

World Maritime University

# The Maritime Commons: Digital Repository of the World Maritime University

---

World Maritime University Dissertations

Dissertations

---

11-3-2019

## An analysis of the challenges hindering the Nigerian cabotage act

Abimbola Augustina Osemwegie

Follow this and additional works at: [https://commons.wmu.se/all\\_dissertations](https://commons.wmu.se/all_dissertations)



Part of the [Admiralty Commons](#), and the [Transportation Commons](#)

---

### Recommended Citation

Osemwegie, Abimbola Augustina, "An analysis of the challenges hindering the Nigerian cabotage act" (2019). *World Maritime University Dissertations*. 1151.  
[https://commons.wmu.se/all\\_dissertations/1151](https://commons.wmu.se/all_dissertations/1151)

This Dissertation is brought to you courtesy of Maritime Commons. Open Access items may be downloaded for non-commercial, fair use academic purposes. No items may be hosted on another server or web site without express written permission from the World Maritime University. For more information, please contact [library@wmu.se](mailto:library@wmu.se).

**WORLD MARITIME UNIVERSITY**

**Malmö, Sweden**

**AN ANALYSIS OF THE CHALLENGES HINDERING  
THE NIGERIAN CABOTAGE ACT**

**by**

**ABIMBOLA AUGUSTINA OSEMWEGIE**

Nigeria

A dissertation submitted to the World Maritime University in partial  
fulfilment of the requirements for the award of the degree of

**MASTER OF SCIENCE**

**In**

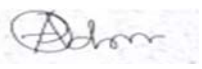
**MARITIME AFFAIRS  
(MARITIME LAW AND POLICY)**

2019

## **DECLARATION**

I certify that all the material in this dissertation that is not my own work has been identified, and that no material is included for which a degree has previously been conferred on me.

The contents of this dissertation reflect my own personal views, and are not necessarily endorsed by the University.

(Signature): 

(Date): 24<sup>th</sup> September, 2019

Supervised by: Dr. Maximo Q. Mejia

## ACKNOWLEDGEMENT

All praises and thanks are due to God alone, who gave me the ability to write this project. My profound gratitude also goes to my employer and sponsor, the Nigerian Maritime Administration and Safety Agency (NIMASA), the Director General, Dr. Dakuku A. Peterside. My thanks also go to Hajia Aisha J. Musa, Mr. D.S Baba, and Ms. Simi Daju.

To my supervisor, Dr. Maximo Q. Mejia, I remain grateful and indebted. May God reward you abundantly for your guidance, fortitude, patience and encouragement throughout the period of this project. Let me specially thank Mr. Obafemi Adekola, Mr. Bashir Shehu, and Mr. & Mrs. Stephen Coleman for their further guidance and direction in the course of this project. May God reward you abundantly. I also thank the staff of NIMASA, members of the Ship Owners Association of Nigeria and other institutions and individuals too many to mention here for their contributions to this project.

I wish to express my profound gratitude to Members of Faculty, WMU for their guidance and assistance. Finally, I wish to acknowledge the special prayers, contributions and love of my sweet darling husband, friend and caring partner, Ogbemudia, who kept the home front safe and shielded me from unnecessary hassles throughout the course. May God continually nourish, preserve and bless all that you find to do. To my darling cubs, Joshua, Jemimah and Joanna, I say thank you for being the joy of my life. May God continually nourish your lives in Jesus name and bless you all abundantly and grant you good destinies. Amen.

## **ABSTRACT**

Title of Dissertation: **AN ANALYSIS OF THE CHALLENGES HINDERING THE  
NIGERIAN CABOTAGE ACT**

Degree: MSc

Nigeria has a coastal line of about 853 km with increasing economic activities that has enabled a vibrant shipping industry and the enactment of a Maritime Cabotage policy. Despite the opportunity to grow the indigenous shipping industry, participation is low. As part of the efforts to increase indigenous participation, the Federal Government of Nigeria initiated policies and established special funding for vessel acquisition among others. The desire to evaluate some major challenges affecting the effective implementation of the Cabotage Act in Nigeria, the processes used to deliver the Policy and options for its improvement in the realization of its objectives informed this study titled An Analysis of the Challenges Hindering the Nigerian Cabotage Act.

The methodology used was an applied research which integrated both quantitative and qualitative data. Data were collected from primary and secondary sources using both field methods and document analysis respectively. The data collected were analyzed qualitatively by logical reasoning.

The research revealed that indigenous participation in the Nigerian Shipping industry was low due to some challenges. Some of the identified challenges include policy inconsistency, limited stakeholder involvement, inadequate capital investment and stringent credit facilities.

The recommendations to mitigate the challenges include the amendment of the cabotage act, increase government participation in the provision of funds and constant review of policies to reflect international acceptable standards.

## TABLE OF CONTENTS

CONTENT	PAGE
Cover Page	
Declaration	
Acknowledgment	
Abstract	
Table of Content	
List of Tables	
List of Abbreviation	
<b>CHAPTER ONE: INTRODUCTION</b>	
1.0 Background to the Study	1
1.1 Statement of the Research Problem	4
1.2 Aims and Objectives of the Study	6
1.3 Significance of the Study	6
1.4 Scope of the Study	6
1.5 Research Methods	6
1.6 Key Assumptions and Limitations of the Study	8
1.7 Structure of the Study	8
<b>CHAPTER TWO: LITERATURE REVIEW</b>	
2.0 Cabotage Law	9
2.1 Types of Cabotage Law	10
2.1.1 Liberalized or Relaxed Cabotage Law	10
2.1.2 Strict or Protectionist Cabotage Law	11
2.1.3 Analysis of Strict and Liberalized Cabotage Laws	11
<b>CHAPTER THREE: CABOTAGE IN NIGERIA</b>	
3.0 Overview of the Nigerian Cabotage Policy	13
3.1 Nigerian Coastal and Inland Shipping (Cabotage) Act 2003	13
3.2 Justification of the Policy	14
3.3 Implementation of the Cabotage Act	15
3.4 Challenges hindering the implementation of the Nigerian Cabotage Act	16
3.4.1 Policy Inconsistence	17
3.4.2 Limited Stakeholder Involvement	18
3.4.3 Inadequate Capital Investment	20
3.4.4 Stringent Credit Facility Conditions	21
3.5 Recent Government Interventions	22
<b>CHAPTER FOUR: CABOTAGE IN SELECTED JURISDICTIONS</b>	
4.1 Cabotage as Practiced in Selected Jurisdictions	23
4.1.1 The United States of America Cabotage Regime	23
4.1.2 The Malaysia Experience	24
4.1.3 The New Zealand Experience	26
4.1.4 The Philippines Experience	27

4.1.5	The Indonesia Experience	28
4.2	Lessons Learnt from Different Countries Cabotage Laws	29
4.3	Regional Context of Economic Integration Among West African States	30
4.3.1	The ECOWAS Mandate	30
4.3.2	ECOWAS Economic Integration Among Member States and the Cabotage Law	30
<b>CHAPTER FIVE: DATA PRESENTATION AND ANALYSIS</b>		32
5.0	Chapter Profile	32
5.1	Data Presentation	32
5.2	Data Analysis	34
5.2.1	The Challenge of the Issuance of Waiver	35
5.2.2	The Challenge of Vessel Acquisition	36
5.2.3	The Challenge of Cabotage Vessel Financing Fund	36
5.3	The Likelihood of a West African Regional Cabotage Policy	36
<b>CHAPTER SIX: CONCLUSION</b>		37
6.1	Summary of Research Findings	37
6.2	Conclusion	37
6.3	Recommendations	38
References		
Appendices		

## LIST OF TABLES

Table 1: Total number of vessels granted waivers from 2007-2018	34
Table 2: Total number of Gross tonnage granted waivers from 2007-2018	35



## **LIST OF ABBREVIATION**

CVFF	Cabotage Vessel Financing Fund
DSDA	Domestics Shipping Development Act
ECOCABOTAGE	Ecowas Cabotage
ECOWAS	Economic Community Of West African States
EEZ	Exclusive Economic Zone
IACS	International Association of Classification Societies
ISAN	Indigenous Shipowners Association of Nigeria
JOMALIC	Joint Maritime Labour Industrial Council
MAN	Maritime Academy of Nigeria
MARINA	Maritime Industry Authority
MSA	Merchant Shipping Act
NCCS	New Cabotage Compliance Strategy
NIMASA	Nigerian Maritime Administration and Safety Agency
NMA	National Maritime Authority
NSDP	National Seafarer Development Programme
OECD	Organisation for Economic Co-operation and Development
SOAN	Ship Owners Association of Nigeria
UNCTAD	United Nations Conference on Trade and Development

# CHAPTER ONE

## INTRODUCTION

### 1.1 Background to the Study

The idea of maritime cabotage has several identities in diverse jurisdictions, which include coasting trade, coastwise trade, short sea shipping all of which signify the freedom or lack thereof to perform maritime activities within the maritime territory of a country or group of countries (Akpan, 2018).

The concept of cabotage has been in existence for more than a century ago, the purpose of a country enacting a cabotage law differs from country to country, however, some available studies show that it is mainly used as a means for shielding the domestic shipping industry from foreign competition. The word Cabotage derives its origin from a French word “caboter” meaning to sail coastwise or “by the capes”, indicating to mean coastal shipping (Agama & Alisigwe, 2018).

According to (Lorenzo, 1999; Okeke & Aniche, 2012) the word Cabotage could be defined as a practice by maritime countries used to restrict or reserve the economic privilege of shipping with the purpose of carrying out trade between two ports along the coast within a national territory, and enabling only duly registered vessels according to the law of the host country, to participate in such economic activity.

According to Black's Law Dictionary (1999), “*Cabotage is the carrying on of trade along a country's coast, the transport of goods or passengers from one port or place to another in the same country*”. It includes the privilege of limiting trade to vessels flying the flag of that country. Cabotage therefore can be referred to as "coastal trade" or "coastwise shipping" which involves the transport of persons and goods by ships between ports along the same coast or between ports within the same country.

A lot of discussions have been generated on where the concept of cabotage was first implemented, there is a school of thought that the practice of cabotage was first implemented in the 16<sup>th</sup> century by the French, the aim was to restrict goods transportation between French ports by their own ships. Some theorist suggests that the practice of cabotage was first implemented by the Portuguese not the French's and it was for the protection of the domestic fleet (Casaca & Lyridis, 2018). The uncertainty as to where cabotage originated from can

perhaps give us an indication about this long-standing practice among nations and the need for guarding their coastlines.

In sum, cabotage is the coastal shipping opportunities which exist in respect of a country's coastal maritime trade (Okoroji & Ukpere, 2011). The profitability of this coastal maritime trade is expected to happen as a result of the implementation of provisions of a cabotage law. The operative maritime cabotage law of a sovereign state can be expressed in a single legislation or several acts of parliament, national constitutions, shipping laws, etc. In Nigeria, the existing law on cabotage is embodied in the Coastal and Inland Shipping (Cabotage) Act 2003. It entered into force in April 2004, aimed at the reservation of commercial transportation within Nigerian coastal and inland waters to vessels flying the Nigerian flag, owned and crewed by Nigerian citizens, and built-in Nigeria (Cabotage Act, 2003).

The Nigerian Cabotage Law is pivotal not only due to the topographical nature of the country which is depicted by coastal and inland waterways but also due to the fact that Nigeria is a heavily import-dependent country and the market reservation provisions of the cabotage law would help to stimulate growth in coastal shipping business opportunity. This is especially through the oil & gas sector which involves the supply of offshore vessels of different operational and market role description, and ultimately the supply of all manner of shipping services between all Nigerian coastwise and offshore locations for Nigerian operators only (Anele, 2018).

In Nigeria, the cabotage regime rightly attempts to encourage indigenous shipping, this is evidenced by the Part II of the Cabotage Act stipulating restriction of foreign vessels in domestic coastal trade. The motive was mainly to increase participation of indigenous shipping companies in the carriage of Nigerian's share of her seaborne cargo, this was necessary because of intense competition from foreign shipping firms that were heavily capitalized and experienced. This necessitated the introduction of cabotage law to ensure the protection of poorly funded new indigenous companies so that these new local operators are not forced out of the market to continue the reign of foreign domination and ultimately cause development in the shipping sector (Igbanusi & Nwokedi, 2015). However, critics of the cabotage act have stated that the Act merely encourages development but does not initiate development (Adekola, 2018).

Specifically, Section 3 of the Cabotage Act stipulates exclusions of vessels which cannot participate in domestic carriage of cargo and passengers and they include vessels not wholly owned and manned, built, and registered in Nigeria. The implication of this provision gives

Nigerians the sole right of engaging in the country's coastal trade and inland waterway transport ensuring that domestic shipping is fully indigenous (Anele, 2018). The protection of national and economic interest, national security and agitations of the citizens are other contributory factors that led to its introduction of the cabotage policy (Ijarshar, 2015). While the potential benefit of a policy that is protectionist in nature has many possible benefits to economic growth and development, lack of proper implementation and constant evaluation of the policy may lead to unfavorable results.

The proper implementation of the cabotage policy in Nigeria would be able to provide more jobs, cause a growth in skill acquisition, increase in revenue generation and eventually development of the shipping capacity of the country which is vital to its future. Some studies and key indicators have shown that Nigeria's cabotage policy has not been able to deliver the anticipated results even after more than 10 years of its implementation (Ndikom, Buhari, Okeke, & Samuel, 2017).

According to Chilaka & Ege (2018) in their study of examining the achievements of the Nigerian Cabotage law from 2004- 2017, they established that most of the objectives set out to achieve through the cabotage law is not near actualization or an appreciable point.

Despite the application of the law, the losses linger on as Nigeria loses billions of naira annually in capital flight to foreign vessels and their seafarers due to lack of effective implementation and enforcement of the Cabotage Act (Leadership News, 2013).

The Ship Owners Association of Nigeria (SOAN) puts the total loss to around \$10 billion yearly, while empirical evidence might not show losses reaching this amount, indeed these losses exist, Okeke and Aniche (2012) put these losses at \$4 billion annually and are mainly attributed to the inability of indigenes to invest in the maritime transportation sector.

Ship operators and maritime stakeholders were of the view that with the introduction of the cabotage law would provide a vast opportunity for Nigerian shipping businesses who could key into the merit of the Act, particularly it was hoped that the multiplier effect of the cabotage law would give room for local operators to grow, the different segments of the industry associated with domestic shipping (Ozioruva, 2004).

Despite the cabotage guidelines specified the procedure for implementing the Act, implementation has been a challenge and currently, the implementation process has received a lot of criticism from the public and stakeholders.

The Nigerian Maritime Administration and Safety Agency (NIMASA) is saddled with the responsibility of implementation and enforcement of the cabotage act. Specific functions of the Agency include:-

- a. Encouraging indigenous shipping lines to participate in Coastal and Inland Trade
- b. Administering Cabotage Vessel Financing Fund (CVFF) Enlightening and
- c. Sensitizing would-be investors in the cabotage Trade through seminars, conferences, workshops, etc.
- d. Maintaining a Registry of Vessels for cabotage Trade Registering ships owned by indigenous shipping lines to participate in the Nation`s cabotage trade (NIMASA website, 2019)

The current outlook of the Nigerian indigenous shipping seems discouraging, the objectives for which the cabotage law was enacted is far from actualization. The challenges for effective implementation of the act are quite enormous but not impossible, these challenges manifest in various forms, for instance, the absence of a national fleet or carriers which can be used to provide necessary training and give sea time experience for cadets, officers and engineers might be an hindrance to the actualization of the manning objective of the Act.

Another problem that has led to the ineffectiveness of the cabotage act is the availability of cabotage vessels in comparison to the amount tonnage, there are not enough cabotage vessels to carry the available tonnage. Existing literature points out insufficient funds for acquiring new ships and other marine types of equipment are reasons for this shortage. The problems are multifaceted and existing literatures have attributed these problems to some of the provisions of the Act.

## **1.2 Statement of the Research Problem**

As earlier reiterated, the crux of the Cabotage Act is to increase the number of indigenous participation in the Nigerian Maritime industry and other potential benefits include the transfer of technology and technical skill to Nigerian. Others include the creation of jobs for Nigerians and to enable Nigerians and government have greater control over its national maritime security, unfortunately, this has not happened.

Since the inception of the Nigerian Cabotage Act, several challenges have hampered the effective implementation of the law. Shortcomings and flaws of the cabotage regime as pointed out by Okeke & Aniche (2012) are conditions prescribed for obtaining of a waiver by foreign firms which are described as less challenging. With the inclusion of waivers, and the ease at which they are issued has given room for unhealthy competition from strong foreign shipping

companies thereby impeding the participation of indigenous shipping company that have less experience and resources which defeats the purpose of the Act from the onset.

Exclusion of key stakeholders for consultation during the drafting process of the guidelines was a flaw that has affected the implementation of the Act, specifically, it was asserted that the exclusion of Indigenous Shipowners Association of Nigeria (ISAN) from the ministerial consultation process blind sighted the process (Ajiye 2013).

Okeke et al (2012), further noted that another difficulty that has plagued the Cabotage Act is undue international influence, he further stated that the unionization of the major European countries under the International Association of Classification Societies (IACS) with ten other classification societies controls ships in Europe and possess about 95% of the world's fleet. The might, capacity and influence of vessels owned by members of IACS have enabled them to operate locally despite the Cabotage Act. The IACS has thus taken advantage of the problem of draft restrictions in the ports of Nigeria. The IACS refuses to class the indigenous vessels because provisions for safety, insurance, and fire prevention are deficient due to poor financing. These local vessels find it unfavorable to compete with other foreign vessels, thus, efforts in upholding and increasing local participation in the industry are sabotaged.

Despite the provision of Cabotage Vessel Finance and Funding (CVFF) by the Cabotage Act, the provision of funds is still a major challenge to the successful implementation of the Act. Shipping is capital intensive and involves huge capital investments that indigenous shippers might not be able to afford, the inability of these indigenous shippers to access these funds for vessel acquisition has further impeded participation and given room to foreign dominance.

Over fifteen years since the passing into law of the Nigerian Cabotage Act and yet the problem still exists, the cabotage trade is still dominated by foreigners and the questions still been asked today includes why has the policy failed to deliver on its intended objectives, could the challenges be to the very nature of some of the provisions of Nigerian cabotage policy, or maybe the country lacks the required capacity to implement the type of cabotage policy it practices or a combination of these forces? It is the hope of the researcher that some of these issues will be analyzed in the course of writing the dissertation.

### **1.3 Aims and Objectives of the study**

The aim and objectives of this study are as follows:

1. Highlight and evaluate some major challenges affecting the effective implementation of the Cabotage Act in Nigeria
2. To conduct an assessment of the processes used to deliver the cabotage policy
3. Present a policy measure and options for the improvement of the effective implementation of the Cabotage Act in the realization of its objectives.

### **1.4 Significance of the Study**

A lot of research has been done on the cabotage law and how the benefits can be assessed in Nigeria since its inception, some of the studies have criticized the very creation of the Act as some research asserts that it hinders the liberalization of trade and services under an emerging global economy. This work seeks to contribute to existing empirical data on the objectives of the creation of the Cabotage act, the argument on the effect of government interventions in maritime transport service, the development of national policies to implement it in Nigeria and the challenges that hindered its successful implementation. The research will be done with the aim of adding more knowledge on the subject and presenting the general and peculiar maritime policy challenges Nigeria has had in applying the Act. It is envisaged that this Study will also provide another platform upon which future research will be conducted.

### **1.5 Scope of the Study**

In content, the Study will investigate the challenges facing the Nigeria Cabotage Act, this Study also concentrated on the activities of the foreign vessels and investors in the Nigeria coastal waters and the damage it has caused to the local investors under the auspices of the Cabotage Act in Nigeria since its inception in 2003.

### **1.6 Research Methods**

The research methods adopted in this study covered five (5) important aspects which are the type of research, sources of data and methods of data collection. Others are sampling, method of data analysis and method of data presentation. These are discussed subsequently, research methods concerns with the adopted approach in collecting, analyzing and presenting data for a study. The study shall explore relevant primary and secondary data using qualitative and quantitative data sets.

### **1.6.1 Type of Research**

The type of research carried out for this work is the qualitative research method. The qualitative research tries to explore issues and understanding of a phenomenon, it seeks to investigate the reason why situations exist and not how they exist through the analysis of unstructured information like interviews, questionnaires, and survey response. It is used to inform decisions, policy formulation communication, and research. It is, therefore, suitable for this kind of research topic.

### **1.6.2 Sources of Data**

Data for the research was obtained from both primary and secondary sources as follows:

a. **Primary Sources of Data.** Primary sources of data included interviews. The interview is suitable as it is highly flexible and has the potential to provide data of great depth and information that may not be available in documents.

b. **Secondary Sources of Data.** Secondary sources of data included historical and public records such as books, journals, official publications, newspapers, conference papers, lecture notes, policy documents, the Internet and libraries.

The secondary data is useful as it is important to compare with the information from the primary data to establish what is fact and not just assumption. The collection of data from more than one source is to have more variables which when examined will indicate patterns of association (Bell, Bryman, & Harley, 2018)

**1.6.3 Methods of Data Collection and Analysis.** The methods of data collection for this research will be interviews with experts in the Nigerian maritime and shipping sector and some people from the indigenous shipping companies, the method of data collection will be appropriate to solicit experienced opinion and obtain direct primary data on the subject. The interviews will also give the advantage of getting specific details on the topic being researched and in getting information that may not be available in books and documents. The secondary data gathering will be obtained from relevant maritime agencies, records from the NIMASA Research and Statistics Department, Cabotage and Ship registry department as well and the Maritime transport Review website and other published and unpublished documents.

The interviews are transcribed to get meaningful information from the participant's response and referred to where necessary in the data analysis.

**1.6.4 Method of Data Presentation.** The data generated were presented in a descriptive form. Descriptive aids such as tables, charts, and appendices, were used to display the statistics that were appropriate for better understanding and clarity.



### **1.7 Key Assumptions and Limitation of the Study**

The problem researched is peculiar to Nigeria maritime sector and references are made where necessary to other countries with similar problems, the problems researched here however must not be generalized to be the situation for all developing countries that have a cabotage regime. For this study the challenges evaluated is specific to Nigeria. The limitation of the study is that it cannot be said that all relevant document will be analyzed, as some government documents are confidential and not easily accessible. For this work some records and statistical data have also not been empirically analyzed.

The possible challenges that may crop up in the course of this research include the following:

- a. The inability of getting relevant data from Agencies and organization's in the Maritime sector these maybe due to administrative bottlenecks within these organizations.
- b. Time and budget restrictions may also cause limitations to the Study.

### **1.8 Structure of the Study**

This research Study is divided into six chapters, the first chapter begins with an introduction to the study it further entails objectives of the study, key assumptions, and limitations, scope, and significance. Chapter two is the literature review which discusses and analyzes the different types of cabotage laws. Chapter three focuses on the cabotage in Nigeria, an overview of the Nigerian cabotage, justification, and implementation of the law, and identification and assessment of the challenges of implementing the cabotage law.

Chapter four addresses the cabotage experience in some countries and what lessons can be deduced from those experiences, this also includes a discussion on the regional context of economic integration among West African states, and the effect of the Nigerian cabotage policy on the Economic Community Of West African States (ECOWAS) mandate.

Chapter five focuses on presentation, analysis, and interpretation of data. Finally chapter six discusses research findings, discussions of findings, summary, conclusions, and recommendation

## **CHAPTER TWO**

### **THE CABOTAGE REGIME**

#### **2.0 Literature Review**

##### **2.1 Cabotage Law**

Maritime nations with significant coastline recognize the importance of a robust domestic maritime sector and the need to regulate access to their coastal waters. This has led to countries adopting some form of maritime cabotage regime to ensure the continued viability of its coastal trade (Galbraith, 2014).

Cabotage Law is legislation that governs the carrying on of trade along a country's coast, the transport of goods or passengers from one port or place to another in the same country. The type of cabotage regime practiced in any country would be what cabotage means to that particular country i.e. the cabotage laws to which they prescribe to is what gives cabotage its different meaning. For instance, the meaning of cabotage to Nigeria is dictated by the maritime Legislations that govern it, e.g. The Nigerian Coastal and Inland Shipping (Cabotage) Act 2003 or the Merchant Marine Act of 1920 of the United States. However the type of cabotage law a maritime country may implement will depend on a variety of reasons, sometimes the type of cabotage law implemented is shaped by the desire to balance the competing interests of the foreign and domestic players in a country's maritime sector, which invariably means some countries will seek to obtain maritime services at the best market rate, while others will seek to protect indigenous shipping or act under the guise of a sovereign entity to supply maritime services at over the global market rate (Mattos & Acosta, 2003).

Foremost of the arguments put forward on the appropriate legal framework for a country to adopt in order to govern indigenous shipping is the availability of funds. However, a relevant view would be the aspirations and economic goals that a country desires to achieve, should ultimately dictate the choice of its cabotage structure, which is important for policy purposes (Adekola, 2018).

In essence, the implementation of a cabotage law should stimulate the growth of the domestic shipping industry, it also should involve an increase in the number of the merchant fleet, and the protection of the environment and bio-diversity (Ballack, 2005). The commencement of the cabotage regime is supposed to effectively guarantee a first preference in the employability of ships flying its flag which in return promotes ship-ownership and invariably helps a nation to maintain a national fleet.

In general terms, there exist different types of cabotage law although most studies identify mainly two types of Cabotage policies that a country can put in place. Though, a further cursory examination on the types of cabotage has revealed that there exist situations where elements of the different types of cabotage policy exist. The type of cabotage policy that a country may subscribe to will depend on its circumstances taking into consideration its objectives and national interests as a maritime nation. The subsequent discussions are the different types of cabotage law as they exist in most countries that practice cabotage.

## **2.2 Types of Cabotage Law**

According to Akpan (2018), there are three main regulatory regimes to which how maritime cabotage law may be practiced in different jurisdictions, It is important to note that there is no such thing as the best maritime cabotage approach. However, a case could be made for why one approach might be the best fit for a country. This depends on the characteristics and capacity of the host cabotage country as espoused by the ‘theory of developmental sovereignty’ the author further highlights these three approaches as, the protectionist approach which attempts to reserve all activities in a country’s territorial waters and how those activities are performed to their domestic resources.

Secondly, the liberal approach allows all or most of the activities in its territorial waters to be performed by all who are eligible regardless of whether they are domestic or foreign.

Thirdly, the flexible approach simply alternates between the protectionist and the liberal approaches.

### **2.2.1 Liberalized or Relaxed Type of Cabotage Law**

In this legal framework, the restriction on foreign participation in coastal trade is more relaxed, typically creating a liberalized regime, in which foreign participation can either be permanent or temporary (Adekola, 2018). Liberalized cabotage law contains policies that allow the entrance of foreigner shipowners into the maritime cabotage industry at the expense of a licensing system or application of waivers, this type of cabotage law is characterized by the relaxation of most components of the law (Casaca & Lyridis, 2018). Restriction is not entirely enforced, for instance, a considerable number of non-indigenous involvement is allowed in coastal shipping, hence, the building of ships inside the country is not enforced, vessel ownership and operators nationality are not restricted as well, and thus foreign-flagged vessels are allowed in a nation's coastal shipping activities. New Zealand, and India are examples of countries where this type of cabotage law is dominant. For these group of countries a liberal

maritime cabotage approach is said to be vital for free-market competition because it eliminates distortions that prevent free interplay of market forces.

### **2.2.2 Strict or Protectionist Cabotage Law**

The strict cabotage regime is characterized by policies that fully protect the maritime cabotage industry and which do not allow foreign shipowners operate. When they do, very strict conditions apply for very short periods (Casaca & Lyridis, 2018). A country's maritime cabotage regime is considered protectionist if, the more onerous the requirements for a country's maritime cabotage law is, the more protectionist it is called.

The strict cabotage law is based on fundamentals that domestic shipping, is restricted to ships registered, built, owned, manned and operated by indigenous persons of a country (Agama & Alisigwe 2018).

According to Adekola (2018), *“In a strict cabotage regime, three levels of legal restrictions exist on vessels aspiring to participate in coastal trade. Such vessels must be built, owned, and crewed exclusively by citizens of the particular country concerned”*. As an example, the United States adopts a very strict cabotage practice. A typical instance of this type of policy is the USA cabotage laws.

However

Casaca & Lyridis (2018) asserts that a country where at least 51% of controlling shares of the shipping companies, vessel ownership and ship building and repairs are in the hands of the nationals of that country are still considered a strict cabotage regime as long as these vessels are obliged to register in the country where they trade. However, some countries periodically alternate between a protectionist and a liberal approach. (Akpan, 2018) refers to those countries as adopting a flexible maritime cabotage approach.

### **2.3 Analysis of Strict and Liberalized Cabotage Laws**

Diverse objectives exist for the adoption of a cabotage regime whether it be strict, liberalized or flexible cabotage regime. For instance, in the United States, a cabotage policy was mainly adopted to develop the national defense and the development of the domestic and foreign commerce. Furthermore, some other countries in Europe view their cabotage as a national strategic asset, and the shipping policies they adopt reflect that view.

Reasons for the adoption of a maritime cabotage law differs, in a survey of 56 countries conducted in 1995 by the United States Maritime Administration, the summary of responses

for reasons for adopting cabotage showed that 33 nations offered explanations similar to that of the US for having a protectionist shipping policy in place (United States Maritime Administration, 1995).

According to Casaca & Lyridis (2018), a categorized reason for the adoption of either a strict or liberalized cabotage regime reasons fall within the scope of six categories namely; strategic, legal, economic, social, cultural and environmental. Whichever category a country's reason for adopting a cabotage regime falls, the effects of cabotage should be constantly evaluated to ensure the objectives are met without any other externalities. Some arguments in recent times have tended towards the emergence of new domestic shipping policy. While some argue that the cabotage policy removes competitiveness in coastal shipping, others argue that it is no more relevant in the present age (Onyemeachi, 2015).

Panteia (2015), examined the impact of several types of maritime cabotage regimes, he opined that a strict approach could lead to price pressure on domestic market transport, and ultimately lead to unfavorable conditions that are not viable to the economy.

According to Agama and Alisigwe (2018), the strict cabotage regime comes with its challenges which might be detrimental to the national economy as it may deprive the economy of foreign inflows that might be beneficiary to a country. It further goes against the principle of globalization.

While the impact of a liberalized cabotage policy could be unbalanced competition and lack of growth of domestic shipping and loss of employment for indigenes, some have advocated for a middle ground or an entire eradication of cabotage. Hodgson & Brooks (2012) for instance have preferred the dropping of the cabotage policy for the policy of none cabotage Organisation for Economic Co-operation and Development (OECD) nations like U.K. and Norway. The bottom line would be the constant review of policies to ensure its objectives are still being met. The choice of the type of cabotage law to be implemented in any country should reflect its national goals and also its national capabilities and the height to which it intends to grow its domestic shipping sector. Experiences have shown that these developing maritime states usually do not possess the capital in terms of a sufficient number of ships to fulfill existing needs in the zone of the cabotage policy (Onyemechi, 2015).

However, because of the degree of control a country has over its territorial waters, it must bear the burden of ensuring that its maritime cabotage policy is regulated in a way that bolsters the economic development of the country.

In Nigeria, the Minister of Transport has the power to grant a waiver where applicable. Nigeria does not possess the capacity to fully implement a strict cabotage law most especially in areas of ship-owning, building and manning, but the potentials exist. The cabotage regime in Nigeria is much more complex as there exists elements of both strict and liberal cabotage policy.

According to Dimowo (2010), the Cabotage Act was structured as a “compromise between a strict and liberal regime, the liberal elements of the Nigerian cabotage law are manifested through the use of waivers in areas where the country is deficient or lacks adequate capacity.

## **CHAPTER THREE**

### **CABOTAGE IN NIGERIA**

#### **3.1 Overview of the Nigerian Cabotage Policy**

Nigeria has a coastline of about eight hundred and seventy (870) kilometers and about three thousand (3,000) kilometers of inland waterways, it is also endowed with numerous natural resources (Adekola, 2018). Coastal trade is particularly important for the movement of Nigerian oil and gas due to the offshore locations where these resources are situated.

The National Assembly on 30th April 2003 passed the Coastal and Inland Shipping (Cabotage) Act No 5 into Law, the Act comprises of nine different parts, which spells out its operating principles. Aside from its primary objective of reservation of commercial transportation within Nigerian coastal and inland water, to vessels owned and registered in Nigeria, its other objectives included development and protection of indigenous shipping companies, to increase indigenous ship ownership and promoting the training of Nigerians in maritime transport technology and as seafarers (UNCTAD, 2017). Other legislations that complement the Nigerian Cabotage Act are, the Merchant Shipping Act (MSA) 2007, NIMASA Act, 2007, and Nigerian Oil and Gas Industry Content Development (Local Content) Act 2010.

The issuance of guidelines for the effective implementation of the Act in 2004 by the Ministry of Transportation was to facilitate compliance with the provisions of the Act; however these guidelines proved not too effective as challenges arose in the manner at which enforcement was carried out, which led to the revision of the guidelines in 2007, in order to provide clarity and simplify the enforcement and monitoring procedures (Guidelines on Implementation of the Cabotage Act 2003).

##### **3.1.1 Nigerian Coastal and Inland Shipping (Cabotage) Act 2003**

The Nigerian Cabotage is built on the following principles: ships wholly owned by Nigerian citizens, built-in Nigeria; manned by Nigerian citizens; and registered under the Nigerian flag. The underlying principle of the Act, are found in parts II,- parts V of the act. Part II stipulates the part of the legislation that restricts vessels in domestic coastal trade to indigenously owned vessels.

The strict or protectionist approach of the cabotage law is highlighted in Section 3 of Part II of the Act which states; “A vessel other than a vessel wholly owned and manned by a Nigerian citizen, built and registered in Nigeria shall not engage in the domestic coastal carriage of cargo

and passengers within the coastal territorial inland waters, or any point within the waters of the exclusive economic zone of Nigeria” (Cabotage Act 2003).

The problem with these requirements is that there are not enough wholly-owned Nigerian vessels with the capacity to carry on capital-intensive activities, and the existing shipbuilding yards cannot build deep-sea vessels. Also, there are not enough skilled Nigerian crew and there are few ships under the Nigerian flag.

Despite the above provision, section 9-14 of part III of the Act seems to reduce the effectiveness of part II through the granting of waivers, specifically this section of the Cabotage Act is characterized by the granting of waivers and licenses to foreign competition the conditions for granting these waivers are enshrined in this sections of the Cabotage Act. Also the provision for joint-venture cabotage ship ownership between Nigerians and Foreigners permitted by the Act shows an immense foreign element presence in the trade which are still liberally retained by the Act.

A consideration of other internationally accepted principles of waivers which include reciprocity or bilateral agreements might be a more beneficial approach to the waiver system which should be employed (Ajiye, 2013).

While it must be understood that waivers are not necessarily designed to cause harm to a system it must be noted that there lie dangers in the procedures as to which the Nigeria cabotage law prescribes the issuance of waivers as the Minister of Transport has the sole power to grant waivers, if this aspect is not properly monitored or checked it can encourage corruption or impunity in the maritime sector (Adekola, 2018).

The adoption of a liberalized cabotage regime is due to the fact that the adoption of a strict regime like the USA would be counterproductive to the Nigerian economy in view of the fact that Nigeria lacks adequate infrastructure for effective implementation of a strict cabotage regime which would demand that all vessels to be licensed to take part in cabotage must be built in Nigeria. For instance, the low capacity and capability of Nigerian shipyards to build and their low activity in the building of coastal vessels that will satisfy the domestic market.

### **3.2 Justification of the Policy**

Nigeria’s vast coastline is, indeed, a goldmine that should play a very significant role in revenue generation for the government and wealth creation for its citizens, in the years to come, with anticipated income comparable to the oil boom of the 1980s. Cabotage policies have been described as the building blocks of the Nigerian local maritime infrastructure upon which the transport industry is dependent (Adekola, 2018).



The Nigeria Maritime industry is a very critical sector to the economy, the crucial role is highlighted through the transport of oil and gas because Nigeria is considered a major oil and gas producer and exporter, and with an estimated population of about 200 million people and a major consumer of imported finished goods and services which further highlights the importance of the maritime sector (Akanbi, 2011).

Akagbogu, 2004 highlighted the need for a country to invest in its maritime infrastructure as it would make an enormously positive and direct impact on economic growth, which “This would also provide meaningful engagement and exchange of technology with other maritime nations of the world. Thus, the introduction of cabotage regimes are highly desirable because they offer innumerable advantages to the maritime industry of a nation.”

The argument against cabotage laws has always been based on the price of regulated coastal shipping versus international shipping. International shipping enjoys a range of considerable cost advantages over coastal shipping. It operates free from many national legislated frameworks providing important industry, safety, and employment standards. International shippers also enjoy several other economic advantages including the ability to provide services at marginal cost as part of back trading (Cole, 2010).

Nigeria is a developing country and cabotage policies can help in the development of her national policy goals. For instance, like in the case of Brazil, cabotage was used as a tool for economic development, it was one of many policies in an interlocking set of policies aimed at revitalizing port infrastructure, shipbuilding, and related maritime services while supporting broader economic growth. More specifically, national investment in shipping can be justified economically, it should be encouraged as a means of conserving foreign exchange or increasing the invisible earning of developing nations with an export/import potential (UNCTAD, 2000). For developing countries such as Nigeria, foreign exchange earned from international maritime trade is a factor in their economic development.

The feasibility of any industry is often dictated by the market forces of demand and supply for the services it provides. The demand and availability of the market create opportunities. The cabotage being part of the maritime industry can boast of these and more. There is a huge market for prospective investors in the maritime industry which, if fully exploited, can surpass Nigeria’s current earnings in the oil industry.

### **3.3 Implementation of the Cabotage Act**

The institutional framework for the implementation of the cabotage act involves the Federal Ministry of Transport, the Act gives the Minister of Transport the overall responsibility for

making regulations and policies for the implementation of the Act, however, the Nigerian Maritime Administration and Safety Agency (NIMASA) which is an agency of the Federal Ministry of Transport created from the merger of National Maritime Authority (NMA) and Joint Maritime Labour Industrial Council (JOMALIC) (both former parastatals of the Federal Ministry of Transport) has the power to monitor, implement and enforce Cabotage Act 2003. The Cabotage unit of NIMASA is saddled with the responsibility of implementing and enforcing the law. The activities of this unit include:

- Ensure indigenous control of domestic shipping.
- Administration of Cabotage Vessel Financing Fund (CVFF)
- Restriction of use of foreign vessels in cabotage trade.

While the existing law empowers the Minister of Transport to waive some requirements of Nigerian ownership of a vessel, there is no provision for the Minister's liaison with the relevant maritime agencies such as NIMASA for verification as to the availability of domestic alternatives where there is an application for a waiver (Medani, 2017). Ultimately, this provision encourages the abuse of power and compromises the aim of the existing law.

### **3.4 Challenges hindering the Implementation of the Nigerian Cabotage Act**

Generally, some maritime countries that have established a cabotage regime have witnessed the growth of their domestic fleet, for instance, the United States has a very strong merchant marine fleet, this is often attributed to the strict cabotage regime which she practices. Not only the US but for countries like India, Brazil, and China, a Cabotage regime has been a major component that facilitated the expansion of their supply-side capacity (Casaca & Lyridis, 2018).

An evaluation of the effect of cabotage on a country's economy has shown that it can be used as a protectionist tool to avoid excessive dominance of foreign competition in the country's coastal shipping trade. The effect of proper implementation could be a positive contribution to the creation of job opportunities for her citizens and invariably lead to the growth of a viable maritime industry (Agama & Alisigwe, 2018).

The Nigerian Cabotage act if properly implemented, would cause a turnaround in the nation's maritime sector. However, it is deplorable that till now sixteen years after, the problem of foreign domination persists. Hence, the law is rational on paper but not in practice and the condition of the indigenous ship-owners seems worse than it was before overhauling its operational and service modalities as provided by this protective and restrictive policy

concerning local ship-owners in the industry, which is rather very unfortunate and regrettable. (Ndikom et al, 2017)

Like many other maritime nations, one of the motives for establishing the cabotage law was that it would lead to a growth of ship ownership among Nigerians. This has not been the case as shown by a study carried out by Okeke and Aniche, (2012) in their assessment of the cabotage Act in Nigeria which highlighted some of the failures of the policy especially on issues of ownership of vessels by Nigerians. A closer examination of Nigeria flagged vessels engaged in cabotage trade indicated that majority of these vessels are actually foreign-owned, a further investigation attributed this failure to low levels of enforcement and monitoring as well as lenient requirements for getting waivers under the Cabotage Act of Nigeria. However, the study did not address some key issues of lack of funds for investment.

The Nigerian cabotage law makes provision for the issuance of ministerial waivers in the event that there are no indigenous capacity to carry out some objectives of the law. Ajiye, (2013) as part of his study on the prospects and challenges of the Nigerian cabotage policy pointed out potential benefits already stated in this study if the act was properly implemented. However, as part of the challenges, the study highlighted the ease associated with the issuance of ministerial waivers which has not allowed the Act to fully implement some of its objectives, another challenge highlighted was issues of weak monitoring and enforcement of the law. The study concluded by advocating for stronger government institutions which creates an enabling environment that is necessary for an effective Cabotage regime to be developed, implemented, and enforced.

The existing conditions for obtaining waivers in Nigeria paved way for the influx of foreign-owned registered vessels, with a foreign crew, and with vessels built in foreign countries in coastal and inland shipping in the country thereby weakening the prospects of developing indigenous fleet in the country. It is argued that since foreign shipping companies are motivated by short-term interests in cabotage, policies that encourage their participation should be discouraged (Anele, 2018). Some of the numerous challenges that have hindered the effective implementation and enforcement of the law are discussed under the following subheadings

### **3.4.1 Policy Inconsistence**

The Nigerian regime is somewhat more complicated. While on paper the country appears to practice a strict Cabotage legal framework, Section 9 of the Coastal and Inland Shipping (Cabotage) Act of 2003 empowers the Minister, with sole discretionary powers to grant a

waiver to any foreign vessel upon receipt of an application stating that no Nigerian owned vessel is suitable or available to perform the services required. The waivers are applied on ships built, ownership, manning and registration. While applications for waivers are scrutinized by the implementation agency, NIMASA, the worrisome trend has been that most of these applications have received approval which might raise a doubt on the structure or machinery to verify the claims of such applications. This has led to the arbitrary issuance of several waivers without due consultation and verification.

The arbitrary use of the waiver mechanism contradicts the idea that waivers should only be used in exceptional cases, the waiver provision introduces bureaucratic barriers and gives the Minister of Transport an unwarranted degree of discretionary authority (Akpan, 2018).

Nigeria Cabotage Act is said to have elements of both Protectionism and liberalism kind of strategy to enforce her cabotage regime, this has made it more difficult for implementation, this is because these incompatible strategies lack clear-cut objectives with conflicting implementation and when policies are not well configured in-line with the prevailing circumstances, the system suffers. Due to the protectionism and liberalism elements of the policy, it has become very hard for any form of implementation to achieve success.

Ndikom et al (2017), in their assessment of the Nigerian maritime industry, has attributed inconsistent policies and issuance of ambiguity in policymaking as a lead contributory factor to the problem of foreign domination in the shipping sector. The protectionist policy in the Cabotage Act is provided for in Sections 15 – 21, which provides for rules, terms, regulations, duration, guidelines and for every other thing regarding license to foreign vessels, the Nigerian Investment Promotion Commission Act 1995, which allows a none Nigerian to invest and participate in the operation of any enterprise in Nigeria is at variance with the Cabotage Act. As a developing country, Nigeria's two opposite set-goals in protectionism and liberalism policies create a scenario of possible derailments and overlaps administratively and otherwise (Nwekeaku & Atteh, 2016).

According to Adekola, 2018 there must be a spelled out policies and strategies to achieve this and it must be subject to periodic review to monitor the implementation of government policies on maritime performance. The lack of a framework like that of the European Union to monitor and report periodically on the impact of the Cabotage Act means there is no basis for evaluating the effectiveness of the Act (Akpan, 2018).

### **3.4.2 Limited Stakeholder involvement at the point of formulation and implementation of the Policies**

A stakeholder in the context of the implementation of the Cabotage Act is “any group or individual who can affect or is affected by the State’s coastal shipping policy” (Cavana, 2007). From the above assertion, the following are identified stakeholders that the cabotage policy would affect their operations: -

- **National Ship-owners**: In Nigeria they are 2 major bodies under which the government engages shipowners, they include Ship Owners Association of Nigeria (SOAN) and Indigenous Ship-owners Association of Nigeria (ISAN). These groups would favour a protectionist approach to cabotage and would ensure that stricter measures are in place to ensure the employability of their vessels. Cabotage also protects them from any unhealthy foreign competition with which they lack the strength to compete.
- **International Ship-owners**: In Nigeria these groups are viewed as members of the International Association of Classification Societies (IACS), would naturally prefer a liberalized approach to cabotage or no cabotage at all.
- **Port Operators**: Nigeria has 6 major ports with the 2 busiest being Tincan Island and Apapa ports. Port operators view on the cabotage regime in place might be neutral as long as the viability and marketability are not affected. Ultimately it’s the port level of efficiency and competitiveness that will determine its fate in a cabotage regime.
- **Maritime Workers Associations**: This group of stakeholders will favour a strict Cabotage regime as manning requirements will be strict which will ensure their employability. A liberalized cabotage regime will imply foreign flagged participation and therefore no first preference for a country’s seafarers.
- **National Maritime Training Institute**: A strict cabotage regime would need strong maritime institutes for the training of seafarers in order to avoid a lacuna in the supply of seafarers and vice versa as the maritime institutes would desire a strict cabotage policy as there would constantly be a need to develop human capacity in the maritime sector.

The type and extent of key stakeholder involvement in policy development may depend on a number of factors, including the specific context of the policy development, the purpose of the engagement, available resources and the power-sharing structure of the groups involved (Lemke & Harris-Wai, 2015). While the importance of involving stakeholders during policy

formulation and implementation cannot be overemphasized, it is equally important to scrutinize their inputs to ensure it reflects values of a wider maritime community than selfish values that might be detrimental to other stakeholders.

Anele (2018) highlighted the importance of including a stakeholder like the ISOAN during the implementation process, he stated that without the active and collective participation of ISOAN in the procedures for granting waivers encourages corruption, promotes the use of foreign-owned vessels, and denies indigenous ship operators from introducing conditions that would encourage transfer of technology in Nigeria's cabotage regime.

### **3.4.3 Inadequate Capital Investment**

One major challenge for the effective implementation of the cabotage policy is the availability of capital, for policies to succeed there must be adequate finance. World over, shipping is known to be a very capital intensive enterprise and reasons for this are not farfetched in the level of technology involved in both ship construction and repairs.

According to Abang (2010) Over the years, the maritime industry has been stiffened by insufficient funding leading to gross inefficiency and lack of effectiveness in the management of the shipping and maritime industry services. The lack of funding has indeed affected investments in maritime infrastructure and equipment, which are critical to the efficient delivery of services within the confines of shipping-maritime operations.

Uya (2004) identified finance as a major challenge to the effective implementation of the cabotage act. He alluded to the fact that shipping is highly capital intensive, to which private individuals may not have the required funds to invest in ship acquisition therefore it becomes imperative for policymakers to put up a funding mechanism in place that will not only help in the vessel acquisition process but ensure indigenous shippers become self-sufficient and reliant in the long run.

The need to encourage investments in local vessel ownership is critical ingredients for a functional cabotage operation ( Ndikom, 2015).

Part VIII, Section 42 of the act establishes the Cabotage Vessel Financing Fund (CVFF), which targets domestic vessel acquisition, the objective for the creation of the CVFF is to facilitate indigenous ship acquisition by providing credit facilities to interested Nigerian citizens. Section 43 of the act further provides that the CVFF is financed through "a surcharge of 2% of the contract sum performed by any vessel engaged in the coastal trade" and "monies generated

from this Act including the tariffs, fines, and fees for licenses and waivers", as well as any sum that may be stipulated by the legislature.

While Medani (2017), opined that the CVFF has a robust source of financing, and the CVFF arguably bolsters the act's objective of strengthening indigenous participation in Nigerian shipping. This section of the act is not specific of any designated amount or percentage meant for the Cabotage Vessels Financing Fund (CVFF) as captured in "the Fund" which gives room for a gross administrative anomaly. Thus, the weak and inadequate financial starting point for the CVFF by the government reveals some faulty lines. (Ajiye, 2013).

Stakeholders, like the ship owners association have expressed that lack of faith in the CVFF due to lack of transparency on the government part as the total amount accumulated to the fund is not known and allegations of corruption and misappropriation of the CVFF exists (Nwekeaku & Atteh, 2016).

Nwokedi & Igboanusi (2015), asserted to the fact that difficulties associated with funding for vessel acquisition for local operators has given rise to the tide of foreign vessel domination in Nigerian territorial waters this has also hindered local shipping companies from securing coastal shipping contracts.

Okoroji (2010) is of the opinion that the lack of a sound and acceptable modality for the disbursement of ship's acquisition and shipbuilding fund to local operators as provided in the policy has been a hindrance to the implementation of the Act. This is highlighted by the lack of disbursement of the CVFF since inception of the Act which might be attributed to bureaucratic bottlenecks. The lack of adequate capital investment has hindered the transfer of technological know-how to build the much needed ships to be used in cabotage trade. In Nigeria the shipyard which initially was procured by the government, the "Niger Dock Yard" has been sold off. The training which those who worked there initially might have had, cannot build a modern and transcontinental ship for cabotage business.

#### **3.4.4 Stringent Credit Facility Conditions**

Despite the provisions of the cabotage act for vessel acquisition, a lot still needs to be done in terms of the provision of a credit facility for the acquisition of ships and the development of shipyards for the construction of ships.

Most banks in Nigeria have low capital base therefore their ability to provide long term huge capital required for ship acquisition is almost a mirage. The very few banks that might be able

to pull funds give it at an almost unbearable high interest rates at short term loan repayment period.

The lack of access to long-term loan facility is another tooting problem for the Nigerian entrepreneur, the none accessibility to long-term loans is because most commercial banks in Nigeria and other financial houses do not have the capability of giving long-term loans to the customers, largely due to the fact that banks are custodians of short-term funds where most savings carried out are on short-term savings. It, therefore, becomes imperatively difficult for the financial houses to advance these funds for long-term businesses as the cabotage trade, which involves long-term investment demand.

To make the situation worse, commercial banks, which are the depositories to the Cabotage Vessels Finance Fund ( Part VIII Section 44) lack proper understanding of shipping industry and thus incapacitated to providing investment and financial advice for the investors; and foreign bankers on their part always still cite inadequate collaterals (Ekpo, 2012).

It is important to mention that the stringent credit facility conditions, for the Cabotage Vessels Finance Fund is to a large extent anti-local content, it implies a kind of punitive measure, which is entirely inconsistent with the aims and objectives of the Cabotage Act. Administratively, the focus should be on developing local content with tax and surcharge reprieve for a reasonable period to accommodate the developmental challenges innate in such a huge project like the coastal shipping industry (Nwekeagu & Atteh, 2016).

But here, the Act created some financial difficulties to those indigent indigenous participants and it has completely failed to empower financially the very operators of the industry to which the act is supposed to protect. This practice need to be reviewed in order to avoid a completed halt of the cabotage system.

### **3.5 Recent Government Intervention**

The realization that the waiver system adopted by the Act which is on grounds of non-availability, has been attributed as some of the factors that hindered the growth of indigenous participation in domestic shipping, which negates the objective of the act has prompted the Federal government through the implementation Agency, NIMASA to commence cessation of the waiver regime on manning under a five year strategic plan.

NIMASA issued a marine notice on the New Cabotage Compliance Strategy (NCCS), the agency will no longer consider applications for waivers on manning requirements under the act, while this has been hailed as a laudable step in the right direction, there is still a lack of



development of infrastructural capacity and human capital with respect to training of seafarers to attain global standards (Business Day Newspaper, 2019)

## **CHAPTER FOUR**

### **4.1 Cabotage in Selected Jurisdictions**

Some countries impose maritime restrictions on the carriage of domestic passengers and cargo and the degree of restriction differs by country. The criteria for restriction can be defined by the following i) where the ship was built, ii) ownership, iii) dry-docking, iv) registration and v) crewing. For example, Thailand has a 30 percent cap on foreign ownership while Indonesia has a 49 percent cap. In New Zealand, the corporation need only be registered in the country, while in the US, foreign ownership is capped at 25 percent. Several countries also require that the ship be registered locally, fly the flag of the country, and be crewed by local citizens. Some countries impose restrictions on vessel importation and dry docking. This chapter discusses in detail the cabotage regimes of selected countries.

#### **4.1.1 The United States of America Cabotage Regime**

The U.S Merchant Marine Act of 1920 also known as the Jones Act is the fundamental law through which the United States of America implements its cabotage regime, the Jones Act is often acclaimed for being the benchmark for the implementation of a strict Cabotage regime. Some other legislations in the United States supporting cabotage include the Passenger Ship Act of 1886, the Towing Act of 1940, the Fisheries Conservation and Management Act of 1976 and the 1983 Presidential Proclamation which created a 200-mile EEZ around the United States (Onyemeachi, 2015). The Jones Act stipulates strict adherence to ship construction, flag state, crewing and ownership requirements. The Act has occasionally been relaxed during emergencies and natural disasters. The reason for the consideration of the US cabotage regime in this study is because it is critically acclaimed as the most successful implementation of any cabotage regime as it has ensured the viability of the U.S. maritime and shipping industries. The Merchant Marine Act of 1920 was conceived originally to sustain the merchant fleet after world War I, however the Act now regulates coastwise trade, the objectives of the US cabotage regime as found in the Section 27 of the Act which stipulates:

“No merchandise shall be transported by water, or by land and water, on penalty of forfeiture of the merchandise between points in the United States either directly or via a foreign port, or for any part of the transportation, in any other vessel than a vessel

built in and documented under the laws of the United States, crewed by American citizens and owned by persons who are citizens of the United States”.

At the enactment of these laws, the rationale for protecting domestic shipping was partly based on the extreme importance of waterborne transportation at the time and the fact that private commercial ships were considered good substitutes for military ships (Grennes, 2017). The seeming goal of the legislation is to strengthen national security by maintaining a robust shipbuilding industry and merchant marine.

On the issue of national security, the possibility of unknown elements that pose a threat to the well-being of a nation entering its territorial waters with the involvement of foreign ship operations in a country's ports. For instance, one key reason why the US advocates against the relaxing of Cabotage practices is to remove the threat of terrorism especially after the 9/11 attacks; the administrations suggest that the Jones Act is indispensable to ensure border security by keeping entry to its ports by international fleets limited (Weakley, 2016).

Critics have claimed that the justification for the Act was never strong, and developments in the world economy in the last century have substantially weakened the case for retaining the Act. Benefits of national security have decreased, and costs to consumers have increased due to reduced competition in both shipbuilding and in transporting goods inevitably leads to higher prices. For example, Jones Act ships can cost three times as much to build as those built-in low-cost foreign shipyards. Critics of the Act argue that a large fraction of these costs is passed on to the final consumers, who have to pay higher prices for the transported goods, or goods using high-cost inputs transported by Jones Act vessels (Grennes, 2017).

Despite critics, an assessment of the Jones Act can show that it initially greatly contributed to the development of the indigenous shipping and it still is useful however this established system of cabotage regime will augur well with high or even semi highly technological and administrative countries. However, a country like Nigeria whose technology is structurally not advanced and administration questionable, this type of cabotage system will pose a challenge.

#### **4.1.2 The Malaysia Experience**

The Malaysian cabotage market has witnessed a remarkable evolutionary path where a coastwise trade started off by adopting a liberalized approach then went off to a protectionist one ending on a situation where particular cabotage market segments are being opened to foreign vessels (Casaca & Lyridis, 2018). The rationale for examining the Malaysia cabotage

in this study would be to draw lessons from a State that relaxed its cabotage laws on certain routes and consider the effect it has had on the development of indigenous shipping.

A national cabotage policy was implemented by the Government of Malaysia, this policy began in 1980 (implemented on 1 January 1980, with the Merchant Shipping Ordinance 1952 amended and the Domestic Shipping Licence Board established). This was aimed to protect and promote a strong national shipping industry, minimize dependence on foreign vessels and outflows of foreign currency due to the incurred payments of freight, and to help develop Malaysia's trade and logistics domestic capacity (Parliament of Malaysia, 1952).

The cabotage policy allows vessels from foreign ports to call directly to/from any Malaysian port including ports in Sabah and Sarawak. For example, a vessel from Singapore or Hong Kong is free to call directly to/from any Malaysian port such as Sepanggar, Bintulu, etc. Foreign vessels are also allowed to operate within the domestic sector through the granting of an exemption issued by the Domestic Licensing Board upon fulfilling the criteria set (MITI, 2009). As at 2017 some states in East Malaysia were exempted from the cabotage law, which were due to rising costs of shipping between east and west Malaysia (Hand, 2017).

In Malaysia, the adoption of a strict cabotage policy at that point in time was to cause a rejuvenation of the domestic shipping industry which was beginning to dwindle due to years of having liberalized policies, the same situation was also applicable to Indonesia.

However, at a later stage, both countries' governments revoked those policies in certain segments of the cabotage market so that both economies did not suffer from any bottlenecks that could affect their growth, even though this openness is clearer in Malaysia than in Indonesia (Casaca & Lyridis, 2018).

Sequel to complaints by East Malaysian traders about the high rate of container freight from peninsular Malaysia, the Government of Malaysia initiated a policy program to overhaul the entire marine transport system. The cabotage policy, however, was blamed by many parties, especially consumer groups for price disparity between East and West Malaysia, where prices in East Malaysia were higher than those in West Malaysia, analyses based on stakeholders and force-field analysis showed that the cabotage policy was not to be blamed for the price differences, instead weak distribution channels, high handling charges and inefficient inland transportation in addition to other various interrelated factors had increased prices in Sabah to be higher than West Malaysia (Gairuzazmi, Ghanib, & Khalidc, 2019). This led to the relaxation of cabotage policy specifically in 2009 wherein foreign vessels are now permitted

to carry "containerized trans-shipment" goods between ports in the peninsula and East Malaysia (Agama & Alisigwe, 2018).

#### **4.1.3 The New Zealand Experience**

New Zealand is a perfect example of a very liberalized cabotage regime, Like most other countries, New Zealand started as a restrictive cabotage regime. However, considerable restructuring of its shipping industry before 1994, foreign vessels could still not load and unload cargo and passengers at domestic ports, except in narrow cases where no local vessels exist. Exemptions required special permits from the Ministry of Transport. Such cabotage restrictions were considered as an impediment to the country's open economy policies.

New Zealand's liberalization of the coastal shipping market, which came into effect February 1995, was a small part of a very comprehensive reform of New Zealand's international trade, industrial, transport and fiscal policy. This commenced a wave of new public management that moved the country from a highly regulated economy to one of the most liberalized and made it a perfect example for new public management principles. The coasting trade liberalization was envisaged as part of the establishment of a interrelationship of free market with Australia (Brooks, 2009).

Cabotage liberalization encountered several challenges. Legislation introduced in 1993 initially included the full opening of coastal transport, allowing foreign vessels to operate freely on all ports. However, this had to be modified following pressures from the domestic shipping industry. The modified Maritime Transport Act of 1994 was passed as a compromise. It allowed international vessels to load and upload domestic cargo along New Zealand's coast provided that they originally enter the country to deliver imports or upload exports. While there was no restriction on the nationality of the operator, a permanent coastal operation must be New Zealand-based. The chartering of foreign-flagged vessels was also liberalized.

Liberalization has led to a significant reduction in freight rates and consequently reduced transportation costs. This came primarily as a result of improved carrier utilization capacity through the open-access regime, and as clients had more operator choices. However, this meant that domestic operators saw their profit margins cut down. Despite increases in trade volumes as the economy grew, domestic shipping was not reaping the revenues as it faced fierce competition from international operators. In 2000, 21 vessels operated by 9 companies

provided coastal shipping services compared to 19 vessels operated by 10 companies in 1994. Domestic industry participation seemed to not have achieved its expansionary objective (Brooks 2009).

Faced with this issue, the New Zealand government decided in 2000 to evaluate a decision to re-introduce cabotage. A Shipping Industry Review Committee was formed for this purpose. The committee was tasked to evaluate this policy decision and propose measures to increase the participation of the domestic shipping industry. The quantitative analysis was limited due to the absence of sufficient maritime statistics. This prompted the committee to conduct a thorough qualitative assessment using a stakeholder analysis methodology. The review highlighted that New Zealand ship owners, workers, and maritime industry associations were supportive of re-introducing cabotage, arguing that it would provide more jobs for the locals and make the domestic industry more sustainable over the long term. However other stakeholders, including international ship operators, ports, freight and distribution services, manufacturers, and primary goods producers were against the re-introduction of cabotage, claiming that it would lead to higher domestic and international freight rates, loss of jobs, businesses, and exports, higher fuel usage, negative environmental effects, and a decline in regional economic activity (UNCTAD, 2017).

The overall conclusion reached was against the re-introduction of cabotage as a possibility for the Improvement of the domestic economy as this was assessed to prompt negative net returns for the economy. Rather, acknowledging the strong support and subventions provided by many countries to their respective shipping industries, to ensure fair competition, a level playing field between international and domestic sectors of the industry was recommended. Tangible processes were projected to achieve this objective and improve New Zealand's shipping industry participation, which included the introduction of a tonnage tax and a second vessels register..

#### **4.1.4 The Philippines Experience**

The cabotage policy of the Philippines are contained under sections 810, 902 and 903 of the Tariff and Customs Code of the Philippines and stipulates the conditions for which a vessel can engage in coastwise trade, the requirements bothers on having a certificate of registration from the Philippine registry and such vessels must be duly licensed annually, also the chapter III Republic Act 9295 likewise confines domestic coastwise shipping to domestic shipping operators and restricts the domestic operation of foreign shipping companies (Llanto and Navarro, 2012).

As stated in Sec. 6. Foreign Vessels Engaged in Trade and Commerce in Philippine Territorial Waters. – No foreign vessels shall be allowed to transport passengers or cargo between ports or places within the Philippine territorial waters, except upon the grant of Special Permit by the Maritime Industry Authority (MARINA) when no domestic vessel is available or suitable to provide the needed shipping service and public interest warrants the same

However agitations for the relaxation of the country's cabotage policy on grounds that allowing foreign vessels to operate in the country's coastwise trade will be consistent with the liberalization of trade and services under an emerging global economy, It was further perceived by players in the logistics supply chain, especially exporters and shippers that the cabotage policy was a barrier to freer trade because they could not avail of cheaper shipping rates, which they believe international vessels may be able to provide (Lorenzo,1997).

A technical paper by the Joint United States Government and Government of the Philippines Technical Team (2011) also shows that compared to Indonesia, Philippine domestic shipping services are higher by 250% on a per-nautical-mile-basis, this further buttresses the advocacy for lifting the cabotage, although Llanto and Navarro, 2014 alluded to the fact that high domestic shipping cost and the Philippine cabotage policy are closely linked and the protection enjoyed by the domestic shipping industry through cabotage restrictions result in the lack of meaningful competition in the industry and weak incentives for operators to modernize and become competitive but there are other factors responsible for the high domestic shipping cost, which includes inadequate port facilities and inefficient port practices and that merely lifting cabotage without other needed reforms, such as improving port infrastructure and having an independent port regulator would not produce the desired effect of cheaper and more efficient services.

Currently, foreigners are allowed to engage in domestic shipping activities under 2 conditions: i) through equity infusion of at most 40 percent in a Filipino shipping company, or ii) via a special permit as provided by Section 6 of the Domestic Shipping Development Act (DSDA). Special Permits are primarily granted to domestic companies that want to charter specialized foreign vessels that are not available in the country. These include vessels used for oil exploration, cable-laying, and marine science studies, among others. Special Permits for specialized foreign ships can be extended for only up to 2 years. Domestic companies can also request to charter a foreign cargo or passenger vessel if there are no domestic counterparts available for the time requested (i.e., time charter).

In a paper submitted by the president of shipping association, he highlighted some the dangers that might accrue as a result of lifting cabotage which includes a reduced appetite for investing in domestic shipping, a shrinking Philippine fleet and loss of revenue to the government in terms of taxes paid by domestic shipping companies (Odonon, 2012).

#### **4.1.5 The Indonesian Experience**

Indonesia is an archipelago country comprising of more than 18,000 islands, the country is heavily dependent on maritime transport for international trade as well as for domestic trade especially because of her archipelagic nature. In this vein, maritime shipping provides essential links between different parts of the country. The Indonesian cabotage law is embedded in the Ministry of Trade Regulation No. 82/2017 on the Utilization of Indonesian Sea Carriage and Insurance for Export of Certain Goods (“Regulation 82”).

The development of the shipping industry has gone through several regulatory changes, Indonesia moved from a restrictive regime to cabotage liberalization in the 1980s but moved back to strict cabotage in the 2000s and is still in effect till today.

The Indonesian experience is frequently cited in the cabotage liberalization debate because when Indonesia allowed foreign vessels to engage in coastwise transportation, the domestic shipping industry nearly collapsed and the Indonesian government had to restore the closed cabotage regime (Llanto and Navarro, 2014). However some studies tend to disagree and states that lifting cabotage restrictions also led to a number of positive outcomes, it is believed that it averted production losses in key economic activities for instance, in 2011 Indonesia's energy regulator estimated that in the oil and gas industry off-shore oil production output could have dropped due to the fact that foreign-owned offshore floating units were part of the cabotage rules if the cabotage restrictions had continued (Bloomberg, 2011).

However, the return of cabotage has contributed to the growth of the domestic shipping industry. From 2005 to 2010, the number of domestic vessels increased by 63 percent from 6,041 in 2005 to 9,835 in 2010 (Asrofi 2011). The share of domestic freight held by the domestic shipping industry increased from 55 percent in 2005 to 95 percent in the first quarter of 2010 (Asrofi 2011). This, the growth achieved may not necessarily reflect new demand as the high growth could reflect the reflagging of Indonesian-owned ships from the Singaporean flag to the Indonesian flag.

#### **4.2 Lesson Learnt from Different Countries Cabotage Law**

The reasons for adopting any type of cabotage policies and the outcome suggests that they fall within the scope of the strategy, economy, operations, marketing, education, and environment.

An insight into the list of economic, strategic, operational and marketing reasons shows that they are related to the economy of the country and the economy of a vessel (Casaca & Lyridis, 2018).

A liberalized cabotage policy is criticized based on the bases that it poses a threat to national security and can impede on national economic development, It should be noted that there is no evidence to support the widely held view that countries with deregulated maritime cabotage policies are in any danger of losing their sovereignty or that their national security is at risk as we see in the case of New Zealand which serves as sufficient evidence that a liberalized maritime cabotage policy is neither a barrier to national economic development nor a national security loophole (Akpan, 2018). Liberalized cabotage policies can support the competitiveness of economic activities, which results in an increasing market share at regional, international and global levels.

The diverse countries have experienced unique situations with the practice of their cabotage regime whether it be strict or liberalized, although there are still countries that maintain closed cabotage regimes, the general trend is to move towards a more open cabotage policy. The ability to change the direction of the policy is a lesson to be learnt, because of these changes, could be a great determinant on the successful implementation of a cabotage policy.

### **4.3 Regional Context of Economic Integration Among West African States**

#### **4.3.1 The ECOWAS Mandate**

The Economic Community of West African States (ECOWAS) Treaty is a multilateral agreement signed by the member states that made up the Economic Community of West African States, the aim of the Community are to promote cooperation and integration, leading to the establishment of an economic union in West Africa in order to raise the living standards of its peoples, and to maintain and enhance economic stability, foster relations among the Member States and contribute to the progress and development of the African Continent ( ECOWAS Treaty).

#### **4.3.2 ECOWAS Economic Integration Among Member States and The Cabotage Law**

Economic integration schemes have been a dominant feature of the socio-economic scene of the West African Sub-Region, the advantages and benefits to be derived from sub-regional economic cooperation are tremendous, as pointed out by Thompson (2000) the trade gains are one of the major advantages of regional integration for individual member states.

The gains to be derived from a concerted approach could be a bridge to the socio-economic disparities among member states if our economies were fully integrated.



Regional Economic Integration offers many benefits to the participating member countries. However, these benefits are not pre-determined and they depend among other things on the internal design of the integration including the degree of political commitments by the Member States. If member states of the ECOWAS decide to establish a regulatory framework for regional cabotage, the implication on its member states might result in expansion of indigenous fleets, increase in availability of cargo, inducing innovations and investment in regional shipping services and general development of the maritime sector.

According to Nweze (2006), a regional cabotage among member states could lead to the development of what he called an ECOWAS cabotage (ECOCABOTAGE) fleet which they can use for the control of waterborne commerce on the West African coasts and inland waterways, thereby becoming a regional maritime economic power in the African Continent. Regional integration arrangements can create winners and losers, making it essential that members assess the prospective benefits and costs of regional integration to boost gains and minimize losses.

An ECOWAS cabotage could have a negative effect on the Nigerian cabotage act because this would run counter to her objectives, and states within the region that have better structure to support Cabotage might harness all the gains from the Nigerian market.

The legalization of cabotage gives way to unbalanced competition between transport operators of different states. These differences in costs hurt both transport operators based in countries with comparatively higher minimum wage requirements.

## **CHAPTER FIVE**

### **DATA PRESENTATION AND ANALYSIS**

#### **5.1 Chapter Profile**

This chapter will outline the data collected on the study and present it in the context of assessing the challenges that Nigeria has had in the implementation of the cabotage act, specifically the challenges and problems that made the policy ineffective. The chapter will provide a narrative analysis on historical statistical evidence on some of the challenges highlighted alongside an analysis on responses from interview conducted, to present a detail presentation of the specific maritime challenges since the inception of the cabotage act in Nigeria and a summary of the data related to the research case.

The Nigerian ship owners and shipping companies are unable to compete with the foreign vessels in seaborne trade, they have also been facing difficulties in building capacity to carry cargo within Nigeria including wet cargo which constitutes 80% of the country's trade. Subsequently it has become necessary to make changes in the overall interest of the industry, as it is obvious that without the necessary policy in place the sector will not realize its full potential for significant growth. The failure to administer the Act and achieve these goals considering the historical background and period of its application are presented in this chapter.

#### **5.1 Data Presentation**

The following Data presented here shows the total number of applications received and granted for waivers on building, ownership and manning based on the different categories of cabotage vessel registration available in Nigeria.

Cabotage registration is the process of entry of vessels into the Special Register for cabotage vessels and ship owning companies as provided for by S. 22 of the Cabotage Act 2003. The Categories of Cabotage Registration include;

1. Special Register for Cabotage (Wholly Nigerian owned vessels)
2. Special Register for Cabotage (Bareboat chartered in vessels)
3. Special Register for Cabotage (J-V owned vessels)

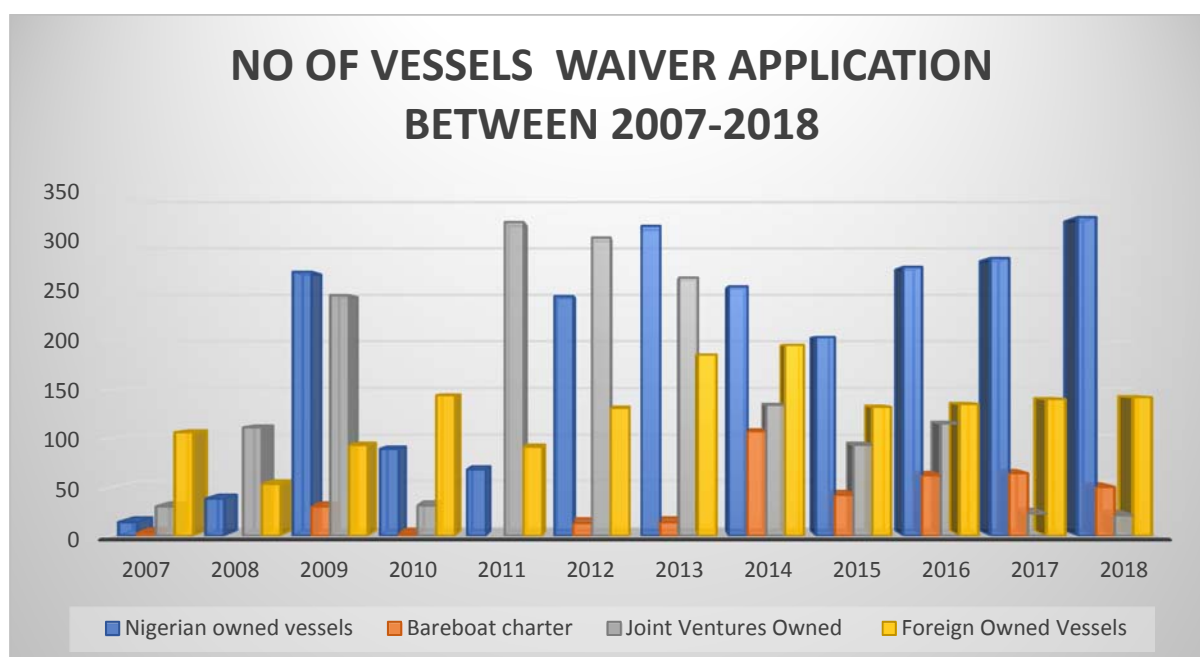
4. Special Register for Cabotage (Fully foreign owned vessels)
5. Special Register for Licensed foreign owned vessels
6. Special Register for Cabotage (Exempted vessels)

No 1-4 are the most prominently featured in the category of cabotage registration.

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>*Wholly Nigerian owned vessels</b>	14	38	270	89	68	245	317	255	203	275	284	326
<b>Bareboat charter</b>	3		30	2		13	14	107	42	62	64	50
<b>Joint Ventures Owned</b>	30	111	246	31	321	305	264	134	93	115	23	21
<b>Foreign Owned Vessels</b>	106	53	93	144	91	131	185	195	132	135	140	142

**Table 1: Total number of vessels that received waivers from 2007-2018**

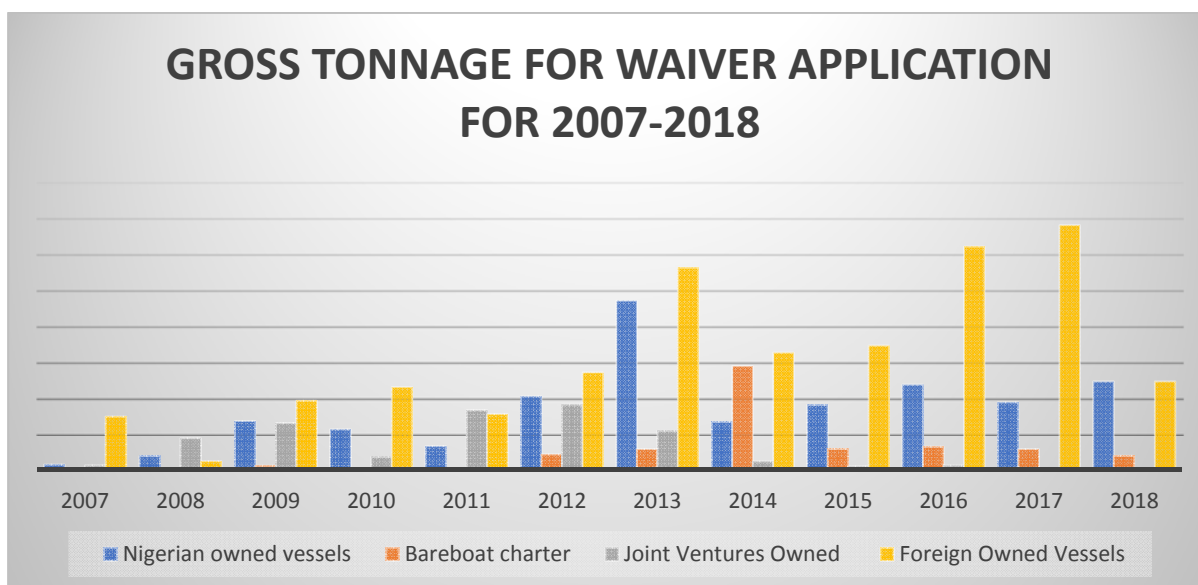
Source: Cabotage unit NIMASA



**Figure 1: Graph depicting number of vessels granted waivers from 2007-2018**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Nigerian owned vessels</b>	28,767.41	77,174.80	272,415.00	225,545.97	132,165.78	410,250.81	944,667.94	267,778.99	362,634.29	476,127.28	376,639.39	494,226.98
<b>Bareboat charter</b>	1,068.00		22,666.00	2,705.72		86,443.00	115,785.00	579,993.18	116,415.00	129,710.00	115,548.20	78,469.11
<b>Joint Ventures Owned</b>	24,973.15	176,291.01	261,864.00	72,191.68	333,499.99	364,253.82	217,484.56	46,763.10	19,215.85	23,736.35	8,763.88	7,737.00
<b>Foreign Owned Vessels</b>	297,671.23	47,848.30	385,611.31	462,072.35	310,722.44	544,450.69	1,128,877.45	654,566.79	694,032.00	1,246,428.45	1,366,739.00	494,226.98

**Table 2: Total number of Gross tonnage of received waivers from 2007-2018**  
**Source: Cabotage unit NIMASA**



**Figure 2: Graph depicting gross tonnage of vessels granted waivers from 2007-2018**

## 5.2 Data Analysis

As earlier reiterated the tables and figures presented above represent the waiver application granted based on the following criteria's: ship building, ship manning, ship ownership and registration.

### **Ship Building**

Parameters set in the cabotage act requires ships not built in Nigeria to apply for a waiver even though these ships are wholly owned by Nigerians. This parameter is contradictory to what is obtainable in reality and lacks a foundation to succeed as Nigeria is still heavily dependent on foreign influence for the building of ships, the payment of waivers by indigenous ship owners can be a discouraging factor because the basis for patronage of foreign built vessels are based on the unavailability of Nigeria built vessels. A viable policy option for this shortcoming should include remedies that foster the transfer of the much needed technology capacity and interventions that include funds for the development of the shipping sector.

### **Ship Manning**

Available statistics do not show the waiver applications granted based on the manning criteria but over the past years the training of seafarers by the Maritime Academy of Nigerian, (MAN) Oron and the introduction of the National Seafarers Development Programme, (NSDP) by NIMASA has given rise to the availability of skilled maritime capacity, however the provision of sea time training on-board ocean going vessels is necessary to ensure that seafarers are globally accepted. Recently, NIMASA has developed a compliance strategy on manning requirements and stopped accepting application of waivers for manning, this is a positive step in the implementation of the cabotage act.

### **Ship Ownership**

Vessels wholly owned by Nigerians, have smaller gross tonnage when compared to the foreign owned vessels engaged in cabotage trade as depicted by figure 2, Furthermore during the discourse of this research it was revealed that there are no ocean going vessels owned by Nigerian except through third party chartering, but not 100 percent ownership.

### **Ship Registration**

Registration of vessels for cabotage trade are under 6 categories as earlier stated however a clause under the cabotage law stipulates that vessels older than 15 years can only be registered and eligible for participation for a period of 5years provided they have a certificate of the registration and seaworthiness from a recognized classification authority, the challenge with this clause is that most vessels purchased and owned by Nigerian are well beyond 20 years at time of purchase, and the lack of funds further hinders participation by indigenous players.

### **Participant**

Participants of the interviews included a maritime lawyer and an author of many published cabotage related articles, a representative of the ship owners association of Nigeria and a Principal officer of the cabotage unit in Nimasa.

The following are responses collated from interviews conducted and it represents major findings that has hindered the effective implementation of the Act.

The challenges are multifaceted, they range from some provisions of the policy, to the process and procedures prescribed for implementation to issues of lack of capital investment or provision of funds and unwillingness on the side of government to make adequate adjustments to the law, particular references were made about the issuance of waivers, the lack of disbursement of the cabotage vessel financing fund to help in the acquisition of vessels.

### **5.2.1 The Challenge of the Issuance of Waiver**

Shipping in Nigeria is still at its infancy stage as the first ship landed in Nigeria less than 400 years ago and its main use was for the transportation of slaves and other mineral resources from the coast of Africa to America, Europe and other places, the shipping sector over the years has evolved even though at a slow pace so the structure for shipping that is available in Nigeria is neither intentional nor supportive of the type of cabotage system we practice particularly the inclusion of waivers.

The problem with the waivers is that they are being used to commit the most atrocious fraud in Nigeria. Unfair maritime waivers have a negative impact on the economy. The leadership of the country as at the time of enacting these laws institutionalized these waivers intentionally as loopholes to syphon money.

Nigerian waiver systems does not ensure that internationally accepted rules are complied with. The history of legislation post 1999 show that waiver systems in force in Nigeria are not well structured and susceptible to manipulation without adequate checks and balances. In other words the waiver system does not protect itself against the possibility that a fraudulent person can be appointed to the position of the issuer of a waiver, in this case, the minister of transportation. Examples of Nigerian waiver systems that have this negative characteristic include; Import duty waiver systems practiced in Nigeria (Maritime tax waiver), Marine Insurance Waivers that giver power to waive the Local Content right to insurance business for any public or private contracts which require the importation of a part of component of a machine or equipment. (Maritime waiver) and the Cabotage Act waivers.(Maritime waiver).

The main crux that has led to the challenges for effective implementation is the provision in the cabotage law that gives sole discretionary power to the Minister of Transport to grant waivers. The arbitrariness in the administration of the waiver clause has further challenged the industry as a more feasible approach would be the establishment of a technical committee, inclusive of major stakeholders, this approach should ensure the right checks and balances are in place in the administration of waivers.

More importantly is the fact that Nigerian Cabotage waivers are meant to serve as mere contingencies and an exception to the rule and not the rule itself. The rule itself is that only Nigerian owned manned and crewed vessels should be given the monopoly of business for coastal transportation. A simple way to determine whether or not the Nigerian Cabotage waiver system is effective is to determine how many locally owned vessels were participating in the Nigerian waters - enjoying government controlled monopoly of trade, before the Act and compare them with the number of Nigerian owned vessels at present.

### **5.2.2 The Challenge of Vessel Acquisition**

The real challenge of the maritime cabotage structure practiced in Nigeria is that most Nigerians cannot afford to buy vessels; neither do Nigerian banks have the capacity to fund ship ownership. Furthermore the Nigerian waiver system which was intended to act as a mere contingency to a Nigerian shipping economy with mostly locally owned, built and crewed vessels is used as the bandage to cover up shortcomings between what is expected and what is practiced.

### **5.2.3 The Challenge of Cabotage Vessel Financing Fund**

Divergent views as to the challenge of the CVFF, the fund has not worked because of the stringent conditions attached to it and the unwillingness by the indigenous shipowner to expose themselves and their businesses to harsh and unrealistic expectations and risk that comes along with the fund. Participants further highlighted that the lack of disbursement of the fund from the inception of the cabotage act might signify government's lack of interest in developing the sector, while other participants blame the approval process, the CVFF needs to pass through the national assembly before it is approved and disbursed, this subjects the process to political ploys, which further deepens the challenge of get funds to indigenous companies.

### **5.3The Likelihood of a West African Regional Cabotage Policy**

An ECOWAS regional cabotage policy would be detrimental to the maritime sector of Nigeria, indigenous ship owners need to prove themselves, if we create a regional cabotage in West Africa we create an uneven development of the maritime sector among member states, which would be counterproductive to the Nigerian Cabotage Act and give our more prepared neighbors an undue advantage over our resources.



## **CHAPTER SIX**

### **RESEARCH FINDINGS, CONCLUSION AND RECOMMENDATION**

#### **6.1 Summary of Research Findings**

The main objective of the research was to assess the major challenges that have hindered the implementation of the Nigerian Cabotage Act, findings from interviews point out that the process and method for the implementation of the policy was a major hindrance to effective implementation. More specifically all respondents identified the waiver regime as a hindering factor for the implementation of the Act, particularly the power invested in the Minister of Transport for the granting of waivers. It was established that the process and procedures of obtaining them was the challenge, as the Minister had sole discretion for issuance which has resulted in the issuance of cabotage waivers becoming a norm rather than in exceptional cases. In an analysis on why public policy fails some of the reasons included the use of an inappropriate process or method for implementation. This is clearly the case in the implementation of the Act. While the waiver regime is not detrimental to the Act, it is the way and manner at which they are issued that have become the bone of contention. Most respondents are of the view that giving discretionary powers to one person does not only create an unbalanced approach which is void of credibility but presents an uneven playing field where the criteria and justification for granting waivers is only known to one person who might not have a technical knowledge or expertise in the area of vessel availability.

The reviewed literatures further buttress this point by stating that it is the way and manner for which these waivers are granted that is the challenge and not the issuance of those waivers.

#### **6.2 Conclusion**

Effective implementation of public policies has thus become one of the most powerful weapons known for achieving developmental strides in modern societies. It is also used for laying the foundation for a sustainable growth and development of any nation. The pace at which this can be realized is hinged essentially on the ability of the government to formulate appropriate policies and, very importantly, on the capability of the public bureaucracy to effectively implement the formulated policies.

Cabotage policies whether strict or liberalized can ensure the growth of the shipping sector of any country, this is shown by the different country examples highlighted in this study. However, the right application of processes and procedures are necessary for a successful implementation, the need for government to orchestrate the right environment for these policies to flourish and bring about the much desired growth and development.

It is safe to further conclude that shipping has to be an intentional endeavor and its operation and structure must be orchestrated by Government to reflect the desired achievement.

### **6.3 Recommendations**

In order for the Nigerian Cabotage Laws to impact on the economy, the Government has to be assertive and creative in policy implementation on the issue of waivers. If waivers should be granted at all, then it should be done according to a very stringent set of rules. They include:

1. It must be handed out evenly and fairly across board i.e. throughout the industry.
2. Waiver processes must be clear and transparent.
3. They must be issued by a committee comprised of stakeholders and industry experts/practitioners.
4. It must be issued only for a specific or fixed period.
5. It must be looked at as a temporary solution to fix an inherent defect or emergency.

Waivers are created as temporary solutions or contingencies which a government will apply within the time it will take to solve a long term problem.

### **On the Issue of Vessel Building and Ownership**

It is strongly opined that Nigeria can solve this vessel ownership challenge if government policies are more intentional about building local shipping capacity. The establishment of a Public Private Partnership companies to oversee the whole local shipping economy, each made up of the following: international shipping and ship-building partner, a group comprised of Indigenous Ship owners, shipping experts and local labour force and the Nigerian Government as the drivers.

The responsibility of government would be to

1. Ensure that the boards of directors of these PPP companies include competent representatives of the indigenous ship owners and other maritime experts who are appointed on merit basis only.

2. Ensure Nigeria choose only international partners that communicate their capacity to initiate local ship building and mandate each company to produce specific number of vessels a year. Government should heavily support these companies through guaranteeing their loans, subsidies, policy protection and direct funding for local ship building. A structure such as the one presented will ensure localization of income, job creation and most importantly technological transfer.
3. Abolish waivers in the long run to ensure cargo reservation for the indigenous companies.

The truth is government needs to initiate ship building in Nigeria. A tripartite system to develop a structure where government is like an arm that provides a platform for growth of the industry, this should be done by the provision of the necessary funds and regulation to cause the industry to thrive. By Setting up a business arm of NIMASA that is solely in charge of vessel building, with an exclusive mandate of investing in vessel building and insisting that only these vessels should be used to carry Nigerian cargo we provide security on investment. The resources are very available in Nigeria since we have a long coast and our population is more than enough to generate cargo, this would not only have a positive impact on shipping but on other sectors of the economy.

## REFERENCES

- Adekola, O. A. (2018). Elements of cabotage law in Nigeria: Towards integrating Nigeria into the world economic order Author House.
- Agama, F. O., & Alisigwe, H. C. (2018). Cabotage regimes and their effects on states' economy. *Nnamdi Azikiwe University Journal of International Law and Jurisprudence*, 9(1), 71-82.
- Ajiye, S. (2013). Nigerian cabotage: Its policy, prospects and challenges. *Journal of Economics and Sustainable Development*, 4(14), 11-19.
- Akabogu, E. Onyuike, V. (2004) *Maritime Cabotage in Nigeria*, Lagos: Linksoft.
- Akanbi, F. (2011, September 18). Vested interests frustrate enforcement of cabotage law. Retrieved September 18, 2011, from This Day Live: <http://www.thisdaylive.com/articles/vested-interests-frustrate-enforcement-of-cabotage-law/98677/>
- Akpan, A. (2018). *Maritime Cabotage Law* Routledge.
- Anele, K. K. (2018). A study of the cabotage policy in Nigeria from the prisms of ship acquisition and shipbuilding. *WMU Journal of Maritime Affairs*, 17(1), 91-117.
- Ballack S (2006). *International Maritime Digest*. 4 (15):4-5
- Bell, E., Bryman, A., & Harley, B. (2018). *Business research methods* Oxford university press.
- Black, H. C., Garner, B. A., McDaniel, B. R., Schultz, D. W., & West Publishing Company. (1999). *Black's law dictionary* West Group St. Paul, MN.
- Brooks, M. R. (2009). *Liberalization in maritime transport*.
- Cavana, R. Y. (2007). A qualitative analysis of reintroducing cabotage onto New Zealand's Coasts. *Maritime Policy & Management*, 31(3), 179-198.
- Cole, M. (2010). *Maritime Cabotage A Global Analysis Including Cabotage Campaigning Tools. A Report Jointly Produced by the Maritime Union of Australia (MUA) and the International Transport Workers Federation (ITF)*
- Congress of the Philippines (2004), "Republic act no. 9295, An act promoting the development of Philippine domestic shipping, shipbuilding, ship repair and shipbreaking, ordaining reforms in government policies towards shipping in the Philippines and for other purposes",
- Congress of the Philippines (2015), "Republic act no. 10668. an act allowing foreign vessels to transport and co-load foreign cargoes for domestic transshipment and for other purposes", 21 July 2015, available at: [www.gov.ph/2015/07/21/republic-act-no-10668/](http://www.gov.ph/2015/07/21/republic-act-no-10668/)

- Dimowo, H. (2010, July-September). The cabotage regime in Nigeria: The journey so far. *The Voyage*, pp. 12-13.
- Ege, E. and Chilaka, E.M. (2018), Nigerian Cabotage Law and the Development of Indigenous Maritime Capacity, *Journal of Nigeria Transport History*
- Ekpo, E. I (2012), “Impact of Shipping on Nigerian Economy: Implications for Sustainable Development”, in *Journal of Education and Social Research*, Vol.2, No.7
- Galbraith, S. (2014), ‘Thinking Outside the Box on Coastal shipping and Cabotage’, *Maritime Trade Intelligence*.
- Hand, M. (2017), “Cabotage law between east and west Malaysia to be scrapped”, *Seatrade Maritime News*, 10 May 2017, available at: [www.seatrade-maritime.com/news/asia/cabotage-law-between-east-and-west-malaysia-to-be-scrapped.html](http://www.seatrade-maritime.com/news/asia/cabotage-law-between-east-and-west-malaysia-to-be-scrapped.html)
- Hodgson, J.R.F. and Brooks, M.R. (2012), “Canada’s Maritime cabotage policy”, available at: <http://maryrbrooks.ca/wp-content/uploads/2012/03/CabotageFinal.pdf> (accessed 26 February 2019).
- Igboanusi, C.C. & Nwokedi T. (2015) Cabotage Implementation in Nigeria; Analysis for improving coastal shipping business opportunities for local and joint venture operators Department of maritime management technology, federal university of technology, Owerri, Nigeria.
- Ijarshar, V.U. (2015) “The empirical analysis of agricultural exports and economic growth in Nigeria,”
- Okoroji, O., & Ukpere, W. I. (2011). A strategic reposition of the maritime industry for economic recovery and sustainability: “The cabotage act”.
- Lemke, A. A., & Harris-Wai, J. N. (2015). Stakeholder engagement in policy development: Challenges and opportunities for human genomics. *Genetics in Medicine*, 17(12), 949.
- Llanto, G. M., & Navarro, A. M. (2012). No title. *The Impact of Trade Liberalization and Economic Integration on the Logistics Industry: Maritime Transport and Freight Forwarders*,
- Lorenzo, E. (1998). *The domestic shipping industry of the Philippines: A situation report*. Maritime Industry Authority (Unpublished Report)
- Mattos, J. and Acosta, M. (2003), ‘Maritime Transport Liberalization and the Challenges to Further its Implementation in Chile’ [2003] CEPAL – SERIE Comercio internacional, 43.”
- Navarro, A., & Llanto, G. (2014). Financing infrastructure in the Philippines: Fiscal landscape and resources mobilization. *Philippine Institute for Development Studies (PIDS), Discussion Paper Series*, (2014-01)
- Ndikom, O., Buhari, S. O., Okeke, O. K., & Samuel, M. W. (2017). Critical assessment of maritime industry in Nigeria: Challenges and prospects of policy issues. *African Journal for the Psychological Studies of Social Issues*, 20(3), 114-131.

- Nwekeaku, C., & Atteh, J. (2016). Cabotage act and the challenges of Nigerian shipping lines in Sub-Sahara Africa. *Advances in Social Sciences Research Journal*, 3(5)
- Nwokedi, T. C., Kalu, D. I., Igboanusi, C. C., Addah, G. L., & Odumodu, C. U. (2019). Constraint theory approach analysis of the Nigerian shipbuilding industry. *LOGI–Scientific Journal on Transport and Logistics*, 10(1), 50-61.
- Okeke, B. V., & Aniche, E. (2012). An evaluation of the effectiveness of the cabotage act 2003 on Nigerian maritime administration. *Sacha Journal of Policy and Strategic Studies*, 2(1)
- Ozioruva A (2004). Nigeria Loses \$4 billion Yearly to Foreign Ship Owners. *Guardian*, p. 53.
- Paixão Casaca, A. C., & Lyridis, D. V. (2018). Protectionist vs liberalised maritime cabotage policies: A review. *Maritime Business Review*, 3(3), 210-242.
- Parliament of Malaysia (1952), "Ordinance 70/1952 – Merchant shipping ordinance 1952, incorporating latest amendments – Act A1316/2007", available at <http://rr.mpc.gov.my/data/lic-legal-2013-12-24-15-29-43.pdf>
- President of the Republic of Indonesia (2008), "Law of the Republic of Indonesia number 17 of 2008 about shipping", available at [www.indolaw.org/UU/Law%20No.%2017%20of%202008%20on%20Shipping.pdf](http://www.indolaw.org/UU/Law%20No.%2017%20of%202008%20on%20Shipping.pdf)
- Ruslan, S. M. M., Ghani, G. M., & Khalid, H. (2019). The influence of cabotage policy on price disparity between peninsular Malaysia and Sabah. *Institutions and Economies*, , 65-91.
- UNCTAD, (2017) Review of maritime transport retrieved from [https://unctad.org/en/PublicationsLibrary/rmt2017\\_en.pdf](https://unctad.org/en/PublicationsLibrary/rmt2017_en.pdf)
- United States Maritime Administration. (1995). A survey of world cabotage laws : summary of responses from countries. Dept. of Transportation, Maritime Administration.
- Weakley, J. H. (2016). The Importance of the Jones Act Fleet to U.S. Homeland Security. Retrieved 02 06, 2019, from *The Maritime Executive*: <https://www.maritime-executive.com/magazine/the-importance-of-the-jones-act-fleet-to-us-homeland-security>
- Yee, G. and Din, N.K. (2015), "Cabotage and its impact in Indonesia", Clyde and Co. available at: [www.clydeco.com/insight/article/cabotage-and-its-impact-in-indonesia](http://www.clydeco.com/insight/article/cabotage-and-its-impact-in-indonesia)



## **APPENDIX 1**

### **INTERVIEW QUESTION**

1. What is your name, place of work and job description
2. How long have you been working in the maritime sector
3. What is the purpose of the Nigerian Cabotage Act 2003
4. Do you think the objectives of the cabotage act has been met?
5. How will you access the implementation process so far?
6. What are the challenges that have hindered the effective implementation of the Act
7. Do you think the implementation of a regional cabotage regime within the ECOWAS could hinder the successful implementation of the Nigerian Cabotage Act?
8. Do you think the cabotage act of 2003 needs further amendment to suit the reality of the economic situation in Nigeria?
9. What changes should be put in place for the successful implementation of the cabotage Act?

**Appendix 2: LIST OF CABOTAGE REGISTERED VESSELS FOR THE YEAR 2007**

<u>DATE</u>	<u>NAME OF VESSEL</u>	<u>AGENT / COMPANY (APPLICANT)</u>	<u>TYPE OF VESSEL</u>	<u>GRT</u>	<u>IMO NO</u>	<u>TYPE OF REG.</u>	<u>PORT OF REGISTRY</u>
19/03/07	MV BARRACUDA	GROUP 4 SECURICOR LTD.	SMALL PASSENGERS VESSEL	78	N/A	FOREIGN	LAGOS
19/04/07	MV GAC TEMPEST	GULF TRANSFER NIG. LTD.	CARGO UTILITY	309	328173	JOINT VENTURE	NIGERIA
25/04/07	MV WESTERN PRIDE	WESTERN GECO SEISMIC LTD.	SEISMIC SURVEY	2945	9010125	FOREIGN	PANAMA
25/04/07	MV. FENNY	VANLAAR MARITIME BV.	UTILITY	302	8003450	FOREIGN	BELIZE
26/04/07	MV SOLE FISH	HERCULES OFFSHORE LTD.	CLASS 120 SEWOP	194	8965043	FOREIGN	PANAMA
26/04/07	MV. GEM FISH	HERCULES OFFSHORE LTD.	CLASS 70SEWOP	222.84	8767785	FOREIGN	PANAMA
26/04/07	MV.OIL FISH	HERCULES OFFSHORE LTD.		495	8767783	FOREIGN	PANAMA
26/04/07	MV.BLACK MARLIN	HERCULES OFFSHORE LTD.	CLASS 150 SEWOP	407	8991891	FOREIGN	PANAMA
26/04/07	MV SCAMP	HERCULES OFFSHORE LTD.	CLASS 150 SEWOP	195	8767513	FOREIGN	PANAMA
26/04/07	MV. PILOT FISH	HERCULES OFFSHORE LTD.	CLASS 150 SEWOP	292	8767549	FOREIGN	USA
26/04/07	MV. RUDDER FISH	HERCULES OFFSHORE LTD.	CLASS 150 SEWOP	309	8767501	FOREIGN	PANAMA
27/04/07	MV TIGER FISH	HERCULES OFFSHORE LTD.	CLASS 105 SEWOP	209.72	8965024	FOREIGN	PANAMA
27/04/07	MV. TAPER TAIL	HERCULES OFFSHORE LTD.	CLASS 105 SEWOP	99.85	N/A	FOREIGN	PANAMA



27/04/07	MV BONE FISH	HERCULES OFFSHORE LTD.	CLASS 105 SEWOP	96.91	N/A	FOREIGN	PANAMA
27/04/07	MV.CROAKER	HERCULES OFFSHORE LTD.	CLASS 105 SEWOP	82.19	N/A	FOREIGN	PANAMA
27/04/07	MV BLUE SHARK	HERCULES OFFSHORE LTD.	CLASS 215 SEWOP	1182	8767783	FOREIGN	PANAMA
27/04/07	MV. RIG 1	SPDC	SWAMP DRILLEING	3192	HP-310	JOINT VENTURE	PANAMA
27/04/07	MV.RIG 11	SPDC	SWAMP DRILLEING	5265	HP-9648	JOINT VENTURE	PANAMA
04/07/2007	MV.HONDO RIVER	COASTAL INLAND LTD.	OSV	1342	9213040	FOREIGN	NEWORLEANS
15/05/07	MV LIBERTY	TETHYS PLANGERIA LTD.	SERVICE BOAT	1252	8201387	NIGERIA	LAGOS
05/04/2007	MV.SPIRIT RIVER	COASTAL INLAND MARINE SERV.LTD.	OSV	1342	9204570	FOREIGN	NEWORLEANS
21/05/07	MV.PACIFIC LANCE	OIL & MARITIME SERVICE LTD.	AHTS	863	8029595	FOREIGN	SINGAPORE
25/05/07	MV.NORTHERN COMRADE	COASTAL INLAND LTD.	OSV	1413	8411683	FOREIGN	PORTSMOUTH
06/12/2007	MV LAMNALCO FALCON	LAMNALCO LTD.	TUG	454	9147655	JOINT VENTURE	LIMASSOL-CYPRUS
06/12/2007	MV.LAMNALCO PELICAN	LAMNALCO LTD.	TUG	210	9171979	JOINT VENTURE	CYPRUS
13/06/07	MV.LAMNALCO SABLE	LAMNALCO LTD.	TUG	208	9055010	JOINT VENTURE	L .CYPRUS
13/06/07	MV. LAMNALCO ROAN	LAMNALCO LTD.	TUG	212	9173850	JOINT VENTURE	CYPRUS
13/06/07	MV.NORTH CRUSADER	LAMNALCO LTD.	AHTS	1851	8224470	FOREIGN	PANAMA

13/06/07	MV.LAMNALCO NYALA	LAMNALCO LTD.	TUG	212	9156917	JOINT VENTURE	CYPRUS
14/04/07	MV. LAMNALCO KUDU	LAMNALCO LTD.	TUG	208	9055008	JOINT VENTURE	L.CYPRUS
14/06/07	MV.LAMNALCO PETREL	LAMNALCO LTD.	TUG	210	9171981	JOINT VENTURE	CYPRUS
14/06/07	MV. LAMNALCO RHINO	LAMNALCO LTD.	TANKER	1117	9206906	JOINT VENTURE	CYPRUS
14/06/07	MV LAMNALCO IMPALA	LAMNALCO LTD.	CREW/SUPPLY	135	8868563	JOINT VENTURE	L.CYPRUS
14/06/07	MV LAMNALCO HIPPO	LAMNALCO LTD.	TANKER	922	9206889	JOINT VENTURE	CYPRUS
15/06/07	MV. LAMNALCO PUFFIN	LAMNALCO LTD.	TUG	210	9171993	JOINT VENTURE	CYPRUS
15/06/07	MV.LAMNALCO HARRIER	LAMNALCO LTD.	TUG	496	9142746	JOINT VENTURE	CYPRUS
15/06/07	MV. LAMNALCO GAZELLE	LAMNALCO LTD.	CREW/SUPPLY	135	8868575	JOINT VENTURE	L.CYPRUS
18/06/07	MV. LAMNALCO LECHWE	LAMNALCO LTD.	TUG	212	9156905	JOINT VENTURE	CYPRUS
18/06/07	MV. LAMNALCO BUFFLO	LAMNALCO LTD.	TANKER	1117	9206891	JOINT VENTURE	CYPRUS
18/06/07	MV.LAMNALCO ELAND	LAMNALCO LTD.	TUG	208	8112146	JOINT VENTURE	L.CYPRUS
07/03/2007	MV. PACIFIC SCIMITAR	OIL & MARITIME SERVICE LTD.	(SSV)AHTS	950	8105686	FOREIGN	SINGAPORE
24/07/07	MT. GLOBE SKY	GLOBE SHIPPING LANES NIG. LTD.	TANKER	9524	7806013	NIGERIA	LAGOS
24/07/07	MV. GECO TRITON	SHULUMBERGER NIG. LTD.	SEISMIC RESEARCH	6414	7202554	FOREIGN	PANAMA

14/08/07	MV MIDEN ANIE	MIDEN SYSTEM LTD	MPS	3375	7432276	FOREIGN	MONROVIA
28/08/07	MV FAST SUPPLIER	EDISON CHOUEST OFFSHORE LTD.	CREW/SUPPLY	377		FOREIGN	GALLIANO
26/10/07	MT BLUE GAS	CAVERTON MARINE LTD.	LPG TANKER	3102	8013259	JOINT VENTURE	NIGERIA
26/10/07	MT B.W. SAGA	CAVERTON MARINE LTD.	LPG TANKER	44.151	7411571	JOINT VENTURE	NIGERIA
23/10/07	MV EAGLE RIVER	COASTAL INLAND LTD.	SUPPLY VESSEL	1095	8216459	FOREIGN	DOMINICA
26/10/07	MV LPG GAS AMAZONE	GLOBE SHIPPING LANES NIG LTD.	LPG GAS CARRIER	6322	N/A	FOREIGN	DOMINICA
26/10/07	MV RED SEA FOS	OIL & MARITIME SERVICE LTD.	TUG SUPPLY	1316	8102529	FOREIGN	PANAMA
11/02/2007	MV DELMAR PRIDE	DELTA MARINE SHIPPING LTD.	FUEL BARGE	860	-	LAGOS	NIGERIA
19/11/07	MT VICTORY 1	MULTI TRADE LTD.	MOTOR TANKER	2615	6903474	LAGOS	NIGERIA
11/03/2007	MV. ALDOMA	INDEPENDENCE CLEARING AGENCIES LTD.	AHTS	1615	8213378	FOREIGN	BAHAMAS
11/03/2007	MV SMITWIJS ROTTERDAN	INDEPENDENCE CLEARING AGENCIES LTD.	TUG SUPPLY	2650	N/A	FOREIGN	ROTTERDAM
11/03/2007	MV. SMITWIJS SINGAPORE	INDEPENDENCE CLEARING AGENCIES LTD.	AHTS	2673	N/A	FOREIGN	ROTTERDAM
11/03/2007	MV. TECK	INDEPENDENCE CLEARING AGENCIES LTD.	TUG DEEP SEA	4565	N/A	FOREIGN	USA
24/07/07	MV. KINGS RIVER	COASTAL INLAND LTD.	OSV	1078	7390246	FOREIGN	PORTSMOUTH

15/11/07	MV. C - ENDEAVOR	EDISON CHOUEST OFFSHORE LTD.	OSV	2092	9207821	FOREIGN	GALLIANO
15/11/07	MV. RETRIEVER	EDISON CHOUEST OFFSHORE LTD.	OSV	2092	9212993	FOREIGN	GALLIANO
15/11/07	MV. JOAN CHOUEST	EDISON CHOUEST OFFSHORE LTD.	AHTS	996	8127347	FOREIGN	GALLIANO
15/11/07	MV.C-ADENTURER	EDISON CHOUEST OFFSHORE LTD.	OSV	1200	9213002	FOREIGN	GALLIANO
15/11/07	MV. C -ATLANTIS	EDISON CHOUEST OFFSHORE LTD.	OSV	1200	9232723	FOREIGN	GALLIANO
15/11/07	MV. JACKIE CHOUEST	EDISON CHOUEST OFFSHORE LTD.	AHTS	996	8127361	FOREIGN	GALLIANO
15/11/07	MV. C - RULER	EDISON CHOUEST OFFSHORE LTD.	OSV	2092	9196565	FOREIGN	GALLIANO
15/11/07	MV DELMAR EAGLE	DELTA MARINE SHIPPING LTD.	FUEL BARGE	646.51	-	NIGERIA	LAGOS
15/11/07	MV. LAMNALCO HORBILL	LAMNALCO NIG. LTD	TUG BOAT	496	9214343	JOINT VENTURE	CYPRUS
16/11/07	MV.PRESIDENT HUBERT	HEEREMA MARINE LTD.	AHTS	1738	8117471	FOREIGN	ANTWERPEN
16/11/07	MV CARLO MAGNO	HEEREMA MARINE LTD.	AHTS	1658	9341251	FOREIGN	CATANIA
16/11/07	MV. HERMOD	HEEREMA MARINE LTD.	OSS	73,887	7710214	FOREIGN	PANAMA
16/11/07	MV. PRIMUS	HEEREMA MARINE LTD.	AHTS	1262	9321287	FOREIGN	HAMBURG
16/11/08	MT SEA PRINCE 1	SHIP & SHORE SERVICE LTD.	MOTOR TANKER	18137	7910979	FOREIGN	D.P.R KOREA
16/11/09	MT.MORLAP TRADER	MORLAP SHIPPING LTD.	MOTOR TANKER	2.9	7217597	NIGERIA	LAGOS

16/11/10	MT MORLAP ENDURANCE	MORLAP SHIPPING LTD.	MOTOR TANSKER	3770	7351630	NIGERIA	LAGOS
16/11/11	MT MORLAP BLESSING	MORLAP SHIPPING LTD.	MOTOR TANKER	2345	7218421	NIGERIA	LAGOS
11/12/2007	MV. LAMNALCO WAXBILL	LAMNALCO NIG. LTD	TUG BOAT	205	9335331	JOINT VENTURE	CYPRUS
11/12/2007	MV . LAMNALCO ORIBI	LAMNALCO NIG. LTD	CREW BOAT	173	9335795	JOINT VENTURE	CYPRUS
11/12/2007	MV .LAMNALCO WAGTAIL	LAMNALCO NIG. LTD	TUG	244	9335317	JOINT VENTURE	L.CYPRUS
11/12/2007	MV . LAMNALCO ORYX	LAMNALCO NIG. LTD	CREW BOAT	173	93335783	JOINT VENTURE	CYPRUS
11/12/2007	MV .LAMNALCO CURLEW	LAMNALCO NIG. LTD	TUG BOAT	224	_	JOINT VENTURE	CYPRUS
12/12/2007	MV. MAMOLA RESPONDER	STARZS INVESTMENT		1340	9043926	JOINT VENTURE	KINGSTOWN
13/12/2007	MV NORMAND INSTALLER	PANALPINA WORLD TPT. LTD.	OFFSHORE CONSTRUTION	14506	9043926	FOREIGN	NIS(NORWAY)
14/12/2007	MV. DESTINY	RIVER MAN NIG LTD	CREW BOAT	98	505950	BARE BOAT	USA
15/12/2007	MV. WILLOW RIVER	COASTAL INLAND LTD.	OSV	899	8216461	FOREIGN	PORTSMOUTH
16/12/2007	MV. ELM RIVER	COASTAL INLAND LTD.	OSV	656	8016487	FOREIGN	USA
17/12/2007	MV. TRINITY RIVER	COASTAL INLAND LTD.	OFFSHORE S.V	952	7726249	FOREIGN	USA
18/12/2007	MV. PACIFIC P.	OIL & MARITIME SERVICE LTD.	AHTS	1197	9333955	FOREIGN	SINGAPORE
19/12/2007	MV. SAIL FISH	GROUP 4 SECURICOR LTD	SPV	78	_	NIGERIA	LAGOS

20/12/2007	MT.DOLPHIN COAST	MARITIME CONSULANTS	OIL TANKER	1619	7606944	NIGERIA	LAGOS
21/12/2007	MV. SIMONE-K	RANGK LTD.	CSV	242	9199919	NIGERIA	LAGOS
22/12/2007	MV. SEA MARK	RANGK LTD.	CSV	242	9199921	NIGERIA	LAGOS
23/12/2007	MV. PRINCES D.D	TAMSTEL NIG. LTD.	DRAGON DREDGER	83.72	-	FOREIGN	LAGOS
24/12/2007	MT. SIR MICHEAL	TUBBS MARINE & ENERGY LTD.	TANKER	5373	7414743	NIGERIA	LAGOS
25/12/2007	MV KINGS RIVER	COASTAL INLAND LTD.	OSV	1078	7390246	FOREIGN	PORTSMOUTH
15/11/07	MV DEEP STIM	EDISON CHOUEST OFFSHORE LTD.	OSV	2876	9132258	FOREIGN	GALLIANO
15/11/07	MV TOWER TIDE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	696	8115430	FOREIGN	VANUATU
15/11/07	MV POINT SERVICE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	455	8120040	FOREIGN	VANUATU
15/11/07	MV SANDRA TIDE	PHOENIX TIDE OFFSHORE LTD	HIGH SPEED CRAFT	98	9286750	FOREIGN	USA
15/11/07	MV PAT TAYLOR	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	1235	9397729	FOREIGN	USA
15/11/07	MV GULF FLEET 103	PHOENIX TIDE OFFSHORE LTD	AHTS	777	8127476	FOREIGN	VANUATU
15/11/07	MV GULF SHARK	PHOENIX TIDE OFFSHORE LTD	UTLITY VESSEL	213	8899201	FOREIGN	VANUATU
15/11/07	MV MISTRAL TIDE	PHOENIX TIDE OFFSHORE LTD	HIGH SPEED CRAFT	98	9220172	FOREIGN	USA
15/11/07	MV LOURDES TIDE	PHOENIX TIDE OFFSHORE LTD	H S CREW SUPPLY	194	9269881	FOREIGN	USA

15/11/07	MV GULF SCAUP	PHOENIX TIDE OFFSHORE LTD	TUG BOAT	408	9196761	FOREIGN	VANUATU
15/11/07	MV BURRUP TIDE	PHOENIX TIDE OFFSHORE LTD	SPECIAL PURPOSE	315	8206038	FOREIGN	VANUATU
15/11/07	MV COASTAL SERVICE	PHOENIX TIDE OFFSHORE LTD	TUG SUPPLY VESSEL	838	8120038	FOREIGN	BELIZE
15/11/07	MV MASLENY TIDE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	197	9325465	FOREIGN	USA
15/11/07	MV MARINER	PHOENIX TIDE OFFSHORE LTD	TUG SUPPLY	494	8121886	FOREIGN	VANUATU
15/11/07	MV MENENDEZ TIDE	PHOENIX TIDE OFFSHORE LTD	TUG SUPPLY	1807	9305738	FOREIGN	VANUATU
15/11/07	MV PRINCESS TIDE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	264	8213067	FOREIGN	VANUATU
15/11/07	MV OSA VALIANT	PHOENIX TIDE OFFSHORE LTD	TUG SUPPLY	1334	8123171	FOREIGN	MARSHALL ISLND
15/11/07	MV OIL SILUKO	PHOENIX TIDE OFFSHORE LTD	CREW BOAT	150	9114282	FOREIGN	BELIZE
15/11/07	MV OIL SAGBAMA	PHOENIX TIDE OFFSHORE LTD	CREW BOAT	150	9112105	FOREIGN	BELIZE
15/11/07	MV SOLAR TIDE 11	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	1235	9273521	FOREIGN	USA
15/11/07	MV CAPE SERVICE	PHOENIX TIDE OFFSHORE LTD	OFFSHORE SUPPLY	886	8121874	FOREIGN	VANUATU
15/11/07	MV SOLAR TIDE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	204	8213122	FOREIGN	VANUATU
15/11/07	MV BURCH WILLMS	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	3069	-	FOREIGN	VANUATU
15/11/07	MV LOVING TIDE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	1888	9296183	FOREIGN	USA

15/11/07	MV E D KYLE	PHOENIX TIDE OFFSHORE LTD	SUPPLY VESSEL	1882	9264457	FOREIGN	USA
15/11/07	MV LIBERTY SERVICE	PHOENIX TIDE OFFSHORE LTD	AHTS	299	752883	FOREIGN	VANUATU
15/11/07	MV SEA HERO	PHOENIX TIDE OFFSHORE LTD	OSV	1160	9009346	FOREIGN	VANUATU
15/11/07	MV AGRO SERVICE	PHOENIX TIDE OFFSHORE LTD	OSV	711	8017463	FOREIGN	VANUATU
15/11/07	MV JONATHAN ROZER	PHOENIX TIDE OFFSHORE LTD	SUPPLY	1624	9273454	FOREIGN	VANUATU
15/11/07	MV STANNARD TIDE	PHOENIX TIDE OFFSHORE LTD	OSV	997	7827201	FOREIGN	VANUATU
15/11/07	MV WILBERT TIDE	PHOENIX TIDE OFFSHORE LTD	AHTS	1598	92684335	FOREIGN	VANUATU
15/11/07	MV MILLERNATOR	PHOENIX TIDE OFFSHORE LTD	OTS	866	8201753	FOREIGN	VANUATU
22/10/07	MV.UTMI	UTM DREDGER LTD.	I.N.S.B	201	8978227	FOREIGN	VANUATU
19/11/07	MV MAERSK BEATER	MAERSK NIG. LTD.	AHTS	4363	9144342	FOREIGN	DOUGLAS
19/11/07	MV MAERSK SHIPPER	MAERSK NIG. LTD.	AHTS	4013	9169483	FOREIGN	DOUGLAS
19/11/07	MV MAESK FINDER	MAERSK NIG. LTD.	PSV	2961	9086203	FOREIGN	PEEL
23/11/07	MV WILDE BEEST	MABISEL TRADING & CO.	SUPPLY TUG	198		LAGOS	NIGERIA
23/11/07	MV JASCON 9	WALVIS NIG. LTD	BARGE	3598	804557	JOINT VENTURE	KINGSTOWN
23/11/07	MV SEA PUMA	GLOBAL PIPELINE LTD.	SUPPLY ANCHOR	297	7416973	FOREIGN	VANUATU



23/11/07	MV GLOBAL CHEYENNE	GLOBAL PIPELINE LTD.		5387	7413567	FOREIGN	PORTVILA
23/11/07	MV SEA BULK SKUA 1	GLOBAL PIPELINE LTD.	TUG	858	7413567	FOREIGN	MONROVIA
23/11/07	MV KLARA. D	GLOBAL PIPELINE LTD.	FSV	421	9261308	FOREIGN	PANAMA
23/11/07	MV SEA BEACH	GLOBAL PIPELINE LTD.	GC CARRIER	1436	7071521	FOREIGN	PANAMA
23/11/07	MV TORNADO 5601	GLOBAL PIPELINE LTD.	DIVING SHIP	1575	7343865	FOREIGN	VANUATU
23/11/07	MV GEO ENDEAVOR	GLOBAL PIPELINE LTD.	TUG	456	8409927	FOREIGN	PANAMA
23/11/07	MV SEA CONTRUCTOR	GLOBAL PIPELINE LTD.	PIPELAY /B.B	2118	8758952	FOREIGN	V/PORT VILLA
13/11/07	MV. OCEANIX ORION	WORKSHIP AFRICA LTD.	CARGO SHIP	473	8321137	BARE BOAT	KINGSTOWN
23/11/07	MT LADY	MARVAL SHIPPING LTD.	PRODUCT TANKER	18231	792198	FOREIGN	MONROVIA
23/11/07	MT STORM	MARVAL SHIPPING LTD.	PRODUCT TANKER	17233	8001567	FOREIGN	MONROVIA
13/12/07	MV POLARIS	WORKSHIP AFRICA LTD.	SURVY VESSEL	497	8111403	BARE BOAT	KINGSTOWN
24/12/07	MV UAL TRANSPORTER	UAL NIG. LTD.	CARGO SHIP	1092	92 61164	FOREIGN	WILLEMSTAD
24/12/07	MV C S O DEEP PIONEER	TECHNIP OFFSHORE LTD.	OSV	11806	8222240	FOREIGN	MARSHALL ISLAND
24/12/07	MV RAMCO EXPRESS	DELTA PLUS LTD.	OSV	1167	7301245	FOREIGN	PANAMA
23/10/04	MV W B318	WILLBROS OFFSHORE LTD.	OSV			FOREIGN	PANAMA

23/10/05	MV SEAFARER	A M T NIG. LTD.	NSPB	4032		FOREIGN	PANAMA
23/10/06	MT APRIL	STONE BRIDGE SERV. LTD.	OIL TANKER	7240	7620990	FOREIGN	PANAMA
23/10/07	MT OLYMBUS 1	STONE BRIDGE SERV. LTD.	OIL TANKER	2993	7228118	FOREIGN	PANAMA
14/12/07	MV ACERGY HAWK	ACERGY SHIPPING LTD.	SUPPORT VESSEL	3860	-	FOREIGN	PANAMA
23/10/07	MV SUWANNEE RIVER	COASTAL INLAND LTD.	OSV	723	7716880	FOREIGN	PORTSMOUTH
23/10/07	MV BIG BLUE RIVER	COASTAL INLAND LTD.	OSV	637	8123298	FOREIGN	DOMINICA
31/12/07	MV VIKING TROLL	CENTURY ENERGY LTD.	AHTS	2558	9203203	FOREIGN	HAUGESUNG NORWAY
31/12/07	MV VIKING THAUMAS	INDEPENDENCE CLEARING LTD.	SUPPLY / UTILITY	342	-	JOINT VENTURE	PANAMA

**Appendix 2: LIST OF CABOTAGE REGISTERED VESSELS FOR THE YEAR 2018**

DATE	NAME OF VESSEL	COMPANY/AGENT APPLICANT	GROSS TONNAGE	TYPE OF VESSEL	PORT OF REGISTRY	TYPE OF REGISTRY
01/10/2018	MT LEVANTO	DORADO NAVIGATION LIMITED	11,118	OIL TANKER	LIBERIA	FOREIGN
01/10/2018	MT ALIZEA	AFRICAN LIBERTY LIMITED	28,226	OIL TANKER	LIBERIA	FOREIGN
01/10/2018	QUEEN OFONIME	BENEPROJECTI NIGERIA LIMITED	3,601	PLATFORM SUPPLY	LAGOS	NIGERIAN
01/10/2018	MT CAPTAIN GREGORY	MARIKA INVESTMENT LTD	23,386	OIL TANKER	LIBERIA	FOREIGN
01/10/2018	MT ROSEMARY	TONIMAS NIGERIA LIMITED	4,946	OIL TANKER	PANAMA	FOREIGN

01/12/2018	PRINCESS AJIROGHENE	BENEPROJECTI NIGERIA LIMITED	3,120	PLATFORM SUPPLY	LAGOS	NIGERIAN
01/12/2018	MT OCEANA	AFRICAN MARITIME LIMITED	27,267	OIL TANKER	LIBERIA	FOREIGN
01/12/2018	MT IGBINOSA	WHITE DOVE SHIPPING COMPANY LTD	26,351	TANKER	LAGOS	NIGERIAN
01/12/2018	MT MAESTRO	PHOENIX NAVIGATION LIMITED	12,358	OIL TANKER	LIBERIA	FOREIGN
13/2/2018	MV TOPAZ XARA	TEAM OFFSHORE NIG.LTD	2,948	SUPPLY VESSEL	LAGOS	NIGERIAN
15/1/2018	MT WIMPOLE	GIANT SHIPPING SERVICES LTD	8,602	OIL TANKER	MAJURO	FOREIGN
15/1/2018	TMC HAWK	TAMROSE VENTURES LIMITED	168	FAST CREW SUPPLY/SECURITY	LAGOS	NIGERIAN
15/1/2018	TMC EAGLE	TAMROSE VENTURES LIMITED	168	SUPPLY VESSEL	LAGOS	NIGERIAN
15/1/2018	TMC ANGEL	TAMROSE VENTURES LIMITED	168	FAST CREW SUPPLY/SECURITY	LAGOS	NIGERIAN
15/1/2018	SVS HAWKINS	TAMROSE VENTURES LIMITED	174	HIGH SPEED CREW SUPPLY	LAGOS	NIGERIAN
15/1/2018	SVS AVERY	TAMROSE VENTURES LIMITED	168	HIGH SPEED CREW SUPPLY	LAGOS	NIGERIAN
16/1/2018	MT MATRIX TREASURE	MATRIX SHIPPING LIMITED	2,867	OIL TANKER	LAGOS	NIGERIAN
16/1/2018	MT MATRIX PRIDE	MATRIX SHIPPING LIMITED	24,997	OIL TANKER	LAGOS	NIGERIAN
16/1/2018	MT MATRIX I	MATRIX SHIPPING LIMITED	3,338	OIL TANKER	LAGOS	NIGERIAN

17/1/2018	MT HANZE AA	GIANT SHIPPING SERVICES LTD	7,446	OIL/CHEMICAL TANKER	GIBRALTAR	FOREIGN
17/1/2018	MV PRINCE JOB I	AWARITSE NIGERIA LIMITED	1,847	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
17/1/2018	MT SEA ADVENTURER	SEA ADVENTURER LIMITED	11,425	PRODUCT TANKER	LAGOS	NIGERIAN
17/1/2018	QUEEN VICTORIA IV	AWARITSE NIGERIA LIMITED	259	HIGH SPEED CREW SUPPLY	LAGOS	NIGERIAN
17/1/2018	MT SEA GRACE	SEA GRACE MARITIME INT'L LTD	11,425	PRODUCT TANKER	LAGOS	NIGERIAN
17/1/2018	MV PRINCE JOHANSSON I	AWARITSE NIGERIA LIMITED	1503	SUPPLY VESSEL	LAGOS	NIGERIAN
17/1/2018	QUEEN VICTORIA III	AWARITSE NIGERIA LIMITED	259	HIGH SPEED CREW SUPPLY	LAGOS	NIGERIAN
19/1/2018	MT MOSUNMOLA	FADIL&FIRDAUS TRADING LIMITED	11377	OIL/CHEMICAL TANKER	LAGOS	NIGERIAN
23/1/2018	MT CHER	DEVASTER RESOURCES VENTURES	8251	OIL/CHEMICAL TANKER	PANAMA	FOREIGN
29/1/2018	MV KIM	PYTHON ENGINEERING COMPANY LTD	37.36	PUSH TUG BOAT	LAGOS	NIGERIAN
31/1/2018	MV ENDEAVOUR	JAD CONSTRUCTION LIMITED	164	MOTOR TUG BOAT	LAGOS	NIGERIAN
02/02/2018	MT KINGIS	SEA NAVIGATION INT'L LTD	24099	PRODUCT TANKER	LAGOS	NIGERIAN
02/02/2018	MV ENSCO DS-10	OCEAN DEEP DRILLING NIG.LTD	57335	DRILL SHIP	MAJURO	FOREIGN
02/02/2018	TAPER TAIL	HERCULES OFFSHORE NIG.LTD	99.85	LIFT BOAT	PANAMA	FOREIGN

02/02/2018	AHTS WARAMA	E.A TEMILE & SONS DEV.CO.LTD	2332	AHTS	PANAMA	FOREIGN
02/05/2018	SIEM MARLIN	MARINE PLATFORMS LTD	4850	SUPPLY VESSEL	ALESUND	FOREIGN
02/05/2018	BOA DEEP C	MARINE PLATFORMS LTD	12913	SUPPLY VESSEL	VALLETTA	FOREIGN
02/05/2018	JOSHUUA	FELZ MARINE NIG.LTD	302	HIGH SPEED CREW SUPPLY	LAGOS	NIGERIAN
02/07/2018	NEFFELI	GREEN ENERGY INTL.LTD	2873	OIL TANKER	PANAMA	FOREIGN
02/08/2018	LANCELOT	FIELD OFFSHORE DESIGN ENGINEERING LIMITED	14217	ACCOMODATION BARGE	KINGSTOWN	FOREIGN
02/12/2018	MT IGBINOSA	WHITE DOVE SHIPPING COMPANY LTD	26351	TANKER	LAGOS	NIGERIAN
02/12/2018	BIG ORANGE XVIII	SCHLUMBERGER NIGERIA LTD	3719	WELL STIMULATION	BAHAMAS	FOREIGN
13/2/2018	MT NOTUS	ZONDA NAVIGATION LTD	7093	OIL TANKER	LIBERIA	FOREIGN
13/2/2018	MV TOPAZ FAYE	TEAM OFFSHORE NIG.LTD	2955	OFFSHORE SUPPORT VESSEL	MAJURO	FOREIGN
13/2/2018	MV TOPAZ XARA	TEAM OFFSHORE NIG.LTD	2948	PLATFORM SUPPLY	MARSHAL ISLAND	FOREIGN
13/2/2018	TOPAZ SOPHIE	TEAM OFFSHORE NIG.LTD	2948	OFFSHORE SUPPORT VESSEL	MARSHAL ISLAND	FOREIGN
13/2/2018	TOPAZ ISRA	TEAM OFFSHORE NIG.LTD	2955	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
13/2/2018	TOPAZ SEEMA	TEAM OFFSHORE NIG.LTD	2955	OFFSHORE SUPPORT VESSEL	MARSHAL ISLAND	FOREIGN

13/2/2018	TOPAZ AMANI	TEAM OFFSHORE NIG.LTD	2948	OFFSHORE SUPPORT VESSEL	MARSHAL ISLAND	FOREIGN
15/2/2018	MV SU YOU HAO	SINOPEC CHANGJIANG ENGR.LTD	476	RESEARCH VESSEL	YANGZHOU	FOREIGN
16/2/2018	MV PRINCE JOHANSSON II	AWARITISE NIGERIA LTD	1951	ATHS	LAGOS	NIGERIAN
16/2/2018	MV ELIJAH	JERUZETH INT'L ENGR.CO.LTD	168	FAST PATROL VESSEL	LAGOS	NIGERIAN
19/2/2018	MV WARAMI	E.A TEMILE & SONS DEV.CO.LTD	2332	ATHS	LAGOS	NIGERIAN
19/2/2018	TMC ZION	TAMROSE VENTURES LIMITED	231	FAST CREW SECURITY VESSEL	LAGOS	NIGERIAN
19/2/2018	DLV SEMINOLE	MARINE PLATFORMS LTD	13232	PIPE LAYING-LIFTING	ITALIAN	FOREIGN
19/2/2018	DLV SEMINOLE	MARINE PLATFORMS LTD	13232	PIPE LAYING-LIFTING	ITALIAN	FOREIGN
21/2/2018	WHISKY STAR XXXVII	DE WAYLE'S INT LTD	450		LAGOS	NIGERIAN
21/2/2018	HD CONTENDER	HYDRODIVE NIGERIA LIMITED	2491	DIVING SUPPORT VESSEL	LAGOS	NIGERIAN
21/2/2018	HD PIONEER	HYDRODIVE NIGERIA LIMITED	2503	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
21/2/2018	HD SCORPION	HYDRODIVE NIGERIA LIMITED	792	AMERICAN BUREAU OF SHIPPING	LAGOS	NIGERIAN
21/2/2018	HD STEADFAST	HYDRODIVE NIGERIA LIMITED	499	AHTS	LAGOS	NIGERIAN
21/2/2018	HD JACK SPARROW	HYDRODIVE NIGERIA LIMITED	14.9	DIVE SUPPORT	LAGOS	NIGERIAN

21/2/2018	MV HD ENTERPRISE	HYDRODIVE NIGERIA LIMITED	3790	DIVING SUPPORT VESSEL	LAGOS	NIGERIAN
23/2/2018	MV MASUD DEFENDER	C&I LEASING PLC	84	CREW BOAT	LAGOS	NIGERIAN
23/2/2018	MV MAGEN DEFENDER	C&I LEASING PLC	84	CREW BOAT	LAGOS	NIGERIAN
23/2/2018	MT OLUWASEUN	AZIMUTH SHIPPING LINE	10012	OIL TANKER	LAGOS	NIGERIAN
23/03/2018	MV AHUVA	C&I LEASING PLC	46	CREW BOAT	LAGOS	NIGERIAN
23/2/2018	MT EBUNOLA	AZIMUTH SHIPPING LINE	5245	OIL TANKER	LAGOS	NIGERIAN
23/2/2018	AFRIK ORIMILI	AFRIKDELTA MARINE LTD	1727	OFFSHORE SUPPLY VESSEL	LAGOS	NIGERIAN
23/2/2018	AFRIK OTAMIRI	AFRIKDELTA MARINE LTD	1751	OFFSHORE SUPPLY VESSEL	LAGOS	NIGERIAN
23/2/2018	MV DEBORAH	C&I LEASING PLC	175	CREW BOAT	LAGOS	NIGERIAN
23/2/2018	MV PEREZ	C&I LEASING PLC	175	CREW BOAT	LAGOS	NIGERIAN
23/2/2018	MV MYRA	C&I LEASING PLC	58	FACT UTILITY PILOT VESSEL	LAGOS	NIGERIAN
26/2/2018	MDPL ANJALI	INCAR PETROLEUM LTD	3542	DP PSV	LAGOS	NIGERIAN
27/2/2018	BELEMA LIGHT CRUDE	BELEMA OIL PRODUCING LTD	156809	OIL TANKER	LAGOS	NIGERIAN
28/2/2018	MV AZA-EBI 1	JOETEK ENG & CONST CO. LTD	454	TUG BOAT	LAGOS	NIGERIAN
28/2/2018	MV PERELADE 1	JOETEK ENG & CONST CO. LTD	208	TUG BOAT	LAGOS	NIGERIAN

28/2/2018	BARAK DEFENDER	C&I LEASING PLC	168	FAST CREW SUPPLY PATROL	LAGOS	NIGERIAN
28/2/2018	MV HUGIN EXPLORER	OFFSHORE PET.&MARINE LOG.	6328	RESEARCH VESSEL	CYPRUS	FOREIGN
03/02/2018	MV JOETEK NURSE	JOETEK ENG & CONST CO. LTD	173	CREW BOAT	LAGOS	NIGERIAN
03/08/2018	ATLANTIC VOYAGER	ATLANTIC VOYAGER SHIPPING CO.	8513	OIL/CHEMICAL TANKER	LIBERIA	FOREIGN
03/09/2018	MV CHARIS	C&I LEASING PLC	298	TUG BOAT	LAGOS	NIGERIAN
03/09/2018	MV ELIEZER	C&I LEASING PLC	298	TUG BOAT	LAGOS	NIGERIAN
03/09/2018	HADASSAH T2	DELTATEK MARINE SERVICES LTD	1333	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
03/09/2018	HADASSAH T1	DELTATEK MARINE SERVICES LTD	1333	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
03/09/2018	MV SHEPERD 16	FOMAS MARINE & ENGR.NIG.LTD	216	PASSENGER FERRY	LAGOS	NIGERIAN
03/09/2018	MV BOURBON HESTIA	TSL MARINE LIMITED	2321	PLATFORM SUPPLY	LAGOS	NIGERIAN
03/09/2018	MV OSPREY EXPLORER	OFFSHORE PET.&MARINE LOG.	3517	RESEARCH VESSEL	CYPRUS	FOREIGN
03/09/2018	MT MAGNET STAR	PROPETROL LIMITED	2038	MOTOR TANKER	LAGOS	NIGERIAN
03/09/2018	TIAN JIAN ZHUANG	CCECC NIG.LTD	1352	PILLING SHIP	CHINA	FOREIGN
15/3/2018	MT MAGNET STAR	PROPETROL LIMITED	2038	MOTOR TANKER	LAGOS	NIGERIAN
15/3/2018	MV GO ENIF	VETTAL MEGA SERVICES LIMITED	499	ATHS	LAGOS	NIGERIAN



15/3/2018	MV SWORDFISH5	VETTAL MEGA SERVICES LIMITED	499	ATHS	LAGOS	NIGERIAN
19/3/2018	BUCCANEER	MARINE PLATFORMS LTD	1671	ANCHOR TUG SUPPLY VESSEL	LAGOS	NIGERIAN
19/3/2018	MV JONES TIDE	T1 MARINE SERVICES LIMITED	3927	PLATFORM SUPPLY	CAYMAN ISLAND	FOREIGN
20/3/2018	MV SOLINA	BRITANIC MARITIME LIMITED	231	FAST CREW SECURITY VESSEL	LAGOS	NIGERIAN
20/3/2018	MV SHALOM 1	PHAROS MARINE NIGERIA LIMITED	94	CREW/SUPPLY VESSEL	LAGOS	NIGERIAN
20/3/2018	MV EPHRAIM	C&I LEASING PLC	298	TUG BOAT	LAGOS	NIGERIAN
20/3/2018	FANNING TIDE	T1 MARINE SERVICES LIMITED	3943		USA	FOREIGN
27/3/2018	MT LINCOLN	GIANT SHIPPING SERVICES LTD	30095	OIL TANKER	MARSHAL ISLAND	FOREIGN
28/3/2018	MV ENSCO DS-4	OCEAN DEEP DRILLING NIG.LTD	60162	DRILL SHIP	SWITZERLAND	FOREIGN
28/3/2018	MV LEACH TIDE	T1 MARINE SERVICES LIMITED	444	TUG BOAT	CAYMAN ISLAND	FOREIGN
29/03/2018	MT ALPHA	GIANT SHIPPING SERVICES LTD	7446	CHEMICAL & OIL TANKER	ENGLAND	FOREIGN
29/03/2018	KALAFACE	FOLTOKS ENERGY RESOURCES LIMITED	2124	OFFSHORE TUG/SUPPLY SHIP	LAGOS	FOREIGN
04/03/2018	AFRICAN STAR 2	DEEP OFFSHORE SHIPPING COMPANY	290	UTILITY/CREW BOAT	PORT HARCOURT	NIGERIAN
04/03/2018	MV HELLESPONT DAWN	CARACAL OIL%GAS SERVICES LIMITED	2177	SUPPLY VESSEL	LIBERIA	FOREIGN
29/3/2018	MT ALPHA	GIANT SHIPPING SERVICES LTD	7446	CHEMICAL & OIL TANKER	ENGLAND	FOREIGN

04/10/2018	MT BRHAMMI	DEEP FRONTLINE SHIPPERS LTD	303	TUG BOAT	LAGOS	NIGERIAN
04/10/2018	MT ANANTA	DEEP FRONTLINE SHIPPERS LTD	1738	TANKER	LAGOS	NIGERIAN
04/10/2018	MT VISAKHA	DEEP FRONTLINE SHIPPERS LTD	2398	OIL TANKER	UK	FOREIGN
04/10/2018	MT RADHE	DEEP FRONTLINE SHIPPERS LTD	6972	OIL TANKER	BRITISH VIRGIN ISLD	FOREIGN
04/10/2018	MT VAJARA	DEEP FRONTLINE SHIPPERS LTD	1287	OIL TANKER	BRITISH VIRGIN ISLD	FOREIGN
04/10/2018	MT VAISHNAVI	DEEP FRONTLINE SHIPPERS LTD	1264	OIL TANKER	BRITISH VIRGIN ISLD	FOREIGN
04/10/2018	BOURBON LIBERTY 217	BOURBON INTEROIL NIG.LTD	1733	TUG BOAT	LUXEMBOURG	FOREIGN
04/10/2018	BOURBON LIBERTY 212	BOURBON INTEROIL NIG.LTD	1733	AHTS	MARSEILLE	FOREIGN
04/10/2018	BOURBON LEVANT	PETROMARINE NIG.LTD	454	CREW BOAT	LAGOS	NIGERIAN
04/10/2018	BOURBON RHODE	PETROMARINE NIG.LTD	1375	TUG BOAT	LAGOS	NIGERIAN
04/10/2018	RAJUNO	PETROMARINE NIG.LTD	804	TUG BOAT	LAGOS	NIGERIAN
04/10/2018	BOURBON LIBERTY	PETROMARINE NIG.LTD	1733	AHTS	ST VINCENT & THE GRINADINES	FOREIGN
04/10/2018	BOURBON LIBECCIO	PETROMARINE NIG.LTD	455	CREW BOAT	LAGOS	NIGERIAN
04/10/2018	BOURBON EVOLUTION 801	PETROMARINE NIG.LTD	5830	MULTIPURPOSE SUPPLY VESSEL	MARSEILLE	FOREIGN
04/10/2018	BOURBON ALEXANDRE	PETROMARINE NIG.LTD	2310	AHTS	LAGOS	NIGERIAN

04/10/2018	BOURBON LIBERTY	PETROMARINE NIG.LTD	1733	TUG BOAT	LAGOS	NIGERIAN
04/10/2018	BOURBON LIBERTY 229	PETROMARINE NIG.LTD	1733	TUG BOAT	LAGOS	NIGERIAN
04/10/2018	BOURBON LIBERTY 223	PETROMARINE NIG.LTD	1733	AHTS	MARSEILLE	FOREIGN
04/10/2018	BOUDREAUX TIDE	T1 MARINE SERVICES LIMITED	2465	AHTS	PORT VILLA VANUATU	FOREIGN
04/10/2018	ASTERIE	TSL MARINE LTD	2161	PLATFORM SUPPLY VESSEL	FRANCE	FOREIGN
13/4/2018	BOURBON ATLANTIDE	TSL MARINE LIMITED	2152	SUPPLY VESSEL	LAGOS	NIGERIAN
13/4/2018	BOURBON LIBERTY 232	PETROMARINE NIG.LTD	1733	TUG AND SUPPLY BOAT	FRANCE	FOREIGN
13/4/2018	BOURBON RUBY	PETROMARINE NIG.LTD	4293	SUPPLY VESSEL	FRANCE	FOREIGN
13/4/2018	MT ZONDA	PHOENIX NAVIGATION LIMITED	29335	OIL TANKER	LIBERIA	FOREIGN
13/4/2018	BOURBON ADELAIDE	STERLING ENERGY LIMITED	335	CREW BOAT	RIVERS STATE	NIGERIAN
13/4/2018	BOURBON LIBERTY 237	PETROMARINE NIG.LTD	1733	TUG AND SUPPLY VESSEL	FRANCE	FOREIGN
16/4/2018	MT PORTMAN	GIANT SHIPPING SERVICES LTD	27526	OIL TANKER	MARSHAL ISLAND	FOREIGN
26/4/2018	WISE TIDE II	T1 MARINE SERVICES LIMITED	2308		CAYMAN ISLAND	FOREIGN
05/03/2018	MT BUDDHA	DEEP FRONTLINE SHIPPERS LTD	850	AHTS	LAGOS	NIGERIAN
05/03/2018	MV T1 ABIKE	T1 MARINE SERVICES LIMITED	2152	OFFSHORE SUPPLY VESSEL	LAGOS	NIGERIAN

05/03/2018	MV ORITSELAJU	E.A TEMILE & SONS DEV.CO.LTD	495		LAGOS	NIGERIAN
05/04/2018	BOURBON LIBERTY 217	PETROMARINE NIG.LTD	1733	TUG BOAT	LUXEMBOURG	FOREIGN
05/04/2018	MV COASTAL LEOPARD	INCHCAPE SHIPPING SERVICES	862	SUPPLY VESSEL	MUMBAI	FOREIGN
05/08/2018	MT ADEBOMI 3	CAMSHIP LIMITED	24090	OIL/CHEMICAL TANKER	LAGOS	NIGERIAN
05/09/2018	MT ADEBOMI 1	CAMSHIP LIMITED	11688	OIL/CHEMICAL TANKER	LAGOS	NIGERIAN
05/09/2018	MT BORA	AFRICAN LIBERTY LIMITED	29327	OIL TANKER	LIBERIA	FOREIGN
05/11/2018	MV SIR EMEKA OFFOR	ZOMAY MARINE & LOGISTICS LTD	216	CREW BOAT	LAGOS	NIGERIAN
05/11/2018	MV AUGUSTINA 11	ZOMAY MARINE & LOGISTICS LTD	218	CREW BOAT	LAGOS	NIGERIAN
05/11/2018	MV QUEEN ALAERE	ZOMAY MARINE & LOGISTICS LTD	216	FAST CREW SECURITY	LAGOS	NIGERIAN
14/5/2018	TIE JIAN PU 01	CCECC NIG.LTD	2733	BARGE	CHINA	FOREIGN
14/5/2018	SHENG FA 168	CCECC NIG.LTD	258	ANCHOR TUG SUPPLY VESSEL	CHINA	FOREIGN
15/5/2018	H 662	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
15/5/2018	H-686	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
15/5/2018	H-688	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
15/5/2018	H-684	JULIUS BERGER NIGERIA PLC	560.51	DUMB BARGE	LAGOS	NIGERIAN

15/5/2018	MT SEA ADVENTURER	SEA ADVENTURER LIMITED	11425	PRODUCT TANKER	LAGOS	NIGERIAN
15/5/2018	H661	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
15/5/2018	MT SEA GRACE	SEA GRACE MARITIME INT'L LTD	11425	PRODUCT TANKER	LAGOS	NIGERIAN
16/5/2018	H685	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
16/5/2018	H615	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
16/5/2018	MT LESTE	DORADO NAVIGATION LIMITED	29335	OIL TANKER	LIBERIA	FOREIGN
18/5/2018	DP 19	DIESEL POWER NIG.LTD	260	BARGE	LAGOS	FOREIGN
18/5/2018	MT IHEM	CHYZOB OIL & GAS LTD	4013	OIL TANKER	LAGOS	NIGERIAN
18/5/2018	DP 26	DIESEL POWER NIG.LTD	114	PUSH TUG BOAT	LAGOS	NIGERIAN
18/5/2018	DP 47	DIESEL POWER NIG.LTD	100	PUSH TUG BOAT	LAGOS	NIGERIAN
18/5/2018	JASCON 6	DIESEL POWER NIG.LTD	358	SELF PROPELLED BARGE	LAGOS	NIGERIAN
18/5/2018	DP 11	DIESEL POWER NIG.LTD	300	BARGE	LAGOS	NIGERIAN
18/5/2018	MT BROADSTONE	GIANT SHIPPING SERVICES LTD	8602			FOREIGN
18/5/2018	DP 25	DIESEL POWER NIG.LTD	111	PUSH TUG BOAT	LAGOS	NIGERIAN
18/5/2018	DP 10	DIESEL POWER NIG.LTD	300	BARGE	LAGOS	NIGERIAN

18/5/2018	DP22	DIESEL POWER NIG.LTD	83	PUSH TUG BOAT	LAGOS	NIGERIAN
18/5/2018	DP 49	DIESEL POWER NIG.LTD	45.92	PUSH TUG BOAT	LAGOS	NIGERIAN
22/5/2018	ILSE H-0577	JULIUS BERGER NIGERIA PLC	847	PLAYFORM BARGE	LAGOS	NIGERIAN
22/5/2018	DP 41	DIESEL POWER NIG.LTD	300	BARGE	LAGOS	NIGERIAN
22/5/2018	DP 27	DIESEL POWER NIG.LTD	99	TUG BOAT	LAGOS	NIGERIAN
22/5/2018	DP 28	DIESEL POWER NIG.LTD	114	TUG BOAT	LAGOS	NIGERIAN
22/5/2018	DP 16	DIESEL POWER NIG.LTD	260	BARGE	LAGOS	NIGERIAN
22/5/2018	DP 01	DIESEL POWER NIG.LTD	208	BARGE	LAGOS	NIGERIAN
22/5/2018	DP 23	DIESEL POWER NIG.LTD	102	PUSH TUG BOAT	LAGOS	NIGERIAN
22/5/2018	DP 24	DIESEL POWER NIG.LTD	83	PUSH TUG BOAT	LAGOS	NIGERIAN
22/5/2018	DP 44	DIESEL POWER NIG.LTD	34	PUSH TUG BOAT	LAGOS	NIGERIAN
25/5/2018	CB JOHANNA 1	DISN MARINE & WATER WAYS	766	WORK BARGE	LAGOS	NIGERIAN
25/5/2018	OSTENDEE111	DISN MARINE & WATER WAYS	30	TUG BOAT	LAGOS	NIGERIAN
25/5/2018	KATRINE	DISN MARINE & WATER WAYS	140	TUG BOAT	LAGOS	NIGERIAN
25/5/2018	GRAY ALPHA	DREDGING ITNL SERVICES	43	TUG BOAT	LAGOS	NIGERIAN

25/5/2018	COUCAL	DREDGING ITNL SERVICES	38	TUG BOAT	LAGOS	NIGERIAN
25/5/2018	BITAM	DREDGING ITNL SERVICES	38	TUG BOAT	LAGOS	NIGERIAN
30/5/2018	MT SOCHIMA	TONIMAS NIGERIA LIMITED	4047		PANAMA	FOREIGN
31/5/2018	MT AMIF	SEA NAVIGATION INT'L LTD	27645	OIL TANKER	LAGOS	FOREIGN
31/5/2018	DP 43	DIESEL POWER NIG.LTD	34	PUSH TUG BOAT	LAGOS	NIGERIAN
31/5/2018	DP 12	DIESEL POWER NIG.LTD	300	BARGE	LAGOS	NIGERIAN
06/01/2018	MT AYSU	PEBETO ENERGY LTD	5245	OIL TANKER	COMOROS	FOREIGN
06/04/2018	MV DEEP STIM	EDISON CHOUEST OFFSHORE NIG.LTD	2998	W/SV	USA	FOREIGN
06/04/2018	MV AJEMISAN	E.A TEMILE & SONS DEV.CO.LTD	1570	AHTS	LAGOS	NIGERIAN
06/04/2018	MV BEMIGHO	E.A TEMILE & SONS DEV.CO.LTD	3601	PLATFORM SUPPLY VESSEL	LAGOS	NIGERIAN
06/04/2018	BOURBON DIAMOND	TSL MARINE LTD	4293	PLATFORM SUPPLY VESSEL	LUXEMBOURG	FOREIGN
06/04/2018	MV ANAIAH	E.A TEMILE & SONS DEV.CO.LTD	3601	PLATFORM SUPPLY VESSEL	LAGOS	NIGERIAN
06/04/2018	MT JOCHEBED	KUIT LIMITED	382	DOUBLE HULL TANKER	LAGOS	NIGERIAN
06/06/2018	MV OCEAN SPIRIT	FEDAN STAR INTEECON.SERV.	1717	SURVEY VESSEL	RUSSIAN	FOREIGN
06/07/2018	MT NOX	GREEN ENERGY INTL.LTD	5050	OIL TANKER	LAGOS	NIGERIAN

06/08/2018	MT ARNHEM	GIANT SHIPPING SERVICES LTD	8689	OIL TANKER	LONDON	FOREIGN
06/08/2018	BOURBON AXELLE	BOURBON INTEROIL NIG.LTD	340	CREW BOAT	LAGOS	NIGERIAN
06/08/2018	MV GO GLISES	HOMELAND INTEGRATED LTD	2150	OFFSHORE SUPPORT VESSEL	BELIZE	FOREIGN
06/08/2018	OMAMBALA RIVER	FYMAK MARINE NIG.LTD	257	CREW BOAT	LAGOS	NIGERIAN
06/08/2018	MV QUA IBOE RIVER	FYMAK MARINE NIG.LTD	257	CREW BOAT	LAGOS	NIGERIAN
06/08/2018	SILVIA H-0609	JULIUS BERGER NIGERIA PLC	24	PUSH TUG BOAT	LAGOS	NIGERIAN
06/11/2018	DELTA PRINCESS	FYMAK MARINE NIG.LTD	257	CREW BOAT	LAGOS	NIGERIAN
06/11/2018	MV CHINYELUGO	FYMAK MARINE NIG.LTD	413	CREW BOAT	LAGOS	NIGERIAN
06/11/2018	MV ABUJA EAGLE	FYMAK MARINE NIG.LTD	257	CREW BOAT	LAGOS	NIGERIAN
06/11/2018	MV ANORA	KEYN -BEN NIGERIAN LTD	214	TUG BOAT	LAGOS	NIGERIAN
06/11/2018	ROSEMARY	KEYN -BEN NIGERIAN LTD	391.51	MPLV	LAGOS	NIGERIAN
06/11/2018	SEVEN ANTARES	NIGERSTAR 7 LTD	13329	BARGE	PANAMA	NIGERIAN
06/12/2018	PASSAT H-0398	JULIUS BERGER NIGERIA PLC	59.45	TUG BOAT	LAGOS	NIGERIAN
06/12/2018	BERGER RELIANCE H-0667	JULIUS BERGER NIGERIA PLC	162	TUG BOAT	LAGOS	NIGERIAN
06/12/2018	CHIOMA H-0563	JULIUS BERGER NIGERIA PLC	4.4	SPEED BOAT	LAGOS	NIGERIAN



06/12/2018	MV QUEEN NAOMI	MULTIPLE ENERGY SERVICES	265	CREW BOAT	LAGOS	NIGERIAN
14/6/2018	MV NDM 433	NIGERIAN WESTMINISTER LTD	120	DUMB BARGE	LAGOS	NIGERIAN
14/6/2018	TAIFUN	JULIUS BERGER NIGERIA PLC	5945	TUG BOAT	LAGOS	NIGERIAN
14/6/2018	BOA DEEP C	GMT ENERGY RESOURCES LTD	12913	MPSV	MALTA	FOREIGN
15/6/2018	H652	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
15/6/2018	H-0683	JULIUS BERGER NIGERIA PLC	560.51	DUMB BARGE	LAGOS	NIGERIAN
15/6/2018	H-681	JULIUS BERGER NIGERIA PLC	662.16	DUMB BARGE	LAGOS	NIGERIAN
15/6/2018	H 682	JULIUS BERGER NIGERIA PLC	622.16	DUMB BARGE	LAGOS	NIGERIAN
21/6/2018	NEPTUNE H-06060	JULIUS BERGER NIGERIA PLC	261.75	SCHUTTLE BARGE	LAGOS	NIGERIAN
25/6/2018	MT THEONI	OCEAN &PORT MARINE LOG. LTD			LIBERIA	FOREIGN
25/6/2018	SCHIROKKO H399	JULIUS BERGER NIGERIA PLC	59.45	TUG BOAT	LAGOS	NIGERIAN
27/6/2018	MV VICTOTRIA 11	AWARTISE NIGERIA LTD	257	UTILITY VESSEL	DELTA STATE	NIGERIAN
27/6/2018	QUEEN VICTORIA IV	AWARTISE NIGERIA LTD	259	CREW BOAT	DELTA STATE	NIGERIAN
27/6/2018	MV QUEEN VICTORIA 1	AWARTISE NIGERIA LTD	226	CREW BOAT	DELTA STATE	NIGERIAN
27/6/2018	QUEEN VICTORIA III	AWARTISE NIGERIA LTD	259	CREW BOAT	DELTA STATE	NIGERIAN

27/6/2018	MV PRINCE JOB1	AWARTISE NIGERIA LTD	1847	SUPPLY VESSEL	DELTA STATE	NIGERIAN
29/6/2018	HURRICANE 548	NIGERIAN WESTMINISTER LTD	284.36	TUG BOAT	LAGOS	NIGERIAN
29/6/2018	W.D. SWAMPLAND	NIGERIAN WESTMINISTER LTD	678.8	DUMB BARGE	LAGOS	NIGERIAN
29/6/2018	MV 502	NIGERIAN WESTMINISTER LTD	13.3	BOAT	LAGOS	NIGERIAN
29/6/2018	MV 501	NIGERIAN WESTMINISTER LTD	13.3	SURVEY BOAT	LAGOS	NIGERIAN
29/6/2018	INTERGRITY	NIGERIAN WESTMINISTER LTD	68	TUG BOAT	LAGOS	NIGERIAN
29/6/2018	MV JENNIFER II	AWARTISE NIGERIA LTD	694	SUPPLY VESSEL	DELTA STATE	NIGERIAN
29/6/2018	MV JANICE I	AWARTISE NIGERIA LTD	959	SUPPLY VESSEL	DELTA STATE	NIGERIAN
29/6/2018	MT ALEXANDRE J	QUEST SHIPPING LTD	12358	TANKER	LIBERIA	FOREIGN
29/6/2018	BULL RAY	ZUKUS INDUSTRIES LTD	2559	JACK UP	LAGOS	NIGERIAN
29/6/2018	MV PRINCE JOHANSSON 1	AWARTISE NIGERIA LTD	1503	SUPPLY VESSEL	LAGOS	NIGERIAN
29/6/2018	MV PRINCE JOSEPH 1	AWARTISE NIGERIA LTD	2176	PLATFORM SUPPLY VESSEL	DELTA STATE	NIGERIAN
29/6/2018	HURRICANE 548	NIGERIAN WESTMINISTER LTD	284.36	TUG BOAT	LAGOS	NIGERIAN
29/6/2018	WD ILAJELAND	NIGERIAN WESTMINISTER LTD	657.6	GRAINE BARGE	LAGOS	NIGERIAN
29/6/2018	WD SWAMPLAND	NIGERIAN WESTMINISTER LTD	678.08	DUMB BARGE	LAGOS	NIGERIAN

29/8/2018	ND 609	NIGERIAN WESTMINISTER LTD	1052	RAMP BARGE	LAGOS	NIGERIAN
29/8/2018	MV 501	NIGERIAN WESTMINISTER LTD	13.3		LAGOS	NIGERIAN
29/8/2018	WD NICOLE	NIGERIAN WESTMINISTER LTD	31.85	TUG BOAT	LAGOS	NIGERIAN
29/6/2018	CARRIER 6	NIGERIAN WESTMINISTER LTD	362.22	GRAINE BARGE	LAGOS	NIGERIAN
07/02/2018	MV CTOW AN SOFIE	CMTON TERMINAL & MARINE SERVICES NIG	431	TUG BOAT	LAGOS	NIGERIAN
07/02/2018	MV CTOW KATHY	CMTON TERMINAL & MARINE SERVICES NIG	431	TUG	LAGOS	NIGERIAN
07/03/2018	WD NICOLE 111	NIGERIAN WESTMINISTER LTD	31.85	TUG BOAT	LAGOS	NIGERIAN
07/04/2018	MT NTUGBU	STOCKGAP FUELS LIMITED	3148	TANKER	PORT HARCOURT	NIGERIAN
07/06/2018	ND 487	NIGERIAN WESTMINISTER LTD	947	DUMB BARGE	LAGOS	NIGERIAN
07/06/2018	JASCON 8	WEST AFRICAN VENTURES LIMITED	6018	ACCOMODATION & WORK BARGE	LAGOS	NIGERIAN
07/06/2018	MV JASCON 20	WEST AFRICAN VENTURES LIMITED	1163	ATHS	LAGOS	NIGERIAN
07/06/2018	MV JASCON 53	WEST AFRICAN VENTURES LIMITED	416	TUG BOAT	LAGOS	NIGERIAN
07/06/2018	MT GRAND	GIANT SHIPPING SERVICES LTD	29995	OIL TANKER	UK	FOREIGN
07/06/2018	ND 487	NIGERIAN WESTMINISTER LTD	947	RAMP BARGE	LAGOS	NIGERIAN

07/06/2018	MV 502	NIGERIAN WESTMINISTER LTD	13.3	BOAT	LAGOS	NIGERIAN
07/09/2018	JASCON 69	WEST AFRICAN VENTURES LIMITED	2243	BARE BOAT	LAGOS	NIGERIAN
07/08/2018	MUHA 15	MUHAABIX GLOBAL SERVICES LTD	216	CREW BOAT	WARRI	NIGERIAN
07/09/2018	JASCON 11	WEST AFRICAN VENTURES LIMITED	490	AHTS	LAGOS	NIGERIAN
07/09/2018	MV JASCON 24	WEST AFRICAN VENTURES LIMITED	1676	BARE BOAT	LAGOS	NIGERIAN
07/09/2018	JASCON 63	WEST AFRICAN VENTURES LIMITED	43	CREW BOAT	LAGOS	NIGERIAN
07/09/2018	JASCON 50	WEST AFRICAN VENTURES LIMITED	60	CREW BOAT	LAGOS	NIGERIAN
07/09/2018	SECWAV 3	WEST AFRICAN VENTURES LIMITED	75	COASTAL SUPPORT VESSEL	LAGOS	NIGERIAN
07/09/2018	MV JASCON 2	WEST AFRICAN VENTURES LIMITED	1678	PIPE-LAYING BARGE	LAGOS	NIGERIAN
07/09/2018	JASCON 46	WEST AFRICAN VENTURES LIMITED	499	AHTS	LAGOS	NIGERIAN
07/09/2018	JASCON 66	WEST AFRICAN VENTURES LIMITED	1922	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
07/09/2018	MV JASCON 12	WEST AFRICAN VENTURES LIMITED	490	BARE BOAT	LAGOS	NIGERIAN
07/09/2018	MV JASCON 68	WEST AFRICAN VENTURES LIMITED	2243	PLATFORM SUPPLY VESSEL	LAGOS	NIGERIAN
07/09/2018	MV JASCON 52	WEST AFRICAN VENTURES LIMITED	416	TOWING BOAT	LAGOS	NIGERIAN
07/09/2018	JASCON 65	WEST AFRICAN VENTURES LIMITED	196	CREW BOAT	LAGOS	NIGERIAN

07/09/2018	JASCON 61	WEST AFRICAN VENTURES LIMITED	1712	DECK CARGO BARGE	LAGOS	NIGERIAN
07/09/2018	JASCON 26	WEST AFRICAN VENTURES LIMITED	1678	AHTS	LAGOS	NIGERIAN
07/10/2018	JASCON 78	WEST AFRICAN VENTURES LIMITED	499	TUG BOAT	LAGOS	NIGERIAN
07/10/2018	JASCON 17A	WEST AFRICAN VENTURES LIMITED	4861	DUMB BARGE	LAGOS	NIGERIAN
07/10/2018	JASCON 62	WEST AFRICAN VENTURES LIMITED	43	CREW BOAT	LAGOS	NIGERIAN
07/10/2018	JASCON 64	WEST AFRICAN VENTURES LIMITED	198	CREW BOAT	LAGOS	NIGERIAN
07/10/2018	MV JASCON 3	WEST AFRICAN VENTURES LIMITED	315	ATHD	LAGOS	NIGERIAN
07/10/2018	JASCON 51	WEST AFRICAN VENTURES LIMITED	3190	DECK CARGO BARGE	LAGOS	NIGERIAN
07/10/2018	JASCON 67	WEST AFRICAN VENTURES LIMITED	1822	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
07/10/2018	JASCON 39	WEST AFRICAN VENTURES LIMITED	1373	ATHS	LAGOS	NIGERIAN
07/10/2018	MV JASCON 55	WEST AFRICAN VENTURES LIMITED	3690	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
07/10/2018	MV JASCON 60	WEST AFRICAN VENTURES LIMITED	1712	DECK CARGO BARGE	LAGOS	NIGERIAN
07/10/2018	MV JASCON 23	WEST AFRICAN VENTURES LIMITED	1678	AHTS	LAGOS	NIGERIAN
07/11/2018	ARCO FCB 2	ARCO MARINE AND OIL FIELD SERVICES	41	FAST CREW BOAT	LAGOS	NIGERIAN
07/11/2018	ARCO FCB 5	ARCO MARINE AND OIL FIELD SERVICES	142	FAST CREW BOAT	LAGOS	NIGERIAN

07/11/2018	ARCO FCB 1	ARCO MARINE AND OIL FIELD SERVICES	41	FAST CREW BOAT	LAGOS	NIGERIAN
07/11/2018	ARCO FCB 3	ARCO MARINE AND OIL FIELD SERVICES	41	FAST CREW BOAT	LAGOS	NIGERIAN
07/11/2018	ARCO FCB 4	ARCO MARINE AND OIL FIELD SERVICES	41	FAST CREW BOAT	LAGOS	NIGERIAN
07/12/2018	SURFER 1831	BOURBON INTEROIL NIG.LTD	19.31	CREW BOAT	RIVERS STATE	NIGERIAN
07/12/2018	SURFER 2622	BOURBON INTEROIL NIG.LTD	112	CREW BOAT	LAGOS	NIGERIAN
07/12/2018	SURFER 1413	BOURBON INTEROIL NIG.LTD	1431	CREW BOAT	LAGOS	NIGERIAN
07/12/2018	SURFER 1901	BOURBON INTEROIL NIG.LTD	24.02	CREW BOAT	LAGOS	NIGERIAN
07/12/2018	SURFER 2624	BOURBON INTEROIL NIG.LTD	112	CREW BOAT	LAGOS	NIGERIAN
07/12/2018	SURFER 1834	BOURBON INTEROIL NIG.LTD	23	CREW BOAT	LAGOS	NIGERIAN
07/12/2018	TSL INTREPID	TSL MARINE LIMITED	1966	AHTS	LAGOS	NIGERIAN
13/7/2018	MT HALLAM	GIANT SHIPPING SERVICES LTD	8482	OIL TANKER	ENGLAND	FOREIGN
15/7/2018	H662	BOURBON INTEROIL NIG.LTD	622.16	DUMB BARGE	LAGOS	NIGERIAN
16/7/2018	SURFER 2611	BOURBON INTEROIL NIG.LTD	111	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	UTAI 17	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	SURFER 1832	BOURBON INTEROIL NIG.LTD	23	PASSENGER FERRY	LAGOS	NIGERIAN

16/7/2018	SURFER 2623	BOURBON INTEROIL NIG.LTD	112	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	SURFER 328	BOURBON INTEROIL NIG.LTD	168	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	UTAI 19	BOURBON INTEROIL NIG.LTD	44.63	SECURITY BOAT	LAGOS	NIGERIAN
16/7/2018	CATFLASH 3	BOURBON INTEROIL NIG.LTD	85	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	UTAI 6	BOURBON INTEROIL NIG.LTD	22.27	CREW BOAT	LAGOS	NIGERIAN
16/7/2018	H 685	BOURBON INTEROIL NIG.LTD	622.16	DUMB BARGE	LAGOS	NIGERIAN
16/7/2018	SURFER 1440	BOURBON INTEROIL NIG.LTD	15.3	CREW BOAT	RIVERS STATE	NIGERIAN
16/7/2018	MV SURFER 1902	BOURBON INTEROIL NIG.LTD	44.63	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	UTAI 14	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	SURFER 1940	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	SURFER 1943	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	MT CHAMPION CORNELIA	WHITE DOVE SHIPPING COMPANY LTD	28337	OIL TANKER	NORWAY	FOREIGN
17/7/2018	SURFER 1941	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	SURFER 1942	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
17/7/2018	SURF SUPPORTER	BOURBON INTEROIL NIG.LTD	4863	CREW BOAT	RIVERS STATE	NIGERIAN

18/7/2018	SURFER 1436	BOURBON INTEROIL NIG.LTD	1530	CREW BOAT	RIVERS STATE	NIGERIAN
18/7/2018	SURFER 2621	BOURBON INTEROIL NIG.LTD	112	CREW BOAT	RIVERS STATE	NIGERIAN
18/7/2018	SURFER 257	BOURBON INTEROIL NIG.LTD	121	CREW BOAT	RIVERS STATE	NIGERIAN
18/7/2018	CATFLASH 4	BOURBON INTEROIL NIG.LTD	85	CREW BOAT	RIVERS STATE	NIGERIAN
18/7/2018	MARIEKE	DISN MARINE & WATER WAYS SOLUTION	5005	HOPPER DREDGER	BELGIUM	FOREIGN
18/7/2018	MV SURFER 1833	BOURBON INTEROIL NIG.LTD	54.6	CREW BOAT	RIVERS STATE	NIGERIAN
18/7/2018	SURFER 256	BOURBON INTEROIL NIG.LTD	121	CREW BOAT	RIVERS STATE	NIGERIAN
20/7/2018	ENEOVAI	PETROMARINE NIG.LTD	804	TUG/FIRE FIGHTING BOAT	FRANCE	FOREIGN
20/7/2018	MT RESOLUTION	GENTEC MARINE AND JETTY SERVICES	6522	CHEMICAL & OIL TANKER	LAGOS	NIGERIAN
27/7/2018	JASCON 1	WALVIS NIGERIA LIMITED	3137	DECK CARGO BARGE	LAGOS	NIGERIAN
27/7/2018	MV JORDYN 1	AWARTISE NIGERIA LTD	694	SUPPLY VESSEL	LAGOS	NIGERIAN
27/7/2018	MT AFRICAN BEAUTY	OCEAN &PORT MARINE LOG. LTD	28277		PANAMA	FOREIGN
28/7/2018	MV MOTHER MARY	CHIBECO OIL &GAS NIG.LTD	692	AHTS	LAGOS	NIGERIAN
29/7/2018	MV INTERGRITY	NIG.WESTMINISTER DREDGING LTD	68	TUG BOAT	LAGOS	NIGERIAN
29/7/2018	ND 609	NIG.WESTMINISTER DREDGING LTD	1052	RAMP BARGE	LAGOS	NIGERIAN



29/7/2018	WD STURGEON	NIG.WESTMINISTER DREDGING LTD	45.74	TUG BOAT	LAGOS	NIGERIAN
29/7/2018	CARRIER 6	NIG.WESTMINISTER DREDGING LTD	362.22	CRANE BARGE	LAGOS	NIGERIAN
29/7/2018	BKM 100	NIG.WESTMINISTER DREDGING LTD	142	CRANE WORK BOAT	LAGOS	FOREIGN
29/7/2018	BKM 100	NIG.WESTMINISTER DREDGING LTD	142	CRANE WORK BOAT	LAGOS	NIGERIAN
30/7/2018	SKANDI SKANSEN	ARIOSHI LIMITED	8222	MULTIPURPOSE SUPPLY VESSEL	UNITED KINGDOM	FOREIGN
30/7/2018	ND 610	NIG.WESTMINISTER DREDGING LTD	1062	RAMP BARGE	LAGOS	NIGERIAN
31/7/2018	LIBERTY	JAD CONSTRUCTION LIMITED	440	LIFT BOAT	LAGOS	NIGERIAN
31/7/2018	INEZ H.EYMARD	JAD CONSTRUCTION LIMITED	450	LIFT BOAT	LAGOS	NIGERIAN
31/7/2018	FUTURE	JAD CONSTRUCTION LIMITED	440	LIFT BOAT	LAGOS	NIGERIAN
31/7/2018	WYATTLEE	JAD CONSTRUCTION LIMITED	450	LIFT BOAT	LAGOS	NIGERIAN
31/7/2018	MT REGENT	GIANT SHIPPING SERVICES LTD	30095	OIL TANKER	MAJURO	FOREIGN
31/7/2018	MT KESINGTON	GIANT SHIPPING SERVICES LTD	8539	OIL TANKER	MAJURO	FOREIGN
31/7/2018	MT CLOVER	GIANT SHIPPING SERVICES LTD	29456	OIL TANKER	MARSHAL ISLAND	FOREIGN
31/7/2018	LOUIS J.EYMARD	JAD CONSTRUCTION LIMITED	450	LIFT BOAT	LAGOS	NIGERIAN
31/7/2018	MT BAKER	GIANT SHIPPING SERVICES LTD	9382	OIL TANKER	MARSHAL ISLAND	FOREIGN

31/7/2018	MV UTAI 18	BOURBON INTEROIL NIG.LTD	24.72	CREW BOAT	LAGOS	NIGERIAN
31/7/2018	SURFER 1903	BOURBON INTEROIL NIG.LTD	44.63	CREW BOAT	LAGOS	NIGERIAN
31/7/2018	MV DEFENDER 3	STRICKLAND SERVICES LIMITED	4200	PATROL BOAT	RIVERS STATE	NIGERIAN
31/7/2018	MV DEFENDER IX	STRICKLAND SERVICES LIMITED	169	PATROL VESSEL	PORT HARCOURT	NIGERIAN
31/7/2018	DEFENDER V	STRICKLAND SERVICES LIMITED	168	FAST CREW PATROL BOAT	PORT HARCOURT	NIGERIAN
08/01/2018	MT SOCHIMA	TONIMAS NIGERIA LTD	4047	TANKER	PORT HARCOURT	NIGERIAN
08/02/2018	WHISKY STAR XVII	DE WAYLE'S INT LTD	183	JACK UP	LAGOS	NIGERIAN
08/02/2018	IMA ATISI	AERO ATLANTIC LTD	1894	OFFSHORE SUPPLY VESSEL	PANAMA	FOREIGN
08/02/2018	IMA ATISI	AERO ATLANTIC LTD	1894	OFFSHORE SUPPLY VESSEL	PANAMA	FOREIGN
08/02/2018	SOLE FISH	PHOENIX MIMMER III LIMITED	229	LIFT BOAT	LAGOS	NIGERIAN
08/02/2018	MV GUARDIAN 5	HOMELAND INTEGRATED SERV.	166	SECURITY VESSEL	LAGOS	NIGERIAN
08/02/2018	MV GUARDIAN 2	HOMELAND INTEGRATED SERV.	168	FAST CREW SUPPLY BOAT	LAGOS	NIGERIAN
08/02/2018	MV JADCON 17	WEST AFRICAN VENTURES LIMITED	4861	DUMB BARGE	LAGOS	NIGERIAN
08/02/2018	JASCON 37	WEST AFRICAN OIL FIELD LIMITED	3147	DECK CARGO BARGE	LAGOS	NIGERIAN
08/02/2018	JASCON 38	WEST AFRICAN VENTURES LIMITED	3502	DECK CARGO BARGE	LAGOS	NIGERIAN

08/02/2018	SURFER 2560	BOURBON INTEROIL NIG.LTD	90	CREW BOAT	RIVERS STATE	NIGERIAN
08/02/2018	JASCON 76	WEST AFRICAN VENTURES LIMITED	2650	DECK CARGO BARGE	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XXVII	DE-WAYLES INTL LTD	20972	JACK UP BARGE	LAGOS	NIGERIAN
08/02/2018	BONEFISH	PHOENIX MIMMER III LIMITED	9691	SELF PROPELLED LIFT BOAT	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR VIII	DE-WAYLES INTL LTD	276.9	JACK UP	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XIX	DE-WAYLES INTL LTD	489	SELF PROPELLED LIFT BARGE	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XXV	DE-WAYLES INTL LTD	20975	JACK UP BARGE	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XXIII	DE-WAYLES INTL LTD	333	JACK UP BARGE	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XI	DE-WAYLES INTL LTD	245.84	JACK UP BARGE	LAGOS	NIGERIAN
08/02/2018	WHISKY STAR XII	DE-WAYLES INTL LTD	276	JACK UP BARGE	LAGOS	NIGERIAN
08/02/2018	IRINI 1	AMINI INT PET. DEV COMPANY	24294	OIL TANKER		FOREIGN
08/02/2018	IRINI 1	AMINI INT PET. DEV COMPANY	24294	OIL TANKER		FOREIGN
08/02/2018	IRINI 1	AMINI INT PET. DEV COMPANY	24294	OIL TANKER		FOREIGN
08/02/2018	FSO AILSA CRAIG	AMINI INT PET. DEV COMPANY	15034	OIL TANKER		FOREIGN
08/03/2018	MV NDM 433	NIG.WESTMINISTER DREDGING LTD	120	DUMB BARGE	LAGOS	NIGERIAN

08/03/2018	WHISKY STAR XXXV	DE-WAYLES INTL LTD	185	JACK UP BARGE	LAGOS	NIGERIAN
08/03/2018	MV WHISKY STAR XXI	DE-WAYLES INTL LTD	194	JACK UP	LAGOS	NIGERIAN
08/03/2018	WHISKY PRIDE	DE-WAYLES INTL LTD	269	ABS	LAGOS	NIGERIAN
08/03/2018	WHISKY ACHIEVEMENT	DE-WAYLES INTL LTD	274	JACK UP BARGE	LAGOS	NIGERIAN
08/03/2018	WHISKY STAR VIII	DE-WAYLES INTL LTD	89	JACK UP BARGE	LAGOS	NIGERIAN
08/03/2018	TRIGGERFISH	PHEONIX MIMEEER III LIMITED	209.72		LAGOS	NIGERIAN
08/03/2018	BLUEFISH	PHOENIX MIMEEER III LIMITED	407	LIFT BOAT	LAGOS	NIGERIAN
08/03/2018	PILOTFISH	PHOENIX MIMEEER III LIMITED	310		LAGOS	NIGERIAN
08/03/2018	WHISKEY STAR XXXIII	DE-WAYLES INTL LTD	371	JACK UP	LAGOS	NIGERIAN
08/03/2018	MV TOPAS RESOLVE	TEAM OFFSHORE NIG.LTD	1255	MULTIPURPOSE SUPPLY VESSEL	LAGOS	NIGERIAN
08/03/2018	MV BLACK JACK	PHOENIX MIMEEER III LIMITED	777	LIFT BOAT	LAGOS	NIGERIAN
08/03/2018	JASCON 77	WEST AFRICAN VENTURES LIMITED	3149	DECK CARGO BARGE	LAGOS	NIGERIAN
08/03/2018	BLUE SHARK	PHOENIX MMEER III LIMITED	1182	SELF ELEVATING WORK OVER PLATFORM	LAGOS	NIGERIAN
08/03/2018	BLUEFISH	PHOENIX MMEER III LIMITED	407	LIFT BOAT	LAGOS	NIGERIAN
08/03/2018	AHTS LIBERTY	TETHYS PLANTGERIA LIMITED	1252	SUPPLY BOAT	PORT HARCOURT	NIGERIAN

08/03/2018	WHISKY STAR XXXI	DE-WAYLES INTL LTD	20975	JACK UP BARGE	LAGOS	NIGERIAN
08/03/2018	WHISKY STAR IV	DE-WAYLES INTL LTD	285	JACK UP BARGE	LAGOS	NIGERIAN
08/03/2018	WHISKY STAR VII	DE-WAYLES INTL LTD	276.9	JACK UP BARGE	LAGOS	NIGERIAN
08/08/2018	MV SCAMP	PHOENIX MIMEER III LIMITED	280	LIFT BOAT	LAGOS	NIGERIAN
08/08/2018	RUDDERFISH	PHOENIX MIMEER III LIMITED	310	LIFT BOAT	LAGOS	NIGERIAN
9/8//2018	TAPER TAIL	PHOENIX MIMEER III LIMITED	99.85	LIFT BOAT	LAGOS	NIGERIAN
08/10/2018	MV UTAI 8	BOURBON INTEROIL NIGERIA LTD	24.72	CREW BOAT	RIVERS STATE	NIGERIAN
08/10/2018	BOURBON HELIOS	PETROMARINE NIG LTD	2321	PLATFORM SUPPLY VESSEL	LAGOS	NIGERIAN
13/8/2018	BERGER CONFIDENCE	JULIUS BERGER NIGERIA PLC	162	TUG BOAT	ABUJA	NIGERIAN
13/8/2018	H 678	JULIUS BERGER NIGERIA PLC	622	DUMB BARGE	LAGOS	NIGERIAN
13/8/2018	MV SURFER 1830	BOURBON INTEROIL NIGERIA LTD	19.31	CREW BOAT	LAGOS	NIGERIAN
13/8/2018	MV UTAI 5	BOURBON INTEROIL NIGERIA LTD	26.4	CREW BOAT	LAGOS	NIGERIAN
13/8/2018	UTAI 21	BOURBON INTEROIL NIGERIA LTD	24.72	CREW BOAT	LAGOS	NIGERIAN
13/8/2018	H678	JULIUS BERGER NIGERIA PLC	622	DUMB BARGE	LAGOS	JOINT VENTURE
13/8/2018	MT AFRICAN BEAUTY	OCEAN \$ PORTS MARINE LOGISTICS	28277	OIL TANKER	LIBERIA	FOREIGN

13/8/2018	MV KING JESUS	PROJECT MASTERS NIGERIA LTD	1461	AHTS	LAGOS	NIGERIAN
13/8/2018	MV KING JESUS	PROJECT MASTERS NIGERIA LTD	1461	AHTS	LAGOS	NIGERIAN
13/8/2018	MV KING JESUS	PROJECT MASTERS NIGERIA LTD	1461	AHTS	LAGOS	NIGERIAN
14/8/2018	MV CONQUEROR UNO	TETHYS PLANTGERIA LIMITED	65	UTILITY BOAT	LAGOS	NIGERIAN
14/8/2018	MT AMAZON 1	WHITE DOVE SHIPPING COMPANY LTD	2137	TANKER	ABUJA	NIGERIAN
14/8/2018	MV CONQUEROR UNO	TETHYS PLANTGERIA LIMITED	115	UTILITY BOAT	LAGOS	NIGERIAN
14/8/2018	MV CONQUEROR DUE	TETHYS PLANTGERIA LIMITED	115	UTILITY BOAT	LAGOS	NIGERIAN
14/7/2018	MV MARTHA'S PRIDE	PORTPLUS LTD	4956	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
14/8/2018	MV CONQUEROR DUE	TETHYS PLANTGERIA LIMITED	115	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
14/7/2018	MV MELODY	TETHYS PLANTGERIA LIMITED	1678	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
14/8/2018	JASCON 49	WEST AFRICAN VENTURE	60	CREW BOAT	LAGOS	NIGERIAN
14/8/2018	MV CONQUEROR TRE	TETHYS PLANTGERIA LIMITED	115	PATROL BOAT	LAGOS	NIGERIAN
14/8/2018	MELLINA	DREDGING INTERNATIONAL	3442	HOPPER DREDGER	BELGIUM	FOREIGN

16/8/2018	JASCON 1	WEST AFRICAN VENTURE	3137	DECK CARGO BARGE	LAGOS	NIGERIAN
17/8/2018	MV HEZEKIAH	UTM DREDGING LIMITED	222	CREW SUPPLY VESSEL	LAGOS	NIGERIAN
17/8/2018	MV LADY DORA	UTM DREDGING LIMITED	222	CREW SUPPLY VESSEL	LAGOS	NIGERIAN
17/8/2018	LPG GAS PROVIDENCE	DOTFOL OIL & ENERGY	16777	GAS CARRIER	GREECE	FOREIGN
17/8/2018	MV LAHAMA	LA.T.C MARINE LIMITED	3832	PSV	LAGOS	NIGERIAN
17/8/2018	FAIRMOUNT GLACIER	AFRIKDELTA MARINE LTD	3239	TUG	MALTA	FOREIGN
17/8/2018	BOKA SHERPA	AFRIKDELTA MARINE LTD	3239	TUG	VALLETTA	FOREIGN
17/8/2018	UNION PRINCESS	AFRIKDELTA MARINE LTD	2258	TUG	SINGAPORE	FOREIGN
17/8/2018	FAIRMOUNT ALPINE	AFRIKDELTA MARINE LTD	3239	TUG	NEDERLAND	FOREIGN
17/8/2018	HAI YANG SHI YOU 698	C&I LEASING PLC	2921	OFFSHORE SUPPORT	HONG KONG	FOREIGN
23/8/2018	MV OCEAN EUROPE	OFFSHORE PETROLEUM AND MARINE LOGISTICS LTD	2206	RESEARCH VESSEL	NORWAY	FOREIGN
24/8/2018	MV TOPAZ CAPTAIN	TEAM OFFSHORE NIG.LTD	3992	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
24/8/2018	MV TOPAZ RESOLVE	TEAM OFFSHORE NIG.LTD	1255	MULTIPURPOSE SUPPLY VESSEL	MASHAL ISLAND	FOREIGN
24/8/2018	XINSHENGLI YI HAO	SINOPEC OIL&GAS COMPANY.LTD	5663	JACK UP RIG	LAGOS	NIGERIAN

28/8/2018	MV TENNA	SEIYA LTD	133	TUG BOAT	LAGOS	NIGERIAN
28/8/2018	MV. MISS AUDREY	SEIYA LTD	133.3	TUG BOAT	LAGOS	NIGERIAN
28/8/2018	MV MISS AUDREY	SEIYA LTD	133.3	TUG BOAT	LAGOS	NIGERIAN
29/8/2018	MT SEA PROGRESS	SEA PROGRESS LTD	4999	OIL TANKER	LAGOS	NIGERIAN
29/8/2018	MT SEA VOYAGER	SEA TRANSPORT LTD	4176	OIL TANKER	LAGOS	NIGERIAN
30/8/2018	PSV ENERGY SCOUT	BEKS KIMSE NIGERIA LIMITED	2150	SUPPLY PLATFORMS	PARNAMA	FOREIGN
30/8/2018	NIGERSTAR 7 ADABA	NIGERSTAR 7 LTD	2705	DP2 ANCHOR HANDLING TUG	LAGOS	NIGERIAN
18/9/2018	MV HMT2	HARBOUR MARINE&TENKER LTD	106	CREW BOAT	LAGOS	NIGERIAN
18/9/2018	MV HMT2	HARBOUR MARINE&TENKER LTD	106	CREW BOAT	LAGOS	NIGERIAN
18/8/2018	MVT HMT2	HARBOUR MARINE&TENKER LTD	106	CREW BOAT	LAGOS	NIGERIAN
18/9/2018	MVT HMT1	HARBOUR MARINE&TENKER LTD	114	CREW BOAT	LAGOS	NIGERIAN
18/9/2018	MV HMT1	HARBOUR MARINE&TENKER LTD	114	CREW BOAT	LAGOS	NIGERIAN
09/11/2018	DEFENDER VI	STRICKLAND SERVICE LIMITED	168	FAST PATROL BOAT	LAGOS	NIGERIAN



18/9/2018	MV HMT1	HARBOUR MARINE&TENKER LTD	114	CREW BOAT	LAGOS	NIGERIAN
20/9/2018	SWIBER RESOLUTE	DELTATEK MARINE SERVICES LTD	8867	TANKER	PANAMA	FOREIGN
13/9/2018	MV INTERIM	AERO ATLANTIC LTD	25000	OIL TANKER	PANAMA	FOREIGN
14/9/2018	AVA JMCCALL	STRICKLAND SERVICE LIMITED	580	FAST SUPPLY VESSEL	FOREIGN	U.S.A
25/9/2018	CTOW BIEKE	CMTON TMNAL &MARINE NIG LTD	294	TUG BOAT	FOREIGN	BELGIUM
25/9/2018	CTOW LALA	CMTON TMNAL &MARINE NIG LTD	294	TUG BOAT	FOREIGN	BELGIUM
27/9/2018	MV A70	EA TEMILE&SON DEV COMP LTD	3924	TUG BOAT	FOREIGN	BELGIUM
09/03/2018	CAPE HATTERAS	PHYHON ENGINEERING COMPANY LTD.	462	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
09/03/2018	MT UM BALWA	SEA TRANSPORT LTD	26356	TANKER	LAGOS	NIGERIAN
09/03/2018	MV CREST STAR 2	JAPPAUL OIL & MARITIME SERVICES PLC	486	TUG/FIRE FIGHTING BOAT	LAGOS	NIGERIAN
09/11/2018	MV ADVENTURE	PYTHON ENG COMPANY LTD	168	OFFSHORE SUPPORT VESSEL	LAGOS	NIGERIAN
09/11/2018	MV JUPITOR	PHYHON ENGINEERING COMPANY	59.43	TOG BOAT	LAGOS	NIGERIAN
09/11/2018	PE- COOPERATION	PHYTHON ENGINEERING COMPANY	2823	T0G BOAT	LAGOS	NIGERIAN

	13/9/2018	MV INTERIM	25000	TUG BOAT	FOREIGN	PANAMA
25/9/2018	MV HAPPIGRACE	HAPPIGRACE VESSEL NIG. LTD	169	LUNCH PATROL BOAT	LAGOS	NIGERIAN
25/9/2018	MV HAPPIGRACE	HAPPIGRACE VESSEL NIG. LTD	169	LUNCH PATROL BOAT	LAGOS	NIGERIAN
27/9/2018	MV A70	E.A TEMILE & SONS DEV.CO.LTD	3924	AHTS	MAJURO	FOREIGN
28/9/2018	MT AYODEJI	OWOLMART MARINE COMPANY LTD	25382	OIL TANKER	LIBERIA	FOREIGN
28/9/2018	SAAVEDRA TIDE	TI MARINE SERVICE NIG.LTD	3927	PLATFORM SUPPLY VESSEL	VANUATU	NIGERIAN
10/09/2018	BOURBON EVOLUTION	PETROMARINE NIG LTD	6146	SUPPLY VESSEL	LUXEMBOURG	FOREIGN
10/09/2018	BOURBON EVOLUTION 802	PETROMARINE NIG LTD	6146	TUG/SUPPLY	LUXEMBOURG	FOREIGN
10/05/2018	IMO RIVER	WESTMINISTER DREG.LTD	40.73	TUG BOAT	LAGOS	NIGERIAN
10/03/2018	IMO RIVER	WESTMINSTER DREG. LTD	40.73	TUG BOAT	LAGOS	NIGERIAN
10/09/2018	IKAROFEM	PETROMARINE NIGERIA LTD	804	TUG/FIRE FIGHTING BOAT	LAGOS	BAREBOAT
15/10/2018	MV RELIANCE GRACE	RELIANCE PETROLEUM LTD	254	SUPPLY UTILITY	LAGOS	NIGERIAN
15/10/2018	CASPIAN BREEZE	TEAM OFFSHORE NIG.LTD	168	CREW BOAT	LAGOS	BAREBOAT
15/10/2018	MV LEWEK CRUSADER	ALMINA RESOURCES LTD	18006	STEEL ACCOMODATION	SINGAPORE	FOREIGN
18/10/2018	NAVIGATOR CAPRICON	E.A TEMILE & SONS DEV.CO.LTD	18311	LIQUEFIED GAS CARRIER	LIBERIA	FOREIGN

18/10/2018	MV DIJAMA	L.A.T.C MARINE	454	FAST CREW SUPPLY	LAGOS	NIGERIAN
19/10/2018	T.B LIVERPOOL	HASKE ENTERPRISES LTD	366	TUG BOAT	LAGOS	NIGERIAN
19/10/2018	T.B LIVERPOOL	HASKE ENTERPRISES LTD	366	TUG BOAT	LAGOS	NIGERIAN
19/10/2018	T.B LIVERPOOL	HASKE ENTERPRISES LTD	366	TUG BOAT	LAGOS	NIGERIAN
22/10/2018	MV CELTIC EBENEZER	CELTIC AFRICA LIMITED	390	CREW VESSEL	LAGOS	NIGERIAN
22/10/2018	MV CELTIC ZION	CELTIC AFRICA LIMITED	211	UTILITY BOAT	LAGOS	NIGERIAN
24/10/20148	MT ORTAKOY 1	AYOKNOX VENTURES LIMITED	375	DOUBLE HULL TANKER	LAGOS	NIGERIAN
25/10/2018	MV KIM	PYTHON ENG COMPANY LTD	37.36	PUSH TUG BOAT	LAGOS	NIGERIAN
26/10/2018	DEFENDER 1	STRICKLAND SERVICES LIMITED	168	SPECIAL SERVICES PATROL	LAGOS	NIGERIAN
26/10/2018	DEFENDER 1	STRICKLAND SERVICES LIMITED	168	SPECIAL SERVICES PATROL	LAGOS	NIGERIAN
11/01/2018	TB ZOR	SHIP&SHORE SERVICES	381	TUG BOAT	LAGOS	NIGERIAN
11/01/2018	T.B LIVERPOOL	HASKE ENTERPRISES LTD	366	TUG BOAT	LAGOS	NIGERIAN
11/08/2018	ENL SUPERIOR	ELSHCON NIGERIA LIMITED	479	ANCHOR HANDLING	LAGOS	NIGERIAN
14/11/2018	MV PRINCESS EBIKENIE II	ZOMAY MARINE & LOGISTICS LTD	168	FAST CREW	LAGOS	BAREBOAT
13/11/2018	MV ATLANTIC MANN	SIDADI MARINE LIMITED	804	AHTS	LAGOS	NIGERIAN

16/11/2018	MV PYTHON181	PYTHON ENG COMPANY LTD	267	CREW UTILITIES BOAT	LAGOS	NIGERIAN
26/10/2018	DEFENDER 1	STRICKLAND SERVICES LIMITED	168	SUPPLY CREW	LAGOS	NIGERIAN
13/11/2018	SURF SUPPORTER	ALMINA RESOURCES LTD	5103	MULTIPURPOSE SUPPLY	MAJURO	FOREIGN
28/11/2018	MT CAPTAIN GREGORY	MARIKA INVESTMENT LTD	23386	OIL TANKER	MONROVIA	FOREIGN
28/11/2018	FSO TULJA BHAVANI	DEEP FRONTLINE SHIPPERS LTD	156716	OIL TANKER	PANAMA	FOREIGN
29/11/2018	MV BISON	JAD CONSTRUCTION LIMITED	90	TUG BOAT	LAGOS	NIGERIAN
29/11/2018	MT BLUE EMERALD	GIANT SHIPPING SERVICES LTD	11271	OIL TANKER	MAJURO	FOREIGN
29/11/2018	MV CUTLASS FISH	JAD CONSTRUCTION LIMITED	761	LIFT BOAT	LAGOS	NIGERIAN
29/11/2018	MV CUTLASS FISH	JAD CONSTRUCTION LIMITED	761	LIFT BOAT	LAGOS	NIGERIAN
29/11/2018	OIL FISH	JAD CONSTRUCTION LIMITED	465	LIFT BOAT	LAGOS	NIGERIAN
29/11/2018	CREOLE FISH	JAD CONSTRUCTION LIMITED	761	LIFT BOAT	LAGOS	NIGERIAN
29/11/2018	MV ENDEAVOUR	JAD CONSTRUCTION LIMITED	164	TUG BOAT	LAGOS	NIGERIAN
12/07/2018	MV PRINCE JOPHERSON 1	AWARTISE NIGERIA LTD	2575	CREW BOAT	LAGOS	NIGERIAN
12/07/2018	PRINCESS JENNIFER	AWARTISE NIGERIA LTD	332	CREW BOAT	LAGOS	NIGERIAN
12/07/2018	PRINCESS JOHANNA	AWARTISE NIGERIA LTD	332	UTILITY BOAT	LAGOS	NIGERIAN

13/12/2018	T.B BATTLEAXE	SHIP&SHORE SERVICES	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	T.B STANE	GHAZI SHIPPING & TRADING COY LTD	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	T.B STANE	GHAZI SHIPPING & TRADING COY LTD	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	T.B STANE	GHAZI SHIPPING & TRADING COY LTD	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	T.B BATTLEAXE	SHIP&SHORE SERVICES	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	T.B BATTLEAXE	SHIP&SHORE SERVICES	423	TUG BOAT	LAGOS	NIGERIAN
13/12/2018	MV CHILOSCO	L.A.T.C MARINE	443	FAST UTILITY	LAGOS	NIGERIAN
19/12/2018	MT ROSEMARY	TONIMAS NIGERIA LIMITED	4946	TANKER	PANAMA	FOREIGN
24/12/2018	VIVA II	MULTI PLAN NIGERIA	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV DAMAS SKY	DAMAS OIL&MARINE SERVICES LTD	679	TUG/SUPPLY	LAGOS	NIGERIAN
24/12/2018	NATASHA IV	MULTIPLAN NIGERIA LIMITED	257	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	JASPILO	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	OMONUJAJA	MULTIPLAN NIGERIA LIMITED	48.2	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	LADY NAT II	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	ATIMA II	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN

24/12/2018	GAREN II	MULTIPLAN NIGERIA LIMITED	266	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	EREGBA	MULTIPLAN NIGERIA LIMITED	325	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV IGBEZENUGO	MULTIPLAN NIGERIA LIMITED	482	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV GAREN	MULTIPLAN NIGERIA LIMITED	259	UTILITY BOAT	LAGOS	NIGERIAN
24/12/2018	MV NATASHA II	MULTIPLAN NIGERIA LIMITED	257	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV STIMA II	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV VAKPOR III	MULTIPLAN NIGERIA LIMITED	246	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	TEFRICK III	MULTIPLAN NIGERIA LIMITED	259	CREW UTILITIES BOAT	LAGOS	NIGERIAN
24/12/2018	EREGBE II	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV IGBEZENUGO	MULTIPLAN NIGERIA LIMITED	482	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	OMONUJAJA	MULTIPLAN NIGERIA LIMITED	48.2	FAST CREW BOAT	LAGOS	NIGERIAN
28/12/2018	T.B BATTLEAXE	SHIP&SHORE SERVICES	423	TUG BOAT	LAGOS	NIGERIAN
24/12/2018	TEGRANT III	MULTIPLAN NIGERIA LIMITED	259	HIGH SPEED CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV NATASHA III	MULTIPLAN NIGERIA LIMITED	257	FAST CREW BOAT	LAGOS	NIGERIAN
24/12/2018	MV NATASHA II	MULTIPLAN NIGERIA LIMITED	257	FAST CREW BOAT	LAGOS	NIGERIAN

28/12/2018	MT VARDAR	AFRICULTI LTD	25108	OIL TANKER	MONROVIA	FOREIGN
28/12/2018	MT LEVANTO	DORADO NAVIGATION LIMITED	11118	OIL TANKER	LIBERIA	FOREIGN
28/12/2018	T.B STANE	GHAZI SHIPPING & TRADING COY LTD	423	TUG BOAT	LAGOS	NIGERIAN
28/12/2018	T.B BATTLEAXE	SHIP&SHORE SERVICES	423	TUG BOAT	LAGOS	NIGERIAN
28/12/2018	MT CAPTAIN GREGORY	MARIKA INVESTMENT LTD	23386	OIL TANKER	LIBERIA	FOREIGN
28/12/2018	MT MAESTRO	PHOENIX NAVIGATION LIMITED	12358	OIL TANKER	LIBERIA	FOREIGN
31/12/2018	MT HANSON	GIANT SHIPPING SERVICES LTD	29289	OIL CHEMICAL TANKER	MAJURO	FOREIGN
31/12/2018	MT CHILTERN	GIANT SHIPPING SERVICES LTD	29083	OIL CHEMICAL TANKER	MAJURO	FOREIGN
31/12/2018	SEVEN PACIFIC	NIGERSTAR 7 LTD	1208	OTHER CARGO	DOUGLAS	FOREIGN
31/12/2018	MT MATRIX PRIDE	MATRIX SHIPPING LIMITED	24997	OIL CHEMICAL TANKER	LAGOS	NIGERIAN