IMPORT CARGO**

In line with section 67 of the Insurance Act 2003, importing 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:

- I. Give immediate notice in writing to the Insurance Company.



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

## **5.7. ALTERNATIVE DISPUTE RESOLUTION (ADR)**

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

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

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

Consequently, the Council does the following:

- I. Observe and take into consideration prevailing local and global economic trends affecting the Port Industry and the market.

- ii. Request every Regulated Service Provider to file its Operating Tariffs, Rates and Charges.
- iii. Publish from time to time all Tariffs, Rates and Charges levied by Regulated Service Providers.

## **5.9. PROCEDURE FOR MONITORING**

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

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

## **5.10. PROCEDURE FOR ENFORCEMENT**

Any person who fails to comply with the provisions of the Nigerian Shippers' Council (Port Economic) Regulations, 2015 or performs any act in contravention of the provisions of the 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:

- Private warning;
- Public warning;
- Suspension of operations and sealing of premises for a specific period, which shall in

- the opinion of the Council be deemed to be reasonable;
- Blacklisting; or
- De-registration and revocation of the operating license.

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

As a condition for remitting proceeds from demurrage and 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 Aug 2018.

The Council advises that any such application or request for confirmation must follow the guidelines below:

### 1. Shipping Agents

Shipping Agents cannot apply directly to Council; such **applications must be made to the commercial bank** where such applicants maintain accounts. The commercial bank will, in turn, apply to the Council on behalf of its clients.

- i. Applicants should note that the Council will only consider the **demurrage and detention fee**, excluding any other charges.
- ii. Applications must be accompanied by a duly completed and approved Form A.
- iii. Applicants are advised that all relevant invoices attached to the request should contain the following details:
  - Actual times of arrival and departure of the vessel
  - Demurrage free days
  - Billable days
  - Size/type of container
  - Bill of Lading number
  - Invoice Number
  - The rate per day
  - Container Number



- Voyage Number
- Agreement between Principal and Shipping Agent

- iv. All invoices attached to the application must be **final invoices for the transaction**. Therefore, provisional invoices will be withheld until the transaction is completed.
- v. Applicants must bear in mind that the Council will study all invoices attached to the application to ensure that the requested amount is in line with approved charges, as only these will be confirmed.

Furthermore, submitted invoices should be accompanied by a spreadsheet summary. A template of the spreadsheet can be obtained from the Secretary of the Committee for Confirmation of Demurrage.

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

## 2. Commercial Banks

- i. Commercial banks should ensure that all applications comply with the above details before forwarding them to the Council.
- ii. The amount and month(s) or period for which the request is being made should be indicated in the Bank's application to the Council.
- iii. Commercial Banks should endeavour to consult the Secretary of the Committee to confirm demurrage for advice and guidance before submitting their applications at the Executive Secretary's Office.
- iv. Commercial Banks and Applicants should note that they might be regularly consulted on issues about the application in the confirmation process. As such, they are expected to identify a contact person for each request for that purpose.

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

The Guidelines explain the requirement and procedures to be followed by the service providers when proposing new tariffs or requesting for future tariff adjustments from NSC, the Port Economic Regulator and shall form the basis for assessment of proposals.

### **1. Requirements:**

- i. All applicants for tariff approval request must be registered with the NSC, pursuant to Section 4(1) of the Nigerian Shippers' Council (Port Economic) Regulations 2015.
- ii. Tariffs, Rates and Charges for every service shall be submitted to the NSC for consideration and approval.
- iii. All approval requests must comply with any price floors or caps determined by the NSC.
- iv. Justification for tariff request and financial performance.
- v. Cost structure for previous and current year.
- vi. Future income projections.

### **2. Procedure for Requests:**

- i. All tariff requests shall be addressed to the Executive Secretary/CEO
- ii. On receipt of application, NSC shall acknowledge the letter within 3 working days
- iii. Where tariff adjustment is requested:
  - a. In the case of the Port Regulator, it shall cause to be issued notice of intent, specifying the justifications for the adjustment to the service provider(s) at least thirty (30) working days before the commencement of the new tariff.
  - b. In the case of the service provider, it shall notify the Port Regulator stating the reason(s)/justification(s), at least thirty (30) days before the commencement of negotiations.
- iv. The NSC shall verify the submissions within two (2) weeks based on the documents received from the applicant.
- v. Where there are observed inconsistencies with the application submitted, the NSC may require further clarifications from the service provider to enable processing of the application or reject same with reasons.
- vi. In such a situation, the NSC shall communicate to the applicant, the rejection within three (3) working days.

- vii. Where the tariff is recommended by the NSC, the service providers should create necessary awareness before implementation.
- viii. NSC shall publish the approved tariffs/charges/rates/fees on its website and if need be, the print media seven (7) days after approval has been officially granted and fourteen (14) days before the commencement of the next tariff regime.

### **3. General**

- i. All charges shall be denominated in local currency in accordance with government's extant financial rules, regulations and guidelines.
- ii. All Service Providers shall file with the NSC annually, existing tariffs and/or any adjustment for services showing all rates and charges including the terms and conditions for free and reduced charges of any service.
- iii. Nigerian Shippers' Council shall continue to provide the platform for mediation and resolution of disputes involving providers and users of port services in accordance with its statutory powers. Setting of Tariffs, Rates and Charges under this Guideline shall be in collaboration with stakeholders to arrive at a decision that will be acceptable to all parties.
- iv. The NSC shall communicate its decision within forty-five (45) working days from date of receipt of the application.
- v. In processing all tariff requests, the NSC shall at all times, comply with the provisions of the Nigeria Data Protection Regulations 2019 (NDPR)





# APPENDIX

## INTRODUCTION

In every industry, there is a concern for growth and development. To access a future of positive outcomes, we must clearly understand the past. In the context of the maritime industry, data and the underlying support technologies are the keys to making faster and more accurate decisions for sustainable growth and development. Timely access to reliable data and practical information applications can help optimize and adapt supply chains to the dynamics of demands.

This statistical report relies on the repository of the data warehouse of the United Nations Conference for Trade and Development (UNCTAD) portal, <https://UNCTADstat.unctad.org>.

The 2021 UNCTAD Statistics 2021 **provides various statistics and indicators relevant to understanding international trade, investment, maritime transport, and development analysis.** With the release of 2020 data in the portal, the impacts of the COVID-19 pandemic are evident in a myriad of indicators in 2021. Relevant data from the portal were extracted and analysed for visualization, effective understanding and decision-making.





## 1. NIGERIA MARITIME PROFILE 2020-2021

### 1.1. MARITIME KEY FIGURES

Table 1: Maritime Key Figures 2020

NIGERIA	
MARITIME KEY FIGURES 2020	
Merchandise trade	91,024
	(Millions current US\$)
Container Port Throughput	1,528,520 TEU
Fleet - National Flag	4534 Thousands DWT
Fleet - Ownership	6497
	Thousands DWT
Number of Port Calls	3,833
Number of Seafarers	25,610
GDP	429 899
	(Millions current US\$)
GDP Growth Rate	-1.79%
Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>	



## 1.2. PORT CALLS AND PERFORMANCE

Table 2: Port calls, time spent in ports, vessel age and size in 2020

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU)	Maximum size (GT) of vessels
All ships	3 833	3.59	14	32 838	36 286	3 758	149 367
Liquid bulk carriers	1 361	3.38	16	20 677	32 579	..	56 291
Liquefied petroleum gas carriers	190	2.10	11	20 204	23 647	..	48 425
Liquefied natural gas carriers	303	1.37	10	107 540	85 501	..	149 367
Dry bulk carriers	519	6.83	12	28 936	49 867	..	107 374
Dry breakbulk carriers	455	4.82	19	9 532	12 252	..	71 543
Roll-on/ roll-off ships	242	..	13	49 536	21 494	..	76 420
Container ships	763	3.83	13	39 268	..	3 758	95 205
Passenger ships	..	..	..	..	..	..	..

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

## 1.3. NATIONAL FLEET

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

(Thousands DWT)	2005	2010	2015	2020
Total fleet	691.0	989.4	4 232.6	4 534.0
Oil tankers	606.0	750.4	707.9	1 178.0
Bulk carriers	13.0	13.2	0.0	0.0
General cargo	30.0	19.2	19.0	30.9
Container ships	..	..	0.0	0.0
Other types of ships	42.0	206.7	3 505.8	3 325.2

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

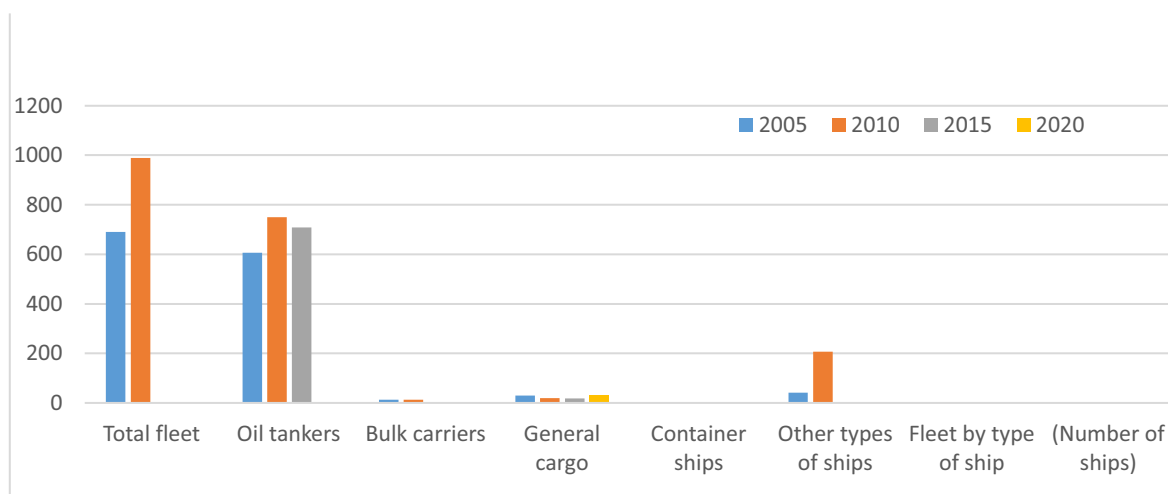


Fig 1: Nigeria National Fleet Carrying Capacity by Type of Ship

## 1.4. INTERNATIONAL MERCHANDISE TRADE

Table 4: Nigeria International Merchant Trade the year is not indicated but indicated in the chart below

Total Merchandise (millions of US\$)	2005	2010	2015	2020	2021
Merchandise exports	50467	84000	50216	35634	46,117
Merchandise imports	20754	44235	44700	55390	74701
Merchandise trade balance	29713	39765	5516	-19757	-28584

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

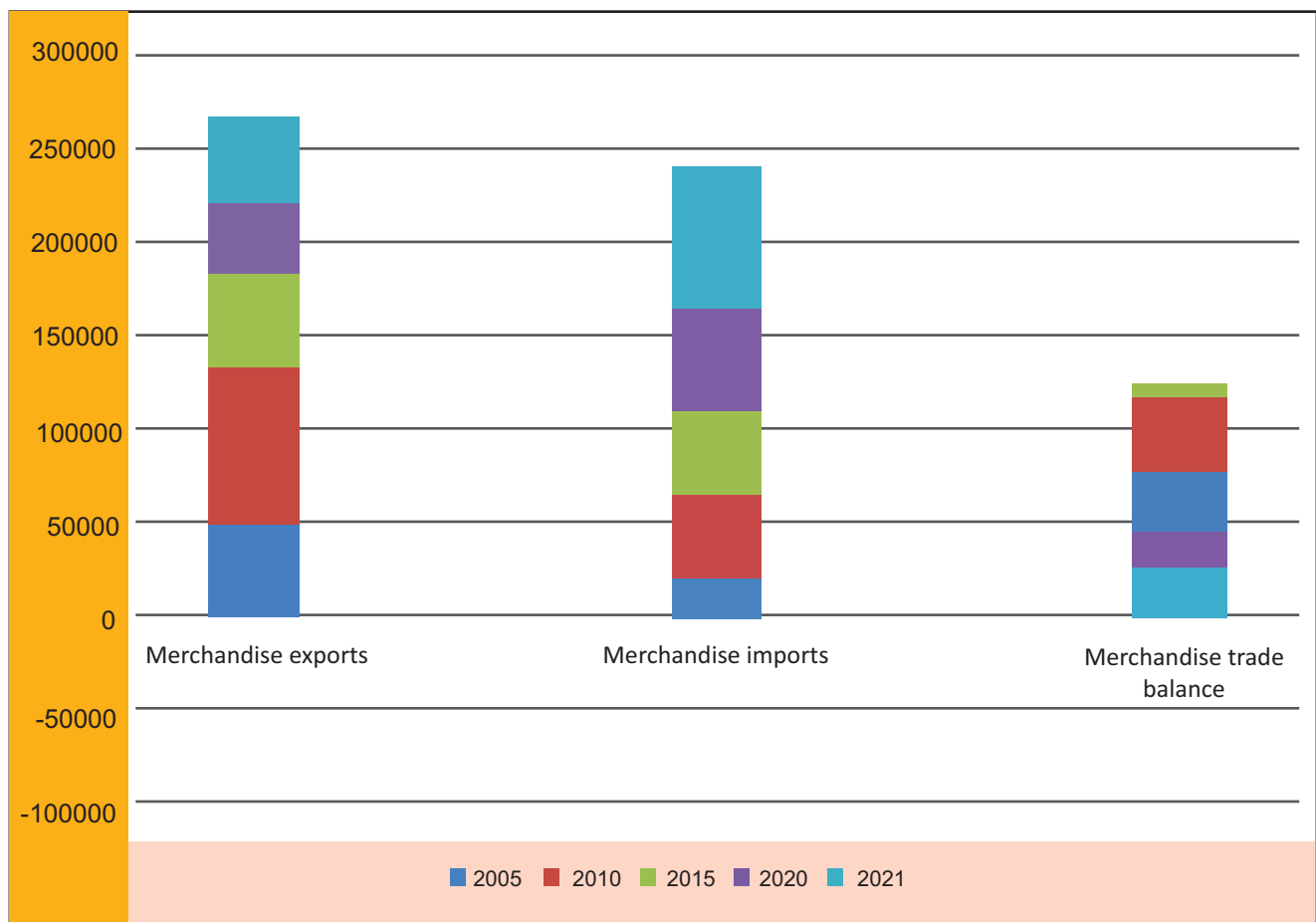


Fig 2: Nigeria International Merchandise 2020

## 1.5. TOP 5 PARTNERS IN 2020

Table 5: Top 5 Trade Partners in 2020

Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>	
PARTNER	Exports, (Millions of USD)
India	7,187
Spain	3,145
China	2,829
Netherland	2,170
Indonesia	2,151

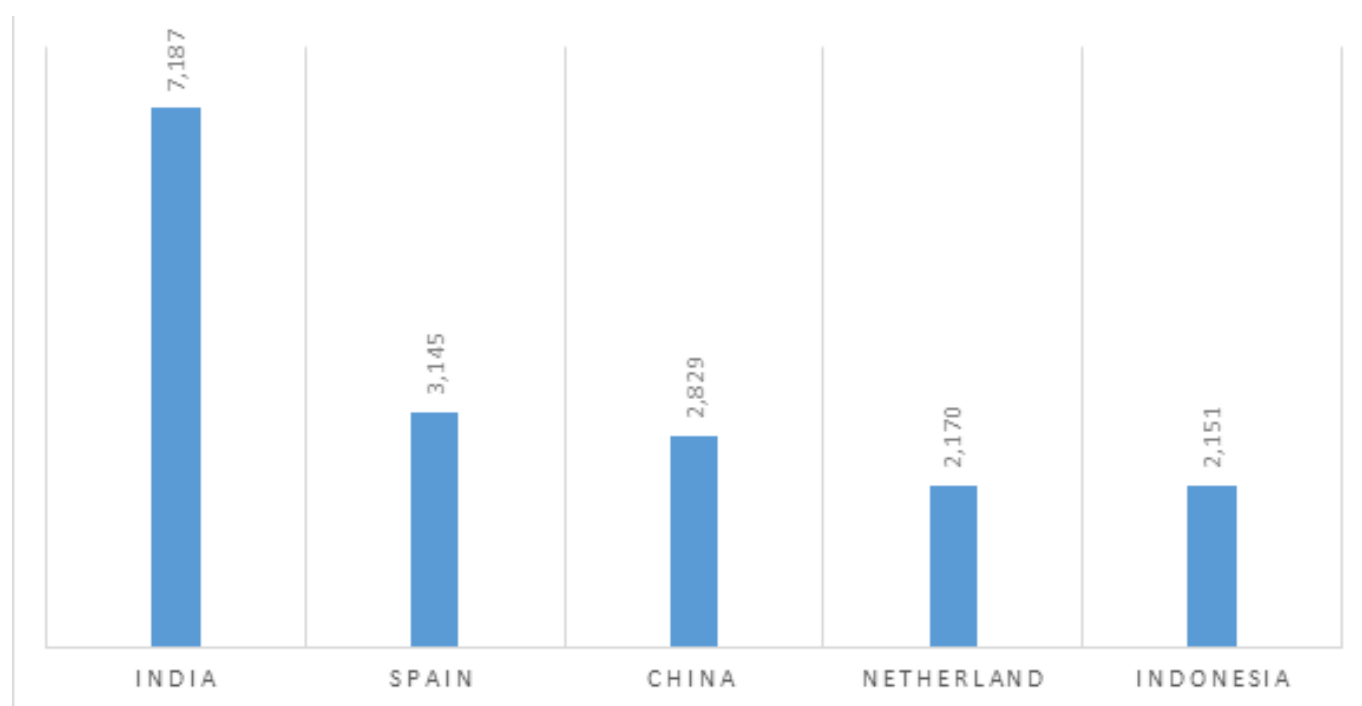


Fig 3: Top 5 Destinations (PARTNERS) of Exports, (Millions of USD) in 2020



## 1.6. NIGERIAN EXPORT STRUCTURE BY PRODUCT GROUPS IN 2020

Table 6: Export Structure by Product Group in 2020

PRODUCT	PERCENT (%)
All food Items	4
Fuels	90
Manufactured Goods	4
Other	3

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

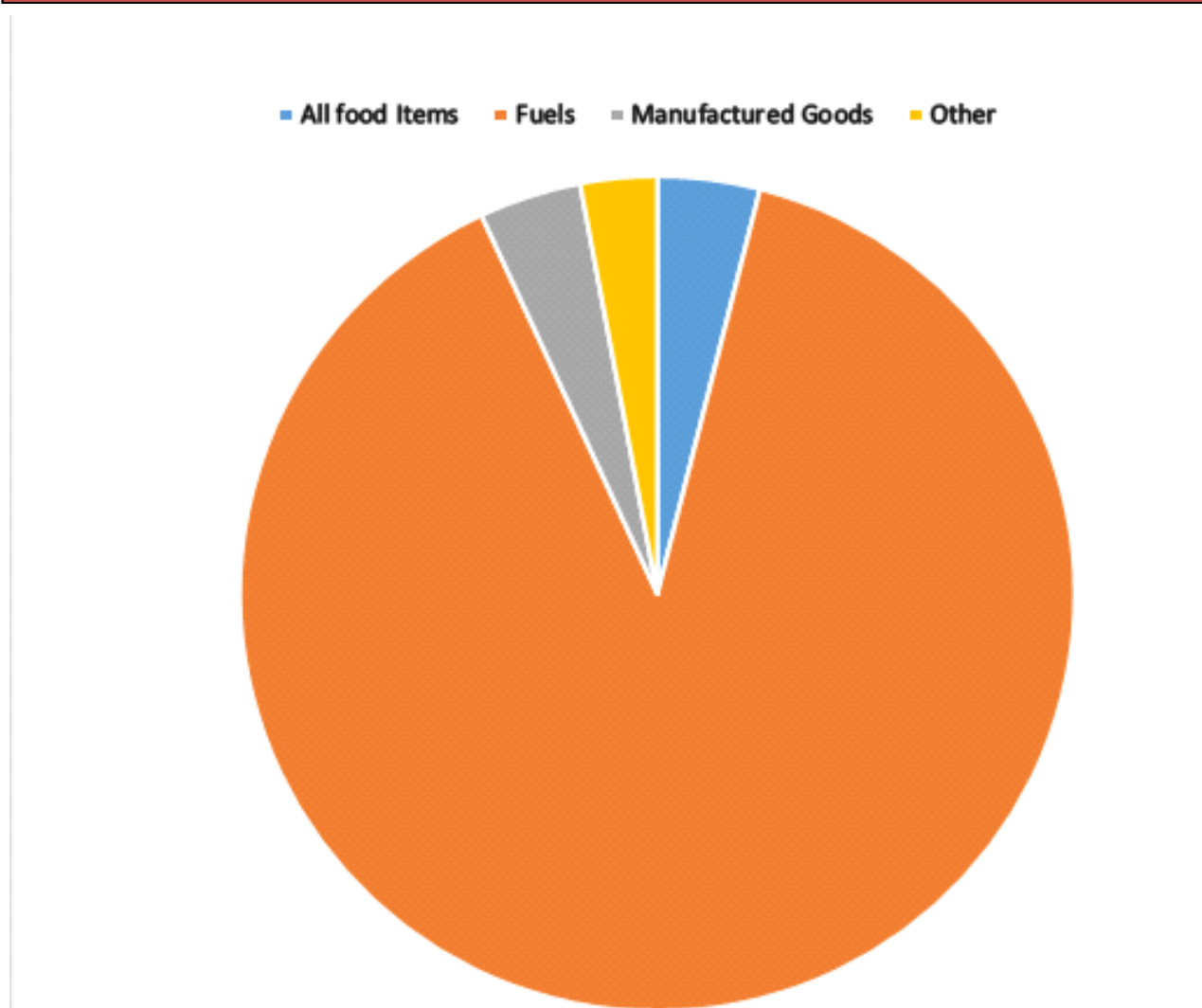


Fig 4: Nigeria Export Structure by Product Group in 2020

Table 7: Nigeria World Shares Maritime Indicators For 2020

INDICATOR	WORLD PERCENT SHARE
Population	2.64
Coastline (KM)	0.19
Gross Domestic Product (US\$)	0.50
Merchandise Export US\$	0.20
Merchandise Import US\$	0.31
National Flag Fleet (DWT)	0.22
National Flag Fleet (US\$)	0.50
Fleet Ownership (DWT)	0.32
Fleet Ownership (US\$)	0.67
Seafarer Supply (Officers)	1.04
Seafarer Supply (Ratings)	1.61
Container Port Throughput (TEU)	0.19
Port Calls (Container Ships)	0.17
Port Calls (Liquid Bulk Carriers)	0.28
Port Calls (Dry Break Bulk)	0.11
Port Calls (Dry Bulk)	0.19
Port Calls (LPG)	0.36
Port Calls (LNG)	2.45
Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>	

### 1.7. NIGERIA WORLD SHARES IN MARITIME INDICATORS FOR 2020

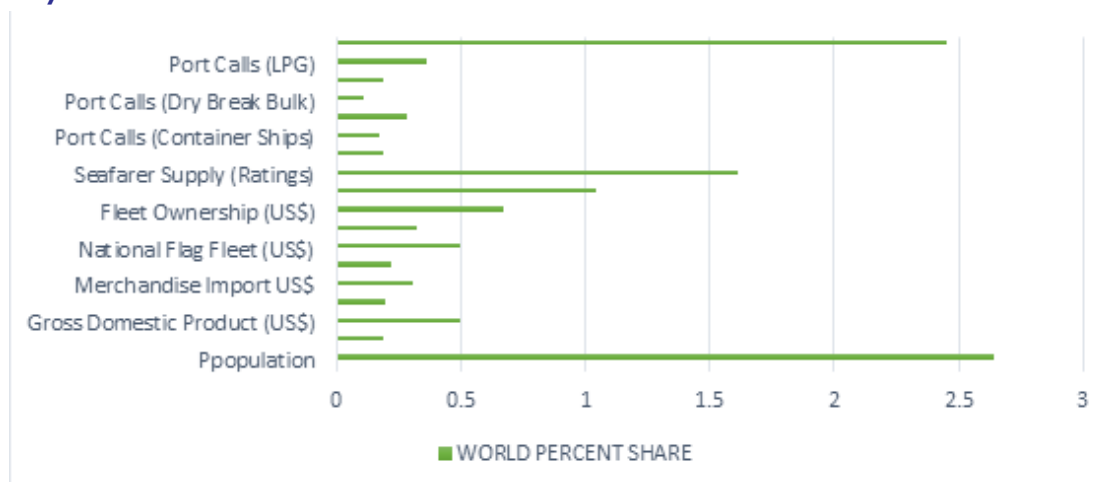


Fig 5: Nigeria 2020 World Shares in Maritime Indicators (%)

## 1.8. LINER SHIPPING CONNECTIVITY

### 1.8.1 Bilateral Connectivity index of Nigeria

Table 8: Bilateral Connectivity of Top 10 Nations (Top 10 Partners in Q1 2020)

Partner	Connectivity Index
Ghana	0.304
China	0.303
Spain	0.302
Belgium	0.293
Singapore	0.292
Cote d'Ivoire	0.29
Italy	0.289
Benin	0.288
France	0.288
Sri Lanka	0.286

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

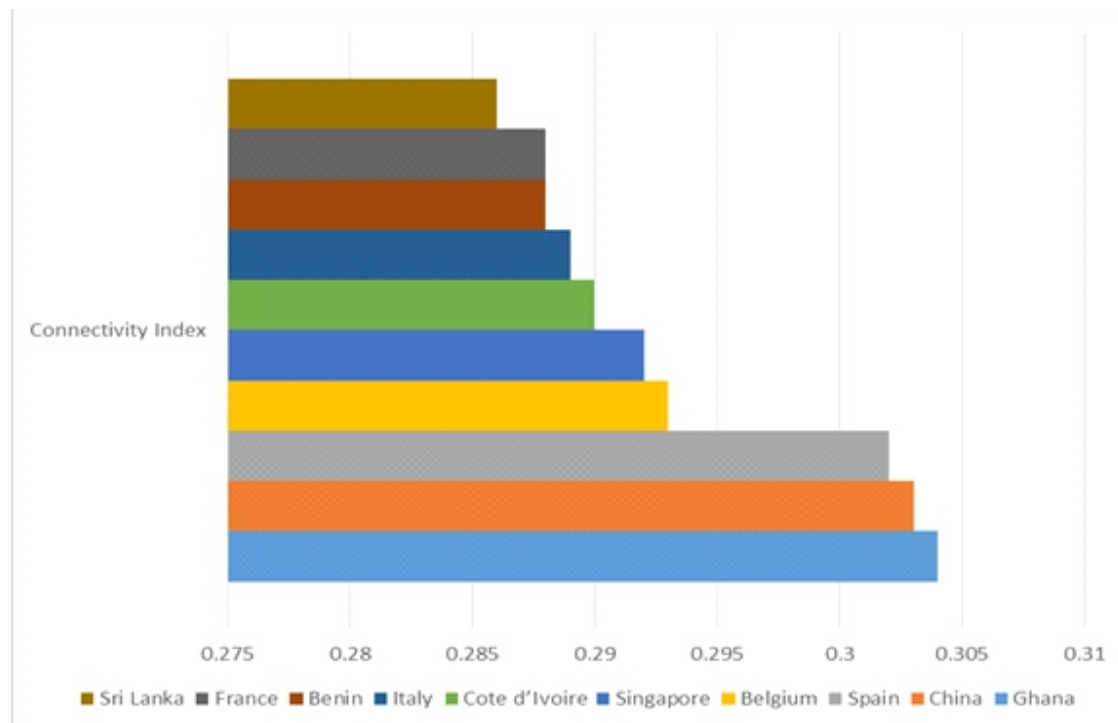


Fig 6: Bilateral connectivity index (Top 10 partners in Q1 2020)

## 1.8.2 Nigeria Liner Shipping Connectivity Index (2006-2020)

*Maximum 2006=100 for China*

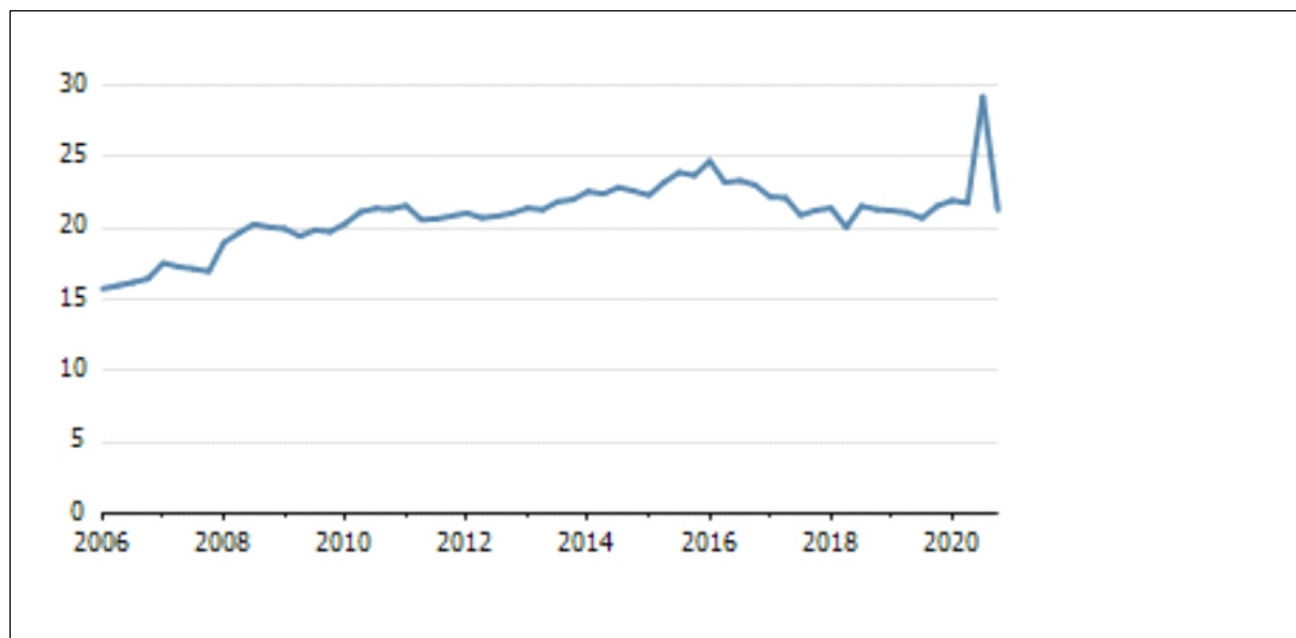


Fig 7: Nigeria Liner Shipping Connectivity Index

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

## 1.8.3 Top 5 Nigeria Ports Connectivity Index



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

Fig 8: Port Liner Shipping Connectivity Index - Top 5 Nigeria Ports in 2020

Tincan and Apapa Ports are the most connected ports in Nigeria.

## 2 PERFORMANCE IN MARITIME TRADE: NIGERIA AND NEIGHBOURING COMPETING ECONOMIES

### 2.1. TOTAL TRADE (ANNUAL IMPORT): NIGERIA AND NEIGHBOURING COMPETING MARITIME ECONOMIES

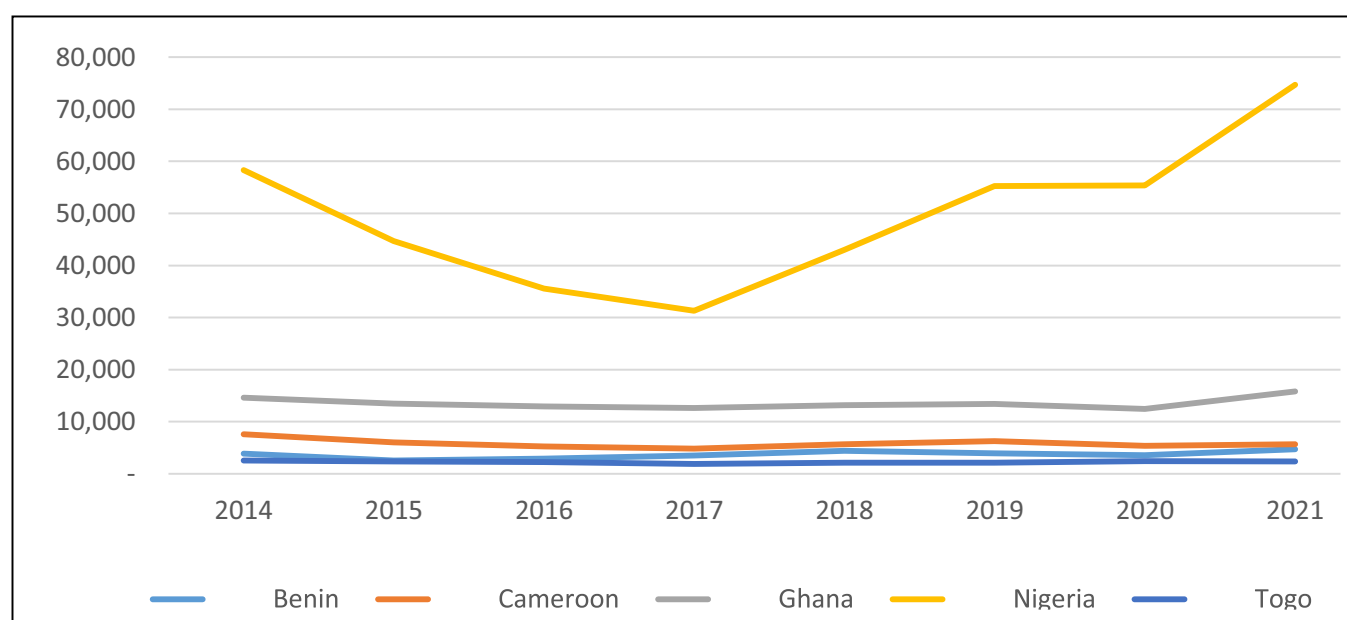
Table 9: Total Trade (Annual Import)

	2014	2015	2016	2017	2018	2019	2020	2021
<b>Benin</b>	3,828	2,561	2,872	3,494	4,375	3,932	3,555	4,678
<b>Cameroon</b>	7,553	6,045	5,206	4,796	5,656	6,264	5,349	5,670
<b>Ghana</b>	14,600	13,465	12,920	12,647	13,134	13,411	12,429	15,804
<b>Nigeria</b>	58,300	44,700	35,532	31,273	43,007	55,257	55,390	74,701
<b>Togo</b>	2,526	2,336	2,261	1,874	2,116	2,091	2,401	2,340

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

Fig 9: Total Trade (Annual Import): Nigeria and Neighbouring Maritime Countries (Millions USD)

### 2.2. TOTAL TRADE (ANNUAL EXPORT): NIGERIA AND NEIGHBOURING COMPETING MARITIME ECONOMIES



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



Table 10: Total Trade (Annual Export)

Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>								
	2014	2015	2016	2017	2018	2019	2020	2021
Benin	2,560	1,682	1,774	2,216	3,344	3,052	2,996	3,684
Cameroon	5,145	4,058	3,305	3,233	3,803	4,084	3,150	4,115
Ghana	13,217	10,321	11,138	13,835	14,943	15,668	14,472	17,000
Nigeria	103,100	50,216	33,302	44,468	60,547	62,531	35,634	46,117
Togo	1,324	1,011	1,036	1,016	1,080	1,055	979	1,040

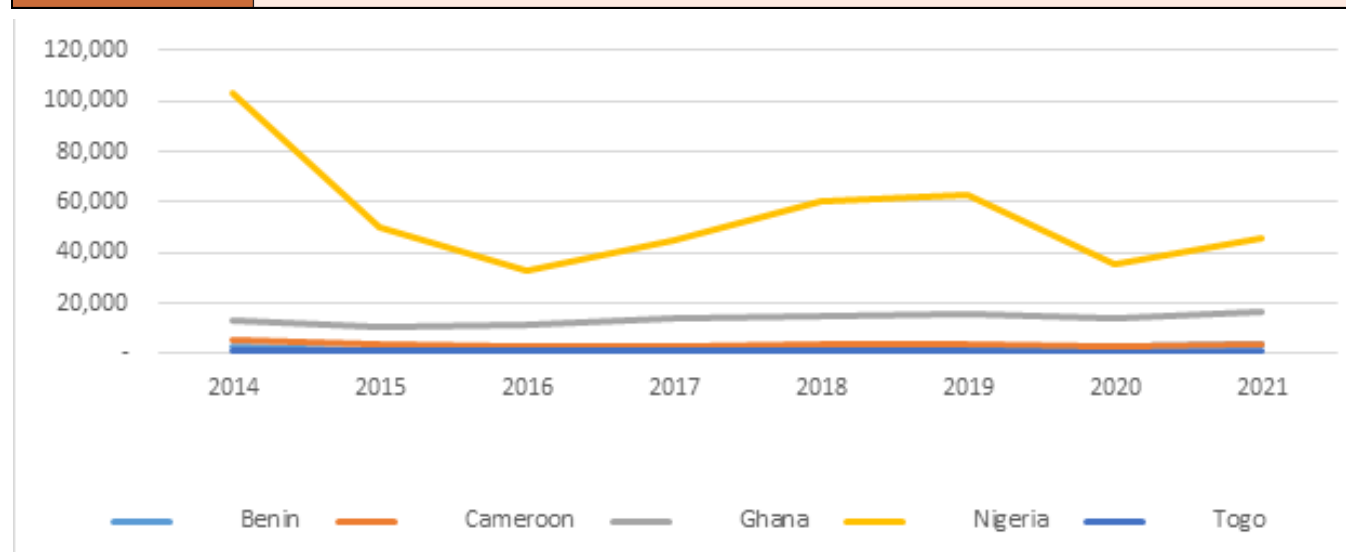


Fig 10: Total Trade (Annual Export): Nigeria and Neighbouring Maritime Countries (Millions USD)

### 2.3. CONTAINER PORTS THROUGHPUT: NIGERIA AND NEIGHBOURING COMPETING MARITIME ECONOMIES

Table 11: Container Port Throughput: Nigeria and Competing Maritime Economy

	2014	2015	2016	2017	2018	2019	2020
Cameroon	333,555	336,412	334,984	387,000	360,992	397,024	395,872
Ghana	890,000	900,000	954,700	1,009,400	1,063,000	1,100,205	1,050,696
Nigeria	1,700,000	1,400,000	1,404,000	1,408,000	1,560,000	1,484,000	1,528,520
Togo	380,800	380,800	380,800	1,193,800	1,395,700	1,500,611	1,725,270

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

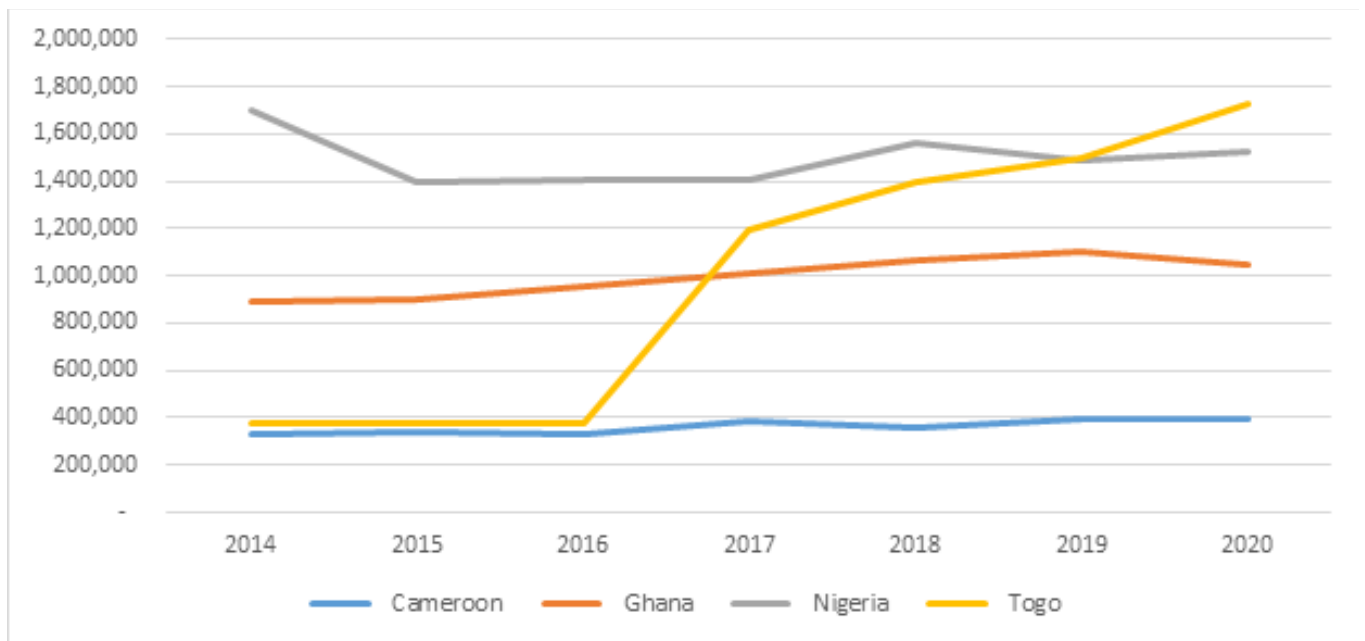


Fig 11: Container Port Throughput: Nigeria and Neighbouring Maritime Countries (Twenty-Foot Equivalent Unit. (Teu))

## 2.4. MERCHANT FLEET BY FLAG OF REGISTRATION

Table 12: Merchant Fleet by Flag of Registration and by Type of Ship: Nigeria and Neighbouring Countries

	2017	2018	2019	2020	2021
<b>BENIN</b>					
Total fleet	1	1	1	1	1
Oil tankers	0	0	0	0	0
Bulk carriers	0	0	0	0	0
General cargo	0	0	0	0	0
Container ships	0	0	0	0	0
Other types of ships	1	1	1	1	1
<b>CAMEROON</b>					
Total fleet	438	445	563	1076	2750
Oil tankers	0	0	112	228	1758
Bulk carriers	0	0	0	52	90
General cargo	5	8	16	87	93
Container ships	0	0	0	0	36
Other types of ships	433	437	435	709	773
<b>GHANA</b>					
Total fleet	40	40	39	40	42
Oil tankers	8	8	8	8	8
Bulk carriers	0	0	0	0	0
General cargo	11	11	11	11	12
Container ships	0	0	0	0	0
Other types of ships	21	22	21	22	22
<b>NIGERIA</b>					
Total fleet	3939	3995	4402	4534	4930
Oil tankers	720	705	1073	1178	1240
Bulk carriers	0	0	0	0	0
General cargo	31	31	31	31	31
Container ships	0	0	0	0	0
Other types of ships	3188	3259	3298	3325	3659
<b>TOGO</b>					
Total fleet	1665	1502	1597	1555	2102
Oil tankers	453	392	373	302	921
Bulk carriers	271	117	75	75	12
General cargo	823	862	1006	1027	992
Container ships	14	18	23	35	49
Other types of ships	104	113	121	117	127
Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>					

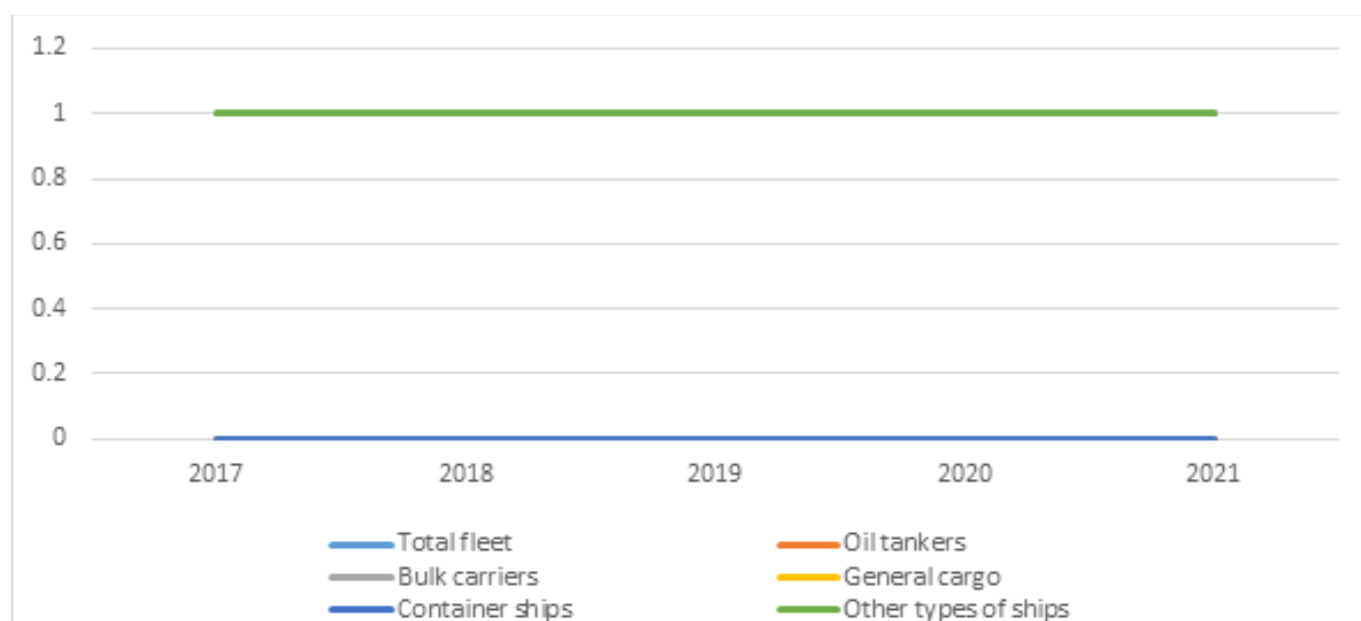


Fig 12: Benin Republic

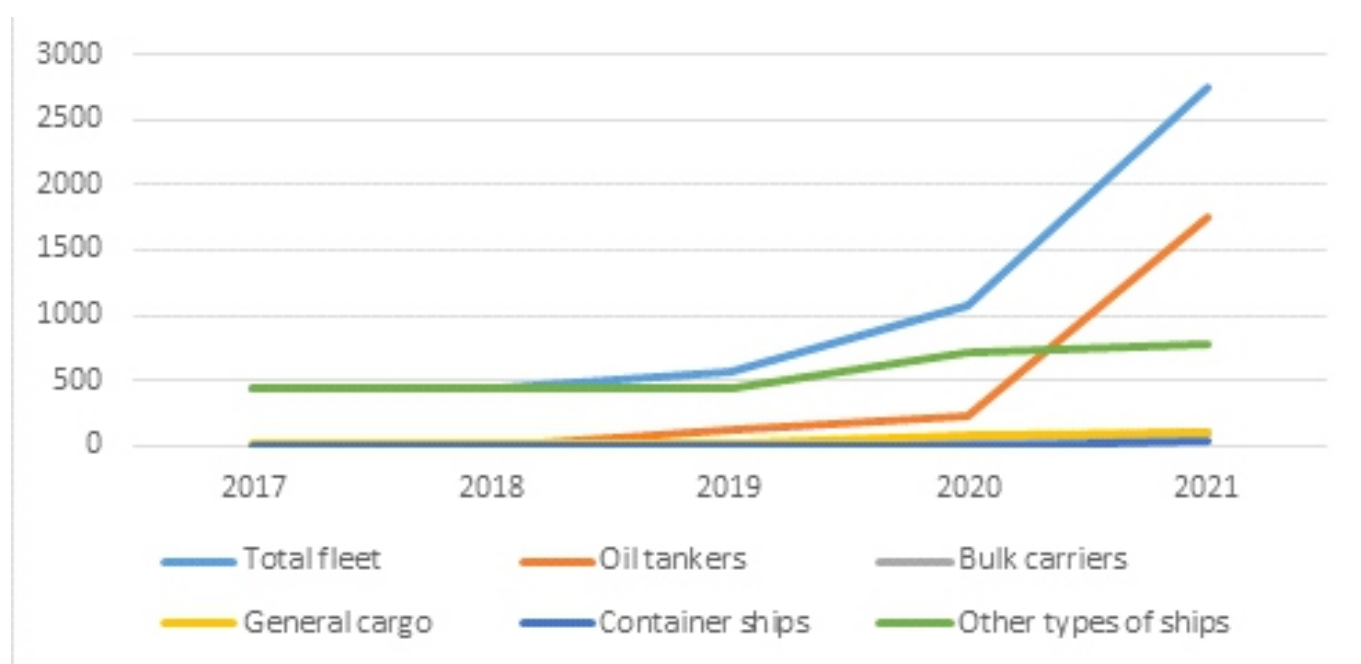


Fig 13: Cameroun

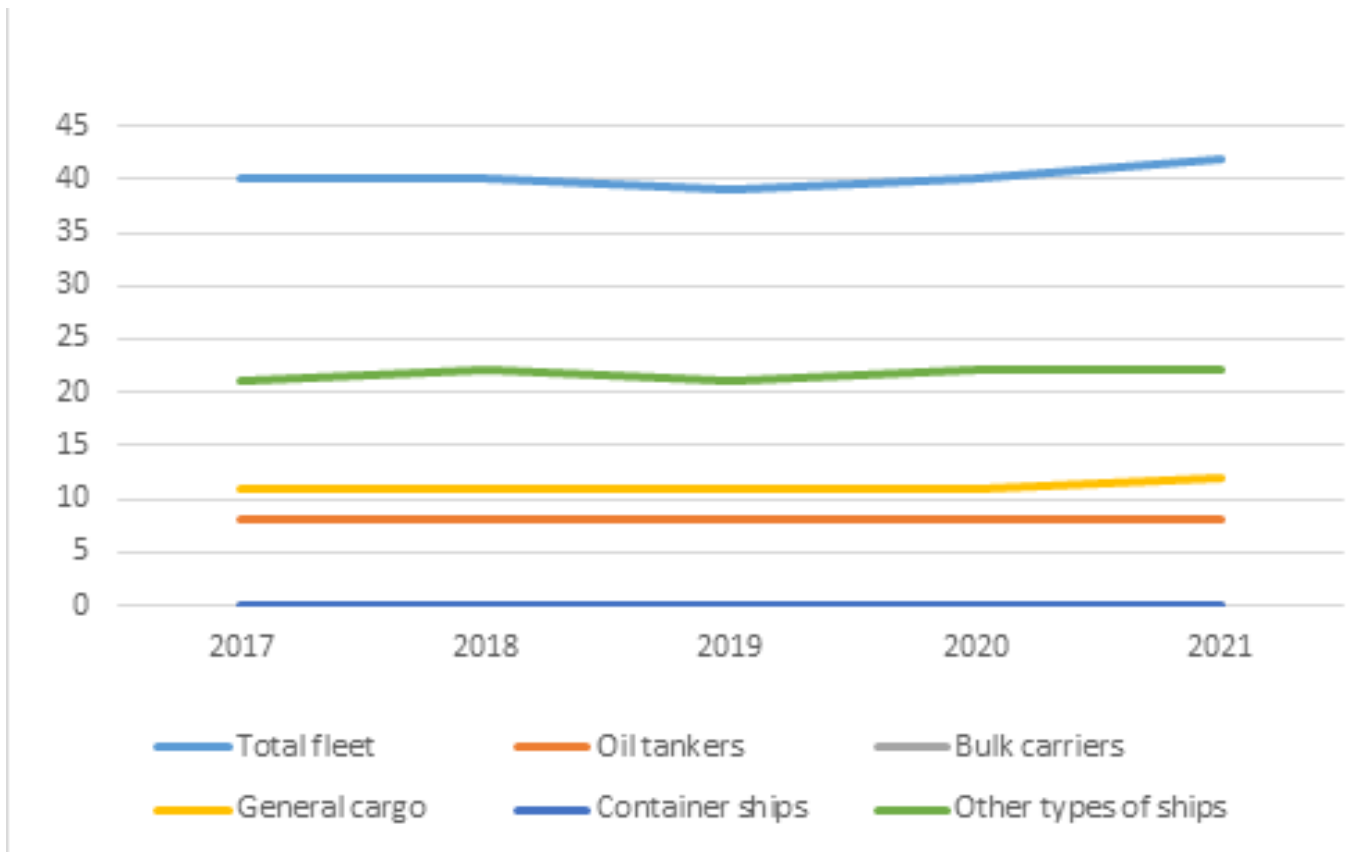


Fig 14: Ghana

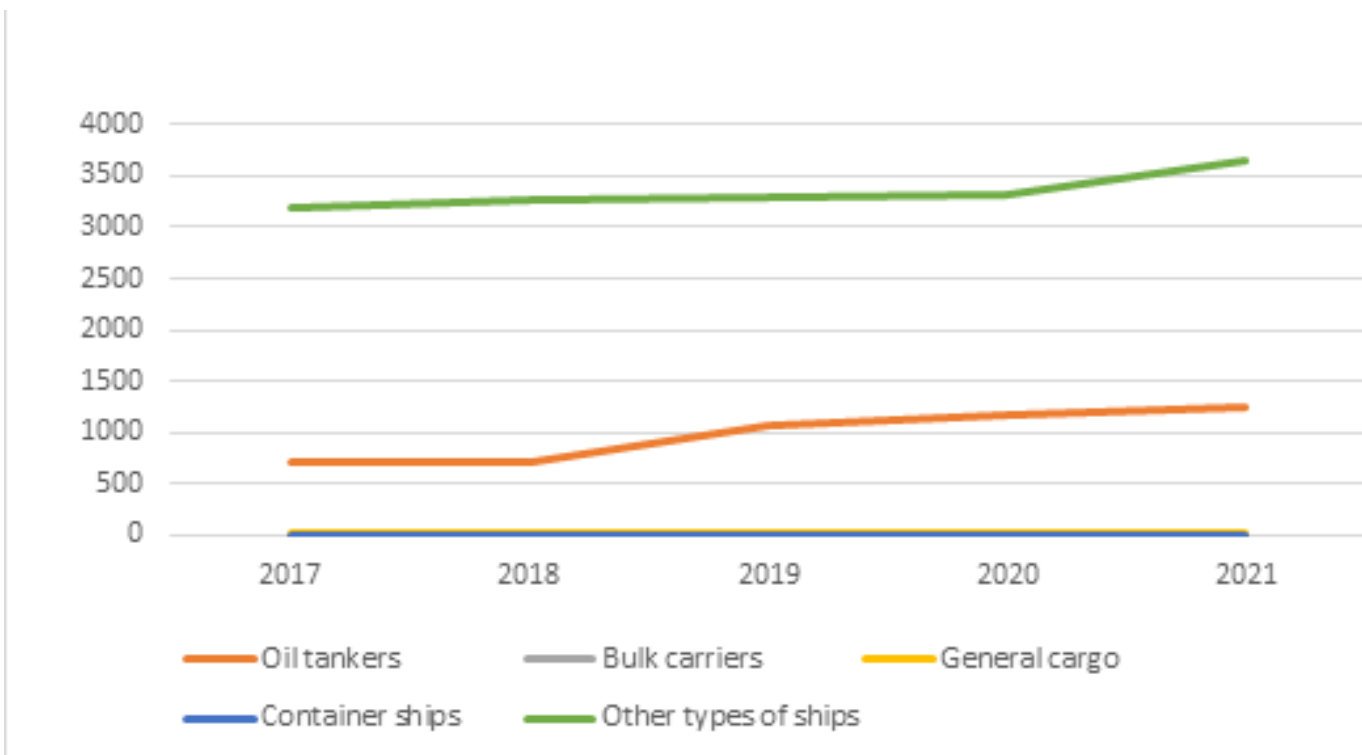


Fig 15: Nigeria



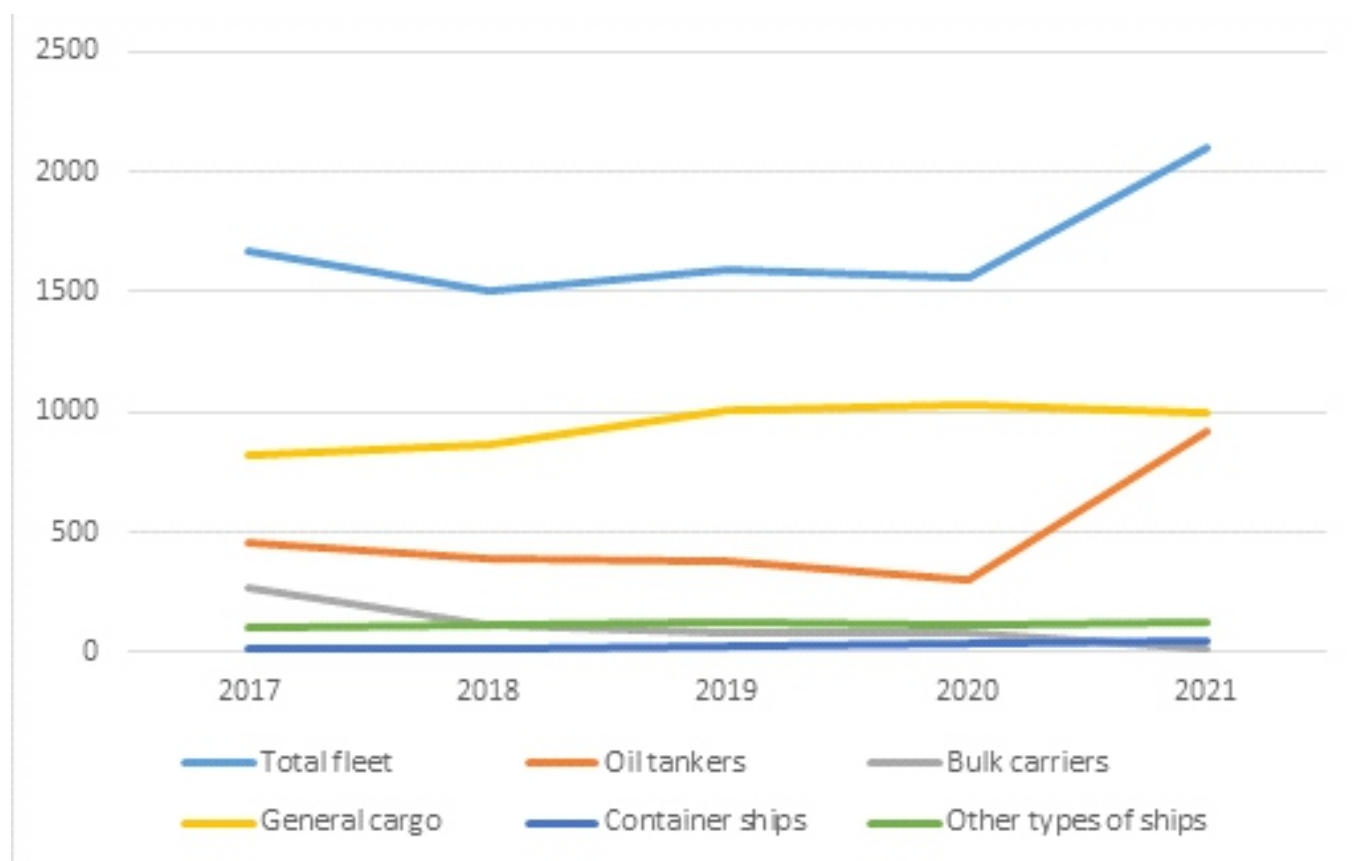


Fig 16: Togo

## 2.5. SEAFARER SUPPLY, QUINQUENNIAL, 2015 AND 2021

Table 13: Seafarer Supply, Quinquennial, 2015 and 2021: Nigeria and Selected Neighbouring Countries

	2015 ABSOLUTE VALUE			2021 ABSOLUTE VALUE		
	OFFICERS	RATINGS	TOTAL	OFFICERS	RATINGS	TOTAL
<b>Benin</b>	0	0	0	6	10	16
<b>Cameroon</b>	97	77	174	883	1,310	2,193
<b>Ghana</b>	139	136	275	38	60	98
<b>Nigeria</b>	1998	3762	5760	8,953	16,657	25,610
<b>Togo</b>	350	478	828	350	478	828
Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>						

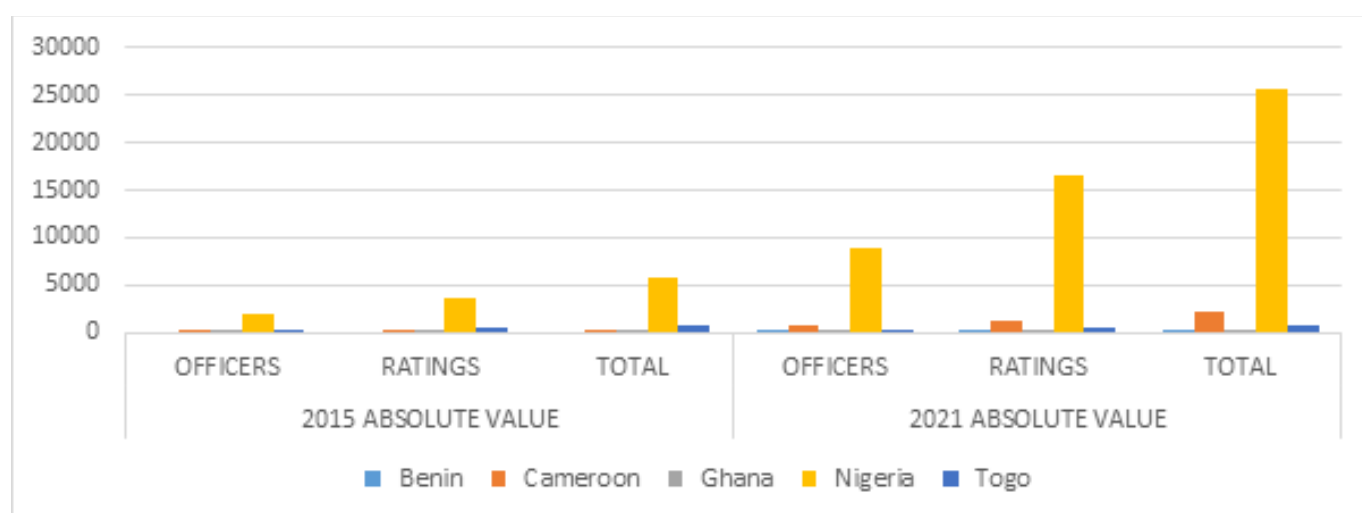


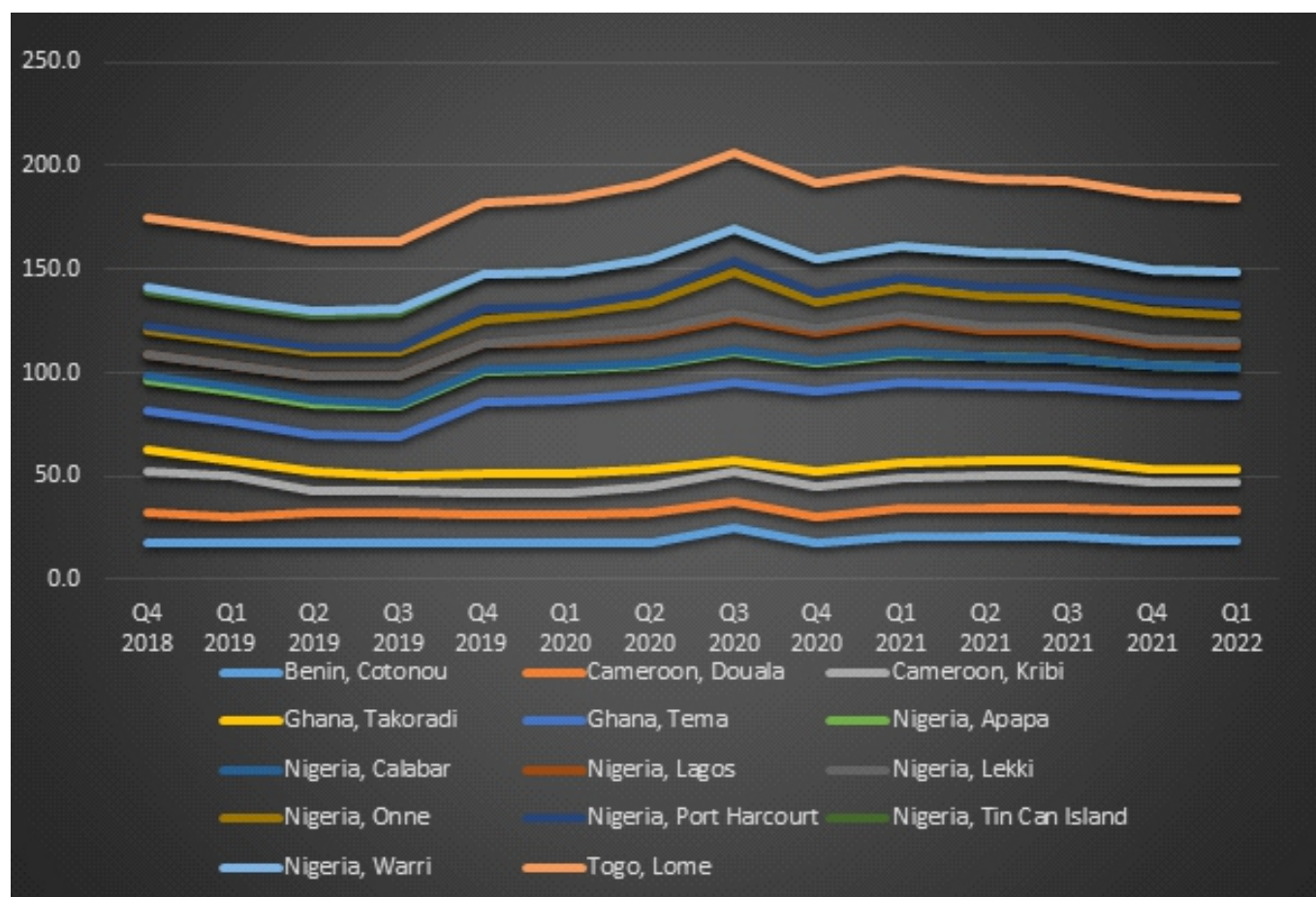
Fig 17: Seafarer Supply, Quinquennial, 2015 and 2021

## 2.6. LINER SHIPPING CONNECTIVITY INDEX

Table 14: Liner Shipping Connectivity Index, Quarterly -Nigeria and Neighbouring Countries 2018 – 2021

	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022
Benin, Cotonou	18.1	17.4	17.3	17.9	17.7	18.0	18.1	25.2	18.2	20.7	20.7	20.4	19.0	19.1
Cameroon, Douala	14.2	12.9	14.6	14.4	14.0	13.8	14.1	12.3	12.4	14.0	13.9	14.4	14.1	14.2
Cameroon, Kribi	19.9	19.8	10.5	10.5	10.5	10.4	13.2	14.3	14.4	14.6	15.6	15.7	13.7	13.7
Ghana, Takoradi	10.3	7.5	9.5	7.8	9.3	9.4	7.7	5.3	7.0	6.8	6.8	6.7	6.7	6.2
Ghana, Tema	18.7	18.4	18.4	18.6	34.8	35.0	37.3	38.5	38.8	38.9	36.9	36.0	36.4	35.6
Nigeria, Apapa	15.2	15.2	15.0	14.3	14.4	14.7	13.2	14.0	13.4	13.8	13.8	13.8	13.4	13.5
Nigeria, Calabar	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	..	..	..	..
Nigeria, Lagos	10.8	10.8	10.8	12.7	12.6	12.6	13.9	15.5	13.9	15.3	12.9	12.9	10.3	10.3
Nigeria, Lekki	..	..	..	..	..	2.2	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Nigeria, Onne	11.4	11.3	11.9	11.7	11.6	11.6	12.9	20.5	12.8	13.8	13.9	13.9	13.9	12.9
Nigeria, Port Harcourt	2.4	2.4	2.4	2.4	5.1	2.8	4.7	4.7	4.4	4.4	4.4	4.4	4.9	4.9
Nigeria, Tin Can Island	16.3	15.6	15.9	16.7	16.9	17.4	16.7	16.5	16.3	15.3	16.8	16.8	15.6	15.8
Nigeria, Warri	1.7	1.7	1.7	1.7	..	..	..	..	..	..	..	..	..	..
Togo, Lome	33.6	34.7	33.1	33.3	34.6	35.2	36.5	36.5	36.6	37.4	36.1	35.8	36.4	36.2

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



**Fig 18:** Liner Shipping Connectivity Index, Quarterly -Nigeria and Neighbouring Countries 2018 - 2022

## 2.7. PORT CALLS AND PERFORMANCE STATISTICS

Table 15: 2021 Port Calls and Performance Statistics

Source: UNCTAD DATA CENTRE: <a href="https://unctadstat.unctad.org/">https://unctadstat.unctad.org/</a>	Median time in port (days)	Average age of vessels	Average size (GT) of vessels	Maximum size (GT) of vessels	Average cargo carrying capacity (dwt) per vessel	Maximum cargo carrying capacity (dwt) of vessels	Average container carrying capacity (TEU) per container ship	Maximum container carrying capacity (TEU) of container ships
<b>Benin</b>								
All ships	1.51	14	35,656	161,233	29,723	319,029	3,900	5,800
Liquid bulk carriers	1.99	12	23,999	161,233	40,320	319,029	..	..
Liquefied petroleum gas carriers	0.96	13	21,083	27,546	24,015	29,590	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..	..
Dry bulk carriers	8.31	12	28,053	36,416	47,990	64,049	..	..
Dry breakbulk carriers	2.11	19	8,923	23,856	11,916	38,209	..	..
Roll-on/ roll-off ships	..	12	54,586	72,269	23,211	32,246	..	..
Container ships	1.19	13	40,713	66,526	..	..	3,900	5,800
Passenger ships	..	..	..	..	..	..	..	..
<b>Cameroon</b>								
All ships	2.60	15	22,635	87,697	27,045	113,500	2,730	8,540
Liquid bulk carriers	2.49	13	12,292	64,452	19,436	113,500	..	..
Liquefied petroleum gas carriers	..	..	..	..	..	..	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..	..
Dry bulk carriers	6.19	12	26,953	38,238	46,016	66,614	..	..
Dry breakbulk carriers	2.58	18	10,680	31,164	12,979	48,500	..	..
Roll-on/ roll-off ships	..	17	48,258	57,449	22,654	27,965	..	..
Container ships	1.92	15	28,861	87,697	..	..	2,730	8,540
Passenger ships	..	..	..	..	..	..	..	..

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

Table 16: 2021 Port Call and Performance Statistics: Time Spent in Ports, Vessel Age and Size

<b>Ghana</b>								
All ships	1.51	14	33,171	153,733	29,859	88,272	4,401	15,000
Liquid bulk carriers	1.95	13	20,476	40,343	33,183	69,697	..	..
Liquefied petroleum gas carriers	2.38	13	19,065	27,546	21,067	29,590	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..	..
Dry bulk carriers	4.59	11	29,747	39,327	51,210	66,832	..	..
Dry breakbulk carriers	1.09	23	8,213	66,870	9,288	88,272	..	..
Roll-on/ roll-off ships	..	11	59,857	76,420	24,207	32,246	..	..
Container ships	1.21	13	46,187	153,733	..	..	4,401	15,000
Passenger ships	..	..	..	..	..	..	..	..
<b>Nigeria</b>								
All ships	3.59	15	32,208	149,367	37,677	208,480	3,672	5,800
Liquid bulk carriers	3.17	16	21,762	63,758	34,507	114,129	..	..
Liquefied petroleum gas carriers	2.05	10	19,109	48,425	22,372	58,811	..	..
Liquefied natural gas carriers	1.36	12	108,212	149,367	85,355	99,025	..	..
Dry bulk carriers	6.97	12	33,500	107,374	59,089	208,480	..	..
Dry breakbulk carriers	4.30	22	8,421	66,870	10,872	71,955	..	..
Roll-on/ roll-off ships	..	13	53,412	72,269	22,903	32,246	..	..
Container ships	3.92	15	38,575	66,399	..	..	3,672	5,800
Passenger ships	..	..	..	..	..	..	..	..
<b>Togo</b>								
All ships	1.51	17	35,979	153,733	31,910	70,402	3,661	15,000
Liquid bulk carriers	2.13	14	23,618	36,210	39,052	64,834	..	..
Liquefied petroleum gas carriers	1.20	15	19,880	27,546	22,937	29,590	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..	..
Dry bulk carriers	3.49	12	27,878	36,544	48,136	70,402	..	..
Dry breakbulk carriers	1.69	25	8,450	23,856	11,761	38,167	..	..
Roll-on/ roll-off ships	..	15	49,069	72,269	21,996	27,965	..	..
Container ships	1.33	18	39,663	153,733	..	..	3,661	15,000
Passenger ships	..	..	..	..	..	..	..	..

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



## 2.8. CURRENCY EXCHANGE AND RATES 2015-2020

Table 17: Currency Exchange and Rates 2015-2020 (Nigeria & Neighbouring Countries)

	2015	2016	2017	2018	2019	2020
Benin (1.00 XOF)	0.001691	0.00169	0.001722	0.0018	0.00171	0.001741

	2015	2016	2017	2018	2019	2020
Cameroon (1.00 XAF)	0.001691	0.00169	0.001722	0.0018	0.00171	0.001737

	2015	2016	2017	2018	2019	2020
Ghana (1.00 GHS)	0.269205	0.25577	0.229857	0.218087	0.19167	0.178708

	2015	2016	2017	2018	2019	2020
Nigeria (1.00 NGN)	0.005196	0.00394	0.00327	0.003267	0.00326	0.002787

	2015	2016	2017	2018	2019	2020
Togo (1.00 XOF)	0.001691	0.00169	0.001722	0.0018	0.00171	0.001737

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

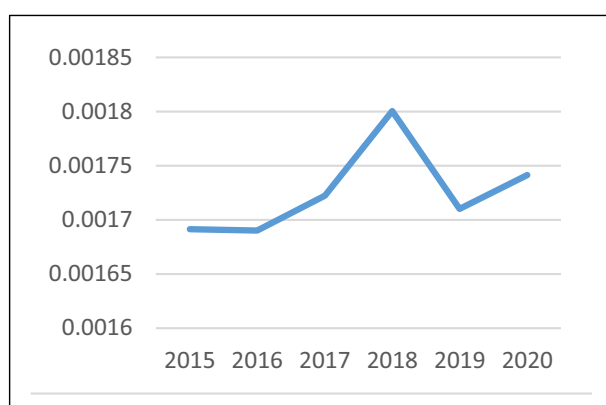


Fig 19: Benin (1.00 XOF: USD)

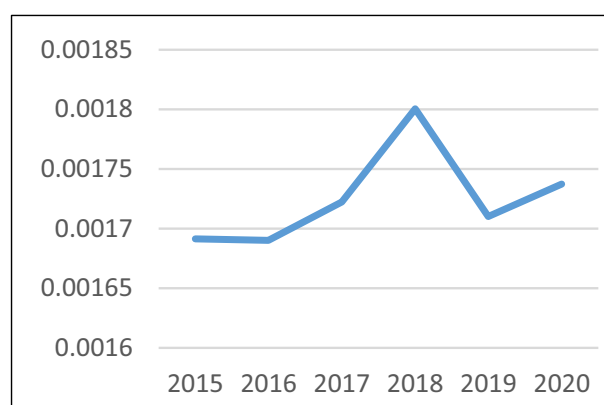


Fig 20: Cameroon (1.00 XAF: USD)

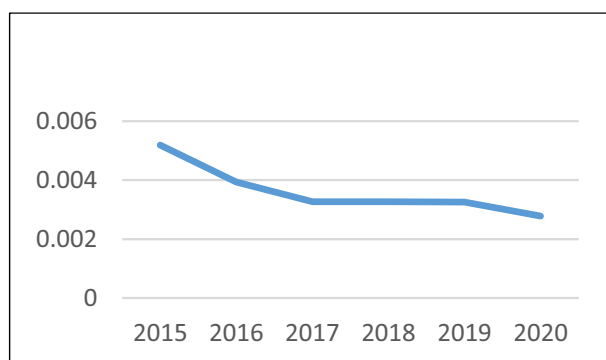


Fig 21: Nigeria (1.00 NGN): USD

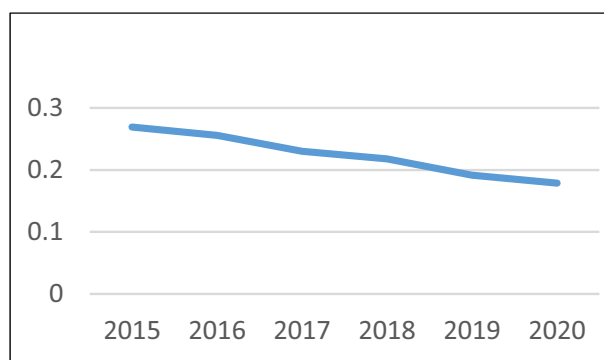


Fig 22: Ghana (1.00 GHS) : USD

The Nigeria Naira and the Ghana Cedis have the same pattern of consistently exchanging for lower value of the Dollar since 2015.

### 3. PERFORMANCE IN INTERNATIONAL MERCHANT TRADE

In 2020, Global exports amounted to US\$17.6 trillion, that's US\$1.4 trillion less than the previous year, reflecting the effects of COVID-19. In 2020, the value of the world merchandise trade decreased (by 7.4 percent) for the second year after two consecutive years of growth. Despite the pandemic, export value is cast to grow at 22.4 percent in 2021.

In 2020, merchandise exports and imports decreased considerably, between 4.4 and 19.3 percent, in all groups of economies classified by development status. Developing economies in Africa experienced a substantial decline in exports and imports, 19.3 and 13.2 percent, respectively, while developing economies in America saw their imports fall by 15.2 percent and exports by 9.5 percent.

#### 3.1. TOTAL INTERNATIONAL MERCHANT TRADE

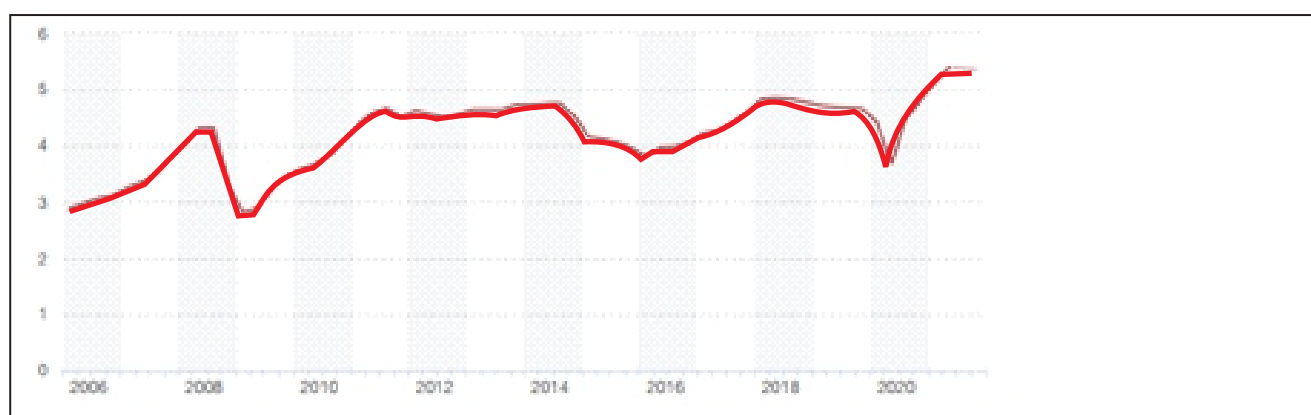


Fig 23: World Merchandise Export (Trillions of USD)

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

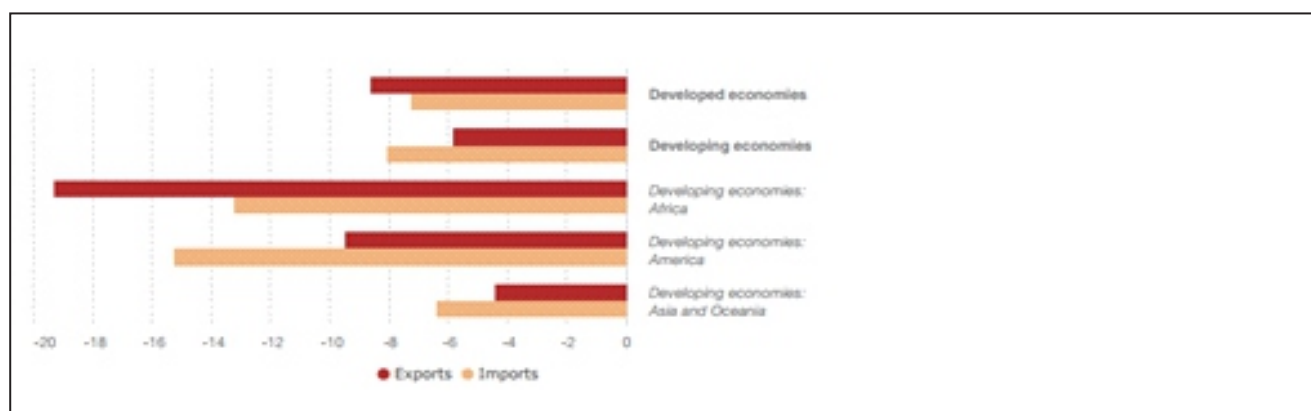


Fig 24: Merchandise trade annual growth rates, 2020 (Percentage)

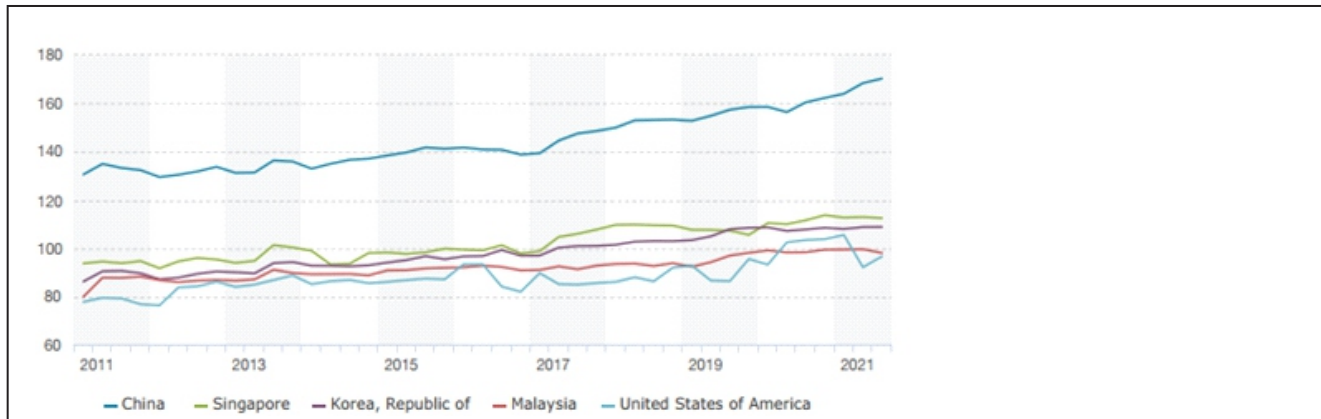
Source: UNCTAD DATA CENTRE: <https://unctadstat.unctad.org>

After the pandemic-driven decline of 20 percent in 2020, Exports have been on a recovery path.

## 3.2. INTERNATIONAL TRANSPORT INDICATORS

### 3.2.1. World Liner Shipping Connectivity.

In 2021, China was the economy best connected to the global liner shipping network. Singapore, Korea, Malaysia and the United States of America followed next in the ranking.

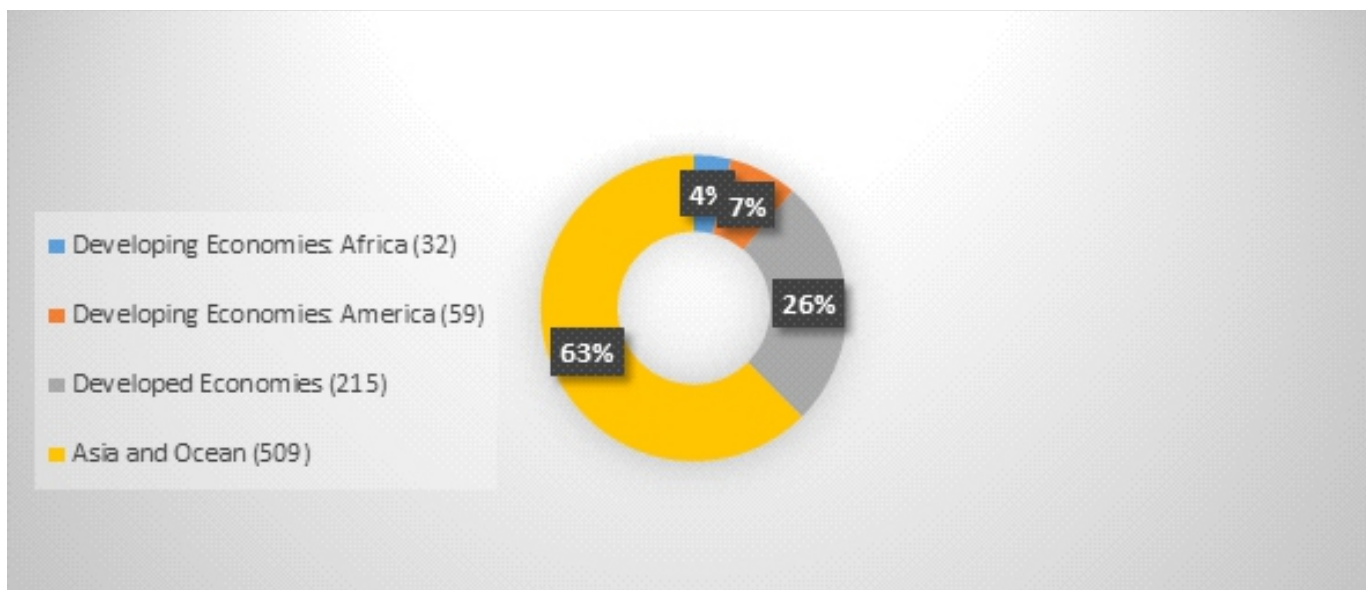


Source: UNCTAD DATA CENTRE: <https://unctadstat.unctad.org>

Fig 25: Liner Shipping Connectivity Index (Top 5 Economies)

### 3.2.2. World Container Traffic

In 2020, 815.6 million TEUs of containers were handled in ports worldwide. World container port throughput declined by 1.2 percent between 2019 and 2020. This reduction is moderate compared to other shipping market segments and total seaborne trade (see section 5.1). This reflects the resilience of containerized trade amid the disruption caused by the COVID-19 pandemic.



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

Fig 26: World Container Port Throughput (Millions of 20-Foot Equivalent Unit)

### 3.2.3. Time Spent At Port By Market Segment In The Top 10 Economies By Port Calls 2020.

Table 19: Time at Port by Market Segment in the Top 10 Economies by Port Calls 2020.

Economy		Number of port calls	Median time at port (days)						
			All market segments	Liquid bulk	Container ship	Dry breakbulk	Dry bulk	LPG carriers	LNG carriers
1	Norway	584 421	0.4	0.6	0.3	0.3	0.8	0.8	0.3
2	China	261 269	1.1	1.1	0.6	1.3	2.0	1.0	1.2
3	Japan	259 583	0.4	0.3	0.3	1.1	0.8	0.3	1.0
4	United States of America	246 863	1.5	1.6	1.0	1.9	2.0	2.0	1.3
5	Italy	200 074	1.3	1.3	0.9	2.0	3.5	1.6	..
6	Turkey	169 964	1.2	1.2	0.6	1.5	3.9	1.3	1.3
7	Indonesia	166 578	1.2	1.2	1.0	1.1	3.1	1.1	1.4
8	United Kingdom	158 231	1.1	1.0	0.7	1.5	2.7	1.1	1.3
9	Greece	136 718	0.8	0.6	1.0	1.2	0.4	1.0	1.2
10	Netherlands	117 420	0.6	0.5	0.8	0.4	0.8	1.0	1.0

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

The economy that recorded the most port calls of ships in 2020 was Norway. On average, cargo-carrying ships departed from Norwegian ports less than half a day after their arrival.





# GLOSSARY

- ADR – Alternative Dispute Resolution
- AfCFTA - African Continental Free Trade Agreement
- API - Application Programme Interface
- APMDC- Associated Port & Marine Development Company
- BIC – Border Information Centre
- CBN- Central Bank of Nigeria
- CFS- Container Freight Station
- CPR Consumer Protection Regime
- CRFFN - Council for the Regulation of Freight Forwarding in Nigeria
- CSR- Corporate Social Responsibility
- DEW- Domestic Export Warehouse
- CRCC- China Railway Construction Corporation
- FEC- Federal Executive Council
- FMJ- Federal Ministry of Justice
- FMT- Federal Ministry of Transportation
- FRSC- Federal Road Safety Corps
- GLA - Group Life Assurance Scheme
- GPA - Group Personal Accident Insurance Scheme
- ICCN- International Chamber of Commerce Nigeria
- ICD - Inland Container Depot
- ICNL- Inland Container Nigeria Limited



ICRC- Infrastructure Concession Regulatory Commission  
 ICT-Information and Communications Technology  
 IDP – Inland Dry Port  
 IMO - International Maritime Organization  
 INCOTERMS- International Commercial Terms  
 KIDP- Kaduna Inland Dry Port  
 KPIs- Key Performance Indicators  
 MoU- Memorandum of Understanding  
 MPH- Moves per Hour  
 NASAN-National Shippers' Association of Nigeria  
 NCS- Nigeria Customs Service  
 NCT- National Council on Transportation  
 NDLEA-National Drug Law Enforcement Agency  
 NIMASA - Nigerian Maritime Administration and Safety Agency  
 NIS-Nigeria Immigration Services  
 NOTN-National Office for Trade Negotiation  
 NPA - Nigerian Ports Authority  
 NPPM-Nigerian Port Process Manual  
 NRC- Nigerian Railway Corporation  
 OBC- Outline Business Case  
 PFAs- Pension Fund Administrators  
 PFC - Pension Fund Custodians  
 PHS- Port Health Services  
 PMS- Performance Management System  
 PPP- Public Private Partnership  
 PSSP-Port Service Support Portal  
 PSTT- Port Standing Task Team  
 RFQ- Request for Qualification  
 TA- Transaction Advisor  
 TAF-Transport Adjustment Factor  
 TICT- Tin-Can Island Container Terminal  
 TRMS- Trade Monitoring System  
 UASC - Union of African Shippers' Council  
 UNCTAD - United Nations Conference on Trade and Development















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