



Handbook 2018/19



Nigerian
Ports
Authority

Committed to operational efficiency and customer friendly services



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Authority**

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and customer
friendly services**

Corporate Head Office:
**26/28 Marina
PMB 12588, Apapa
Lagos**

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www.nigerianports.gov.ng**

Contents



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- 2 Foreword**
A commitment to excellence
- 3 Vision and managers**
Vision and mission statement
- 4 Past and present**
Proud of the past, building the future
- 10 Past and present**
How ports have developed in Nigeria
- 11 Past and present**
Birth of Nigerian Ports Authority
- 17 Nigerian Ports**
Nigerian ports: hub for investment
- 18 Lagos Port Complex**
- 20 Tin Can Island Port Complex**
- 22 Rivers Port Complex**
- 24 Onne Port Complex**
- 25 Calabar Port**
- 26 Delta Ports Complex**
- 28 Port Statistical Data**
- 30 Greenfield development**
Investment and greenfield
development
- 33 Information technology**
Information technology
in service delivery
- 34 Service charter**
Ensuring quality services
- 35 HSE policy**
Commitment to Health Safety
and Environment (HSE)
- 36 Directory**





**Nigerian
Ports
Authority**

A commitment to excellence

The critical role of the port in national economic and social development derives from its significance as the cheapest mode of moving large cargoes from one point to the other. The demand for port services by vessels is, however, a derived demand earned through conscious and deliberate policy choices made and driven to create the enabling environment for shipowners to make a first call to our ports and make a repeat call thereafter.

While the government reforms leading to the concession of cargo operations to private terminal operators (PTOs) represented the foundation for improving efficiency through service delivery, the ongoing commitment to improve the competitiveness of Nigerian ports and the renewed commitment to pull the country out of the most challenging recession experienced in over two decades represents a key government priority.

The challenge of the Authority's aspirations as defined by its mission and core values can be mitigated by its geographical location at the tip of the Gulf of Guinea, its population and natural resource endowment, its long coastline and its dominant position in the West and Central African sub-region and the opportunities they offer. The Nigerian coastline stretches for over 853 km and lies between 4°10' and 6°20' North and between 2°45' and 8°35' East. Our country shares land borders with Benin in the west, with Chad and Cameroon in the east and with Niger in the north. These land-locked countries provide Nigeria with opportunities for transshipment, thus underlining its hub status.

The determination of management to harness the huge possibilities accruable to the country through our ports should be viewed within the context of the unwavering commitment to improve automation, drive 24/7 pilotage services across all Nigerian ports and improve capacity through staff development training for our regulatory responsibilities and strengthened by the government's current determination for institutional reform and support for trade facilitation through its policy of improving ease of doing business in the country.

This Nigerian Ports Authority Handbook will therefore provide quick guidelines and general information about ports in Nigeria and become a useful guide to the ports' stakeholders as well as to our potential investors. Additional information can be obtained from the authority's website – www.nigerianports.gov.ng – or through letters addressed to the Managing Director.



Hadiza Bala Usman

Managing Director
Nigerian Ports Authority





Vision and mission statement

Our vision

To be the leading port in Africa

Our mission

To deliver efficient port services in a safe, secure and customer-friendly environment

Core essence

A national brand asset anchored on service excellence

Core values

- Innovation
- Efficiency
- Safety and security
- Customer satisfaction

Management structure

The Executive Management is led by the Managing Director with the three Executive Directors, each responsible for a key directorate in the organisation and reporting to the Board. Each directorate consists of divisions headed by a General Manager who superintends over departments managed by Assistant General Managers. Port Managers are appointed by the Managing Director but operationally supervised by the Executive Director Marine & Operations.

The appointed board of Nigerian Ports Authority is headed by a chairman and makes policies for corporate management. The Federal Ministry of Transportation performs a supervisory role on the affairs of the Authority.

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Proud of the past, building the future



General information on Nigeria

Nigeria came into formal existence in 1914 after the amalgamation of the Northern and Southern protectorates with Lord Frederick Lugard as the Governor General. On 1st October, 1960 Nigeria became an independent sovereign nation with Dr. Nnamdi Azikiwe as the first indigenous Governor General and adopted the presidential system of government to become a republic on 1st October 1963.

According to the United Nations department of Economic and Social Affairs, Nigeria is rated as the most populous country in Africa with an estimated population of about 180 million which makes Nigeria the seventh-largest country in the world by population. It is also the 14th largest country in Africa with a total land area of 923,768 sq km.

Its long coastline which lies on the Gulf of Guinea in the south, stretches over 853 km and lies between latitude 4° 10' to 6° 20" North and latitude 2° 45' to 8° 35' East.

It shares land borders with the Republic of Benin in the West, Chad and Cameroun in the East and Niger in the North. These are landlocked countries which offer Nigeria the opportunity for transshipment and thereby promoting its hub status.

The country's principal river is the Niger, the third-longest in Africa, with a length of 2,600 nautical miles. It rises in the Futa Jalon Mountain, enters Nigeria through the north-west and empties into the Gulf of Guinea via the delta. Its main tributary, the River Benue, has its source in the Republic of Cameroon and flows in a south-westerly direction for about 1,400 km, joining the Niger in Lokoja.

Prominent among the many rivers and rivulets along the coast are the Ogun River in the west, which flows into the Lagos Lagoon, thus creating the calm waters that have sustained the ports in Lagos; the Benin River, from which the first export shipments took place in the Middle Ages and on which the natural port of Koko now stands; the Escravos and the Forcados, whose terminals are well known for handling crude oil tankers; the Bonny River, which provides

Port Harcourt with an outlet to the sea; and the Cross River system with the Imo River and Qua Iboe River.

Seasons

There are two distinct seasons: the dry season and the rainy season. The pattern of rainfall is typical of tropical climates. Sea and swell conditions vary considerably, with least sea and swell in the dry season and higher sea and swell in the rainy season. The Nigerian coast is affected by two types of waves: the long ocean swell usually generated at a great distance; and the other generated by winds near the coast.

The sea ranges in height from 304.8 to 914.4 mm during the dry season while the swell is from 914.2 mm to 1,828 mm in height with a swell between 1,828.8 and 2657.6 mm in height. The average period of swell is 12 seconds while that of shorter waves is five seconds.



Economy

• Government

Nigeria operates the Presidential system of government which has three arms:

- **The Executive:** Led by the President, who is head of state and commander in-chief of the armed forces. He presides over the Federal Executive Council and the National Council of States. The executive has the responsibility of executing government policies and programmes.
- **The Legislature:** Nigeria runs a bicameral legislature comprising the senate with 109 members and the house of representatives with 360 members which constitute the National Assembly. The senate which is the upper chamber is presided over by the Senate President while the house of representatives, the lower chamber is presided over by the Speaker of the house. The two houses are responsible for drafting and passing the country's bills.

- **Judiciary:** The Judicial Arm is led by the Chief Justice of Nigeria. It comprises of the Supreme Court, Court of Appeal, Federal High Court and the National Industrial Court, Sharia Court of Appeal and Customary Court of Appeal. At state and local government levels are the State high Court, Magistrate Court, the Customary Court and the Sharia Court. The Judiciary has the sole responsibility of interpreting the Constitution and adjudicating areas of conflict between other arms of government, citizenry and corporations.

• Agriculture

According to the National Bureau of Statistics (Q1 2018), Agriculture in Nigeria contributes about 17.42% of the national GDP. It provides employment for a large section of the population.

• Oil and gas

The oil and gas sector accounts for about 10% of GDP and petroleum exports represents almost 83% of total export revenue. Nigeria is a member of the Organization of Petroleum Exporting Countries (OPEC).

• Transport and infrastructure

The transport sector in Nigeria comprises of waterways, seaports, airports, roads and railways, forming a network for moving both passengers and freight in order to stimulate a healthy economy. These different modes of transport traverse the length and breadth of the country to link its industrial, commercial and agricultural centres.

Nigeria Investment and Business Guide Volume 1 states that Nigeria handles about 68 per cent of the total maritime trade in West Africa through its seaports. The Nigerian Ports Authority is responsible for harnessing the Nigeria's maritime potentials.

• Economic sustainability

Nigeria maintains essentially non-discriminatory foreign trade relations with all continents. It has entered into many bilateral trade agreements with various countries.





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• Banking and currency

Nigeria has a strong, transparent and well-capitalized financial sector which evolved through multiple reform programmes.

The naira (sign: ₦; code: NGN) is the currency of Nigeria. It is subdivided into 100 kobo. The Central Bank of Nigeria (CBN) is the sole issuer of legal tender money throughout the Nigerian Federation. It controls the volume of money supplied in the economy in order to ensure monetary and price stability.

The mandate of the CBN is derived from the 1958 Act of Parliament, as amended in 1991, 1993, 1997, 1998, 1999 and 2007.

The CBN Act of 2007 of the Federal Republic of Nigeria charges the Bank with the overall control and administration of the monetary and financial sector policies of the Federal Government.

The objects of the CBN are as follows:

1. ensure monetary and price stability;
2. issue legal tender currency in Nigeria;
3. maintain external reserves to safeguard the international value of the legal tender currency;
4. promote a sound financial system in Nigeria; and
5. act as Banker and provide economic and financial advice to the Federal Government.

Consequently, the Bank is charged with the responsibility of administering the Banks and Other Financial Institutions (BOFI) Act (1991) as amended, with the sole aim of ensuring high standards of banking practice and financial stability through its surveillance activities, as well as the promotion of an efficient payment system.

In addition to its core functions, CBN has over the years performed some major developmental functions, focused on all the key sectors of the Nigerian economy (financial, agricultural and industrial sectors). Overall, these mandates are carried out by the Bank through its various departments.

The Central Bank of Nigeria (CBN) coordinates all revenues coming into the government as a way of minimizing fraud and to provide the government with a true picture of its financial standing.

• Stock exchange

The Nigerian Stock Exchange (NSE) offers listing and trading services, licensing services, market data solutions, ancillary technology services and more.

The NSE is a member of the International Organization of Securities Commissions (IOSCO), the World Federation of Exchanges (WFE), the SIIA's Financial Information Services Division (FISD) and the Intermarket Surveillance Group (ISG).

The Exchange's trading hours are from 9:30am to 2:30pm (West Central Africa time). Equities are listed under 11 industry sectors including (i) Agriculture; (ii) Conglomerates; (iii) Construction/Real Estate; (iv) Consumer Goods; (v) Financial Services; (vi) Healthcare; (vii) ICT; (viii) Industrial Goods; (ix) Natural Resources; (x) Oil and Gas; and (xi) Services. The NSE has 12 indices that track market and

sector performance; they consist of the NSE All Share Index (ASI), the NSE 30 Index, the NSE Pension Index, the NSE Banking Index, the NSE Consumer Goods Index, the NSE Industrial Index, the NSE Insurance Index, the NSE Oil and Gas Index, the NSE Lotus Islamic Index, the NSE Premium Board Index, the NSE Main Board Index and the NSE ASeM Index. The main index is the NSE 30 Index.

• Culture and tourism

The culture of Nigeria is shaped by its multi-ethnic groups. The country has over 250 different ethnic groups, of which the three largest are the Hausas, who predominate in the north; the Igbos in the south-east; and the Yorubas in the south-west.

Nigeria offers a wide variety of tourist destinations, from natural attractions such as waterfalls, lakes and mountains to cultural and man-made attractions. Tourist sites include Obudu Cattle Ranch and Tinapa in Cross River State; Slave Trade Relics and Whispering Palms in Badagry; Olumo Rock in Ogun State; Yankari Games Reserve in Bauchi State; Gembu Resort in Taraba State; Rayfield Resort in Plateau State; Oguta Lake in Imo State; and Ogbunike Cave in Enugu State.

Major festivals include the Abuja Carnival in the Federal Capital Territory (FCT); the Calabar Christmas Carnival in Calabar; the Eyo Festival in Lagos; the Osun Osogbo Festival in Osun State; the Argungu Festival in Kebbi State; the Ojude-Oba Festival in Ogun State; and durbars in Kaduna, Borno, Kano and Niger states.



How ports have developed in Nigeria

The history of port development in Nigeria dates back to the mid 19th century, long after the onset of seaborne trade that followed the early coastal explorations. Initial efforts to provide facilities for oceangoing vessels can be seen in the attempts to open up the entrance to Lagos Lagoon. There was considerable degree of littoral drift along this coast; and the constantly shifting channels in the bar at the entrance made entry very difficult.

On 1 February 1914 the 'Akoko', drawing 5.64 metres, became the first mail steamer to enter Lagos Harbour. Two months later, vessels began to use the Customs Wharf on Lagos Island.

Demand

Previously, the explorations and trade activities of European missionaries and businessmen had created the demand for a port on the wide coastal stretch between Calabar and Lagos. In the 15th century European voyagers discovered the rich natural resources of West and Central Africa – resources they needed for their economic and industrial revolution. The Bight of Benin was opened up by the Portuguese navigator John d'Aveiro in 1485 and in 1553 the English adventurer Capt Thomas Wyndham arrived on the nation's coast.

The first major breakthrough in opening up the Lagos Lagoon came in 1906 when orders were placed for dredgers to work at the bar. In the same year, approval was given for construction of the first section of the East Mole. A new railway from Lagos to Otta and then to Abeokuta made it possible to bring stone for the construction of the mole. Depths over the bar improved steadily as the entrance moles were pushed further seawards.

A decision was taken in 1913 to develop Apapa Port. Construction of the first four deepwater berths at Apapa, with a length of 1,800 ft, began in 1921. In 1948 an additional 2,500 ft of berths were installed downstream of the first four berths. An area of 41 ha was reclaimed behind the wharves to accommodate transit sheds, warehouses and marshalling yards. The discovery of coal in Enugu prompted the building of ports in the east of the country. Construction of the Port Harcourt wharf commenced in the first quarter of the century.

Berths

In 1913 Port Harcourt Port was opened to shipping by the Governor General, Lord Luggard. The railway to Enugu was completed in 1916. A berth for colliers was created so that coal could be loaded from rail to ship.



Four berths of 1,920 ft were developed at Port Harcourt Port in 1927. Until 1954, the concept of a port as an integral part of the nation's socio-economic development had not been properly addressed. Port operation and management had been controlled by different government departments:

1. Railway Corporation Department: in charge of cargo handling
2. Public Works Department: In charge of quay maintenance
3. Marine Department: responsible for maintenance of the harbour channel and berthing of vessels.



Birth of Nigerian Ports Authority

The Authority was established in 1954 by an Act of Parliament (Port Act, CAP 155 Laws of the Federation of Nigeria and Lagos 1955, currently NPA Act CAP N126 LFN, 2004) to control and maintain the seaports as well as load and discharge cargo. Its operations started on 1 April 1955. On 17 June 1992 the Authority was incorporated as a public liability company under the provision of the Companies and Allied Matters Act 1990 as a wholly owned government company. In 1999 the status of the Authority reverted to an Agency of the Federal Republic of Nigeria. The Ministry of Transport remains the supervising ministry.

Nigerian Ports Authority Functions and Powers

In 1954 the Ports Act was promulgated and the Nigerian Ports Authority commenced full operations on 1 April 1955.

The Authority

(a) shall be a body corporate, with perpetual succession and a common seal; and

(b) may sue and be sued in its corporate name.

The NPA shall have power to:

(a) construct, execute, carry out, equip, improve, work and develop ports, docks, harbours, piers, wharves, canals, water courses, embankments and jetties;

(b) invest and deal with the monies of the NPA not immediately required on such securities or in such investments and manner as may, from time to time, be expedient;

(c) erect, construct, lay down, enlarge, maintain and alter any building, erection and work which may seem directly or indirectly necessary or convenient for any of its purposes;

(d) act as consultants and advisers in relation to ports and port operations in Nigeria or in any part of the world;

(e) carry on the business of carrier by land or sea, stevedore, wharfinger, warehouseman or lighterman or any other business desirable for the functions of the NPA;

(f) acquire any undertaking of any registered business that affords facilities for the loading, unloading or warehousing of any goods in any port in Nigeria;

(g) appoint, license and manage pilots of vessels;

(h) insure all goods and consignments that are in the custody of the NPA;

(i) control the erection and use of wharves in any port or its approaches;

(j) buy any property, and sell, let, lease or otherwise dispose of any property, which appears to the NPA to be unnecessary for its purposes;

(k) enter into agreement with any person for the supply, construction, manufacture, maintenance or repair by that person of any property, movable or immovable, necessary for the purposes of the NPA;

(l) enter into agreement with any person for the operation or the provision of any of the port facilities which may be operated or provided by the NPA;

(m) provide, appoint, license and regulate weighers and meters for measuring goods in any port in Nigeria;

(n) reclaim, excavate, enclose, raise or develop any of the lands acquired by or vested in the NPA;

(o) take sand from the ports and their approaches for such purposes as it may deem fit;

(p) do anything for the purpose of advancing

(i) the skills of persons employed by the NPA; or

(ii) the efficiency of the equipment of the NPA or of the manner in which that equipment is operated, including the provision by others of the facilities for training, education and research;

(q) provide residential accommodation, houses, hostels and other similar accommodation for its deserving employees on terms and conditions to be determined, from time to time, by the NPA, in order to promote the welfare of its employees;

(r) purchase, take on lease or in exchange or otherwise acquire, hold, manage, work, develop the resources of and turn to account any estate, land, building, tenement, and other real property of any description, including leasehold or other tenure and where-soever situate and any interest therein and any right connected therewith, and in particular, to acquire or take over estates situated in Nigeria.



(s) grant loans to its deserving and needy employees for the purposes specifically approved by the NPA on such terms and conditions to be determined by the NPA at its discretion and in such a manner as is likely to increase the effectiveness of such employees in their service to the NPA, or otherwise for the purpose of the functions of the NPA;

(t) provide loans to any of its employees for the purpose of

(i) building a house;

(ii) purchasing a plot of land on which to build a house; and

(iii) purchasing a house for the employee's use or for the residential use of the employee's family, on such terms and conditions to be determined by the NPA, at its discretion;

(u) fabricate and repair vessels, engines, boilers and all items being used in vessels;

(v) carry on the business of ship builders, engineers and manufacturers of machinery;

(w) purchase or otherwise acquire, take on lease, construct, maintain, work and use wet and dry docks, ships, quays, wharves, piers, warehouses, buildings, yards and every kind of property, structure, appliance and anything necessary for equipping, salvaging and assisting ships;

(x) form, establish or incorporate subsidiaries or affiliate companies, whether wholly or jointly, with other persons or organisations for the purpose of carrying out any of the functions of the NPA; and

(y) do such other things as are necessary for the successful performance of its functions under this Act.

Power to act through officer or agent, etc.

The NPA may perform or exercise any of its functions or powers under this Act, other than the power to make regulations, through an officer or agent of the NPA or through any other person authorised by the NPA in that behalf.

First National Development Plan (1962 to 1968)

In Lagos, six berths of 943 metres were added to the existing ones, while four berths of 506 metres were added in Port Harcourt and steps were taken to mechanise the traffic operations in these ports.

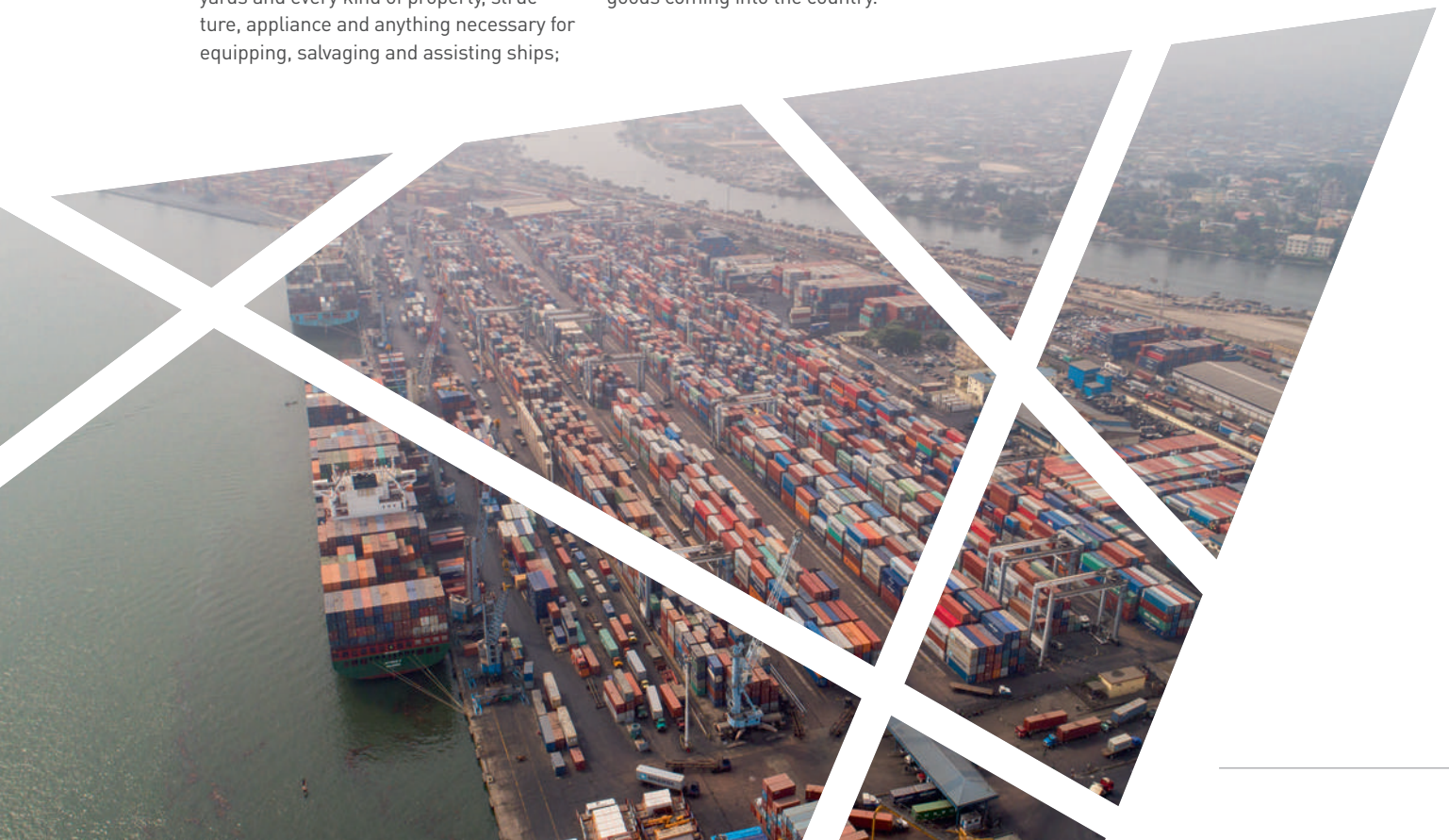
The civil war had a tremendous impact on the port industry, leading to Port Harcourt Port being closed to foreign traffic, while only Lagos Port served the nation's maritime transport needs. Thus, Lagos Port, with its comparatively limited capacity, had to bear the burden of the heavy flow of wartime cargoes and other goods coming into the country.



Consequently, the Federal Military Government enacted a special decree which empowered the Nigerian Ports Authority to acquire the ports of Warri, Burutu and Calabar, previously operated by private entrepreneurs.

Second National Development Plan (1970 to 1974)

After the civil war, Port Harcourt, Burutu, Calabar, Koko and Lagos ports were rehabilitated and reconstructed, although these efforts were not enough to





prevent an unprecedented port congestion arising from the federal government's massive importation, which led to Nigeria losing a sizeable share of foreign exchange earnings. Additional port facilities were needed to address the obvious shortage in port capacity.

Third National Development Plan (1975 to 1980)

On 14 October 1977 the Tin Can Island Port was commissioned and in 1979 the new Warri Port and the new Calabar Port were commissioned.

Starting in 1982, the nation's maritime industry began to feel the impact of the economic recession. A previously booming import business that had kept Nigerian ports busy and congested since the early 1970s had gradually scaled down in spite of policies put in place to invigorate and encourage the export sector. This led to the stalling of a grand port development, the Federal Ocean Terminal, which was to have been the first planned deep sea port. The construction work was suspended in 1983 and the project was subsequently financed through a public private partnership (PPP) arrangement.



Port reforms

The Federal Government of Nigeria initiated the drive to improve efficiency with its port reforms programme, implemented in 2005/2006 and adopted the landlord model of port management. The key principle of this concession model is to transfer cargo operational obligations to private operators while retaining public ownership of the port infrastructure.

The concession plan is to span a period of 10 to 25 years on the basis of long-term leases. Terminals were delineated by clustering two to four berths and offered to bidders via international competitive tenders. However, terminals with existing sitting tenants who had substantial private investment were given concessions on negotiated transactions. The delineation of the concessions is as indicated below:

Port	No. of concessions
1. Lagos Ports Complex	6+1 (ICD)
2. Tin Can Island Port Complex	4
3. Rivers Port	2
4. Delta Ports Complex	5
5. Onne Ports (FOT & FLT)	4
6. Calabar Port	3
Total	25

On the successful completion of the bidding process, the terminals were handed over to the successful bidders as shown:

Terminal operator	Terminal	Lease terms (years)	Handover date
1. Apapa Bulk Terminal Limited	Apapa Terminal A	25	3 April 2006
2. Apapa Bulk Terminal Limited	Apapa Terminal B	25	3 April 2006
3. ENL Consortium	Apapa Terminal C	10	3 April 2006
4. ENL Consortium	Apapa Terminal D	10	3 April 2006
5. Greenview Dev. Nig. Ltd.	Apapa Terminal E	25	3 April 2006
6. APM Terminals Limited	Apapa Container Terminal	25	3 April 2006
7. Lilypond Container Depot Nigeria Ltd.	Ijora Container Depot	10	3 April 2006
8. Josepdam Ports Services Limited	TCIP Terminal A	10	10 May 2006
9. Tin Can Island Container Limited	TCIP Terminal B	15	10 May 2006
10. Ports & Cargo Handling Services Ltd.	TCIP Terminal C	10	10 May 2006
11. Five Star Logistics Limited	TCIP RORO Terminal	15	10 May 2006
12. Port & Terminal Multiservices Limited	TCIP Terminal E	25	18 August 2009
13. Ports & Terminal Operators Nig. Ltd.	Port Harcourt Terminal A	15	23 June 2006
14. BUA Ports & Terminals Limited	Port Harcourt Terminal B	25	23 June 2006
15. Intels Nigeria Limited	Onne FOT A	25	21 June 2006
16. Brawal Oil Services Ltd.	Onne FLT A	25	21 June 2006
17. Intels Nigeria Ltd.	Onne FLT B	25	21 June 2006
18. Atlas Cement Co. Limited	Jetty FOT Onne	25	21 June 2006
19. Intels Nigeria Limited	Calabar New Terminal A	25	23 June 2006
20. Ecomarine Nig. Limited	Calabar New Terminal B	10	1 August 2007
21. Addax Logistics Nigeria Limited	Calabar Terminal C (Old Port)	25	26 May 2007
22. Intels Nigeria Limited	Warri Old Port Terminal A	25	23 June 2006
23. Associated Maritime Services Limited	Warri Old Port Terminal B	10	12 June 2007
24. Intels Nigeria Limited	Warri New Port Terminal B	25	23 June 2006
25. Julius Berger Plc	Warri New Port Terminal C	25	4 May 2007
26. Greenleigh Limited	Koko Terminal	10	12 June 2007



In keeping with its responsibilities under the concession agreement, the NPA created the following pilotage districts:

- i. Lagos Pilotage District
- ii. Bonny/Port Harcourt Pilotage District
- iii. Warri Pilotage District
- iv. Calabar Pilotage District

Functions, Post Concession

NIGERIAN PORTS AUTHORITY:

- Ownership and administration of land and water within port limits.
- Planning and development of port operational infrastructure.
- Leasing and concession of port infrastructure and setting bench mark for tariff structure.
- Responsible for nautical/Harbour operations and hydrographic survey.
- Marine incidents and pollution.
- Maintenance of safety and security at the common user areas.
- Enacting port regulations and bye-laws as well as monitor and enforce them.
- Day to day monitoring of operations and enforcement of relevant sections of respective agreements.

PRIVATE SECTOR:

- Cargo handling, stevedoring, warehousing and delivery.
- Acquisition of cargo handling and operations related equipment.
- Development and maintenance of ports' superstructure.
- Maintenance of safety and security within the concessioned terminal.

FEDERAL MINISTRY OF TRANSPORTATION:

- Policy formulation and planning at national level of basic marine infrastructure.
- Legislation.
- International relations.

Joint ventures

A Special Purpose Vehicle (SPV) was created to handle the Nigerian Ports Authority's marine responsibilities under the new structure with the collaboration of the private sector:

- Bonny Channel Management Company to take care of pilotage, towage and berthing at Rivers and Onne ports and associated jetties
- Lagos Channel Management Company to take care of pilotage, towage and berthing at Lagos ports and associated jetties.

- Calabar Channel Management Company takes care of pilotage, towage and berthing requirements at Calabar Port and its associated jetties.

The joint venture companies were made responsible for:

- Capital and maintenance dredging
- Hydrographic survey
- Maintenance of Aids to Navigation
- Wreck removal
- Visual pollution monitoring.

As well as handling the NPA's dredging works, the joint venture companies also perform third-party work and have achieved the following:

- Response time to dredging and hydrographic surveys reduced
- Response time to correct defects to navigation aids reduced
- Significant increase in volume dredged
- Channels are clear of wrecks.







➤ Nigerian ports: hub for investment

Over the past century, technological innovations coupled with globalisation have changed the structure of ports fundamentally from a labour-intensive to a capital-intensive industry. Prior to this structural change, ports were simple – as were the ships that used them – evolving with early urban settlements, often located at the lowest river crossing points.

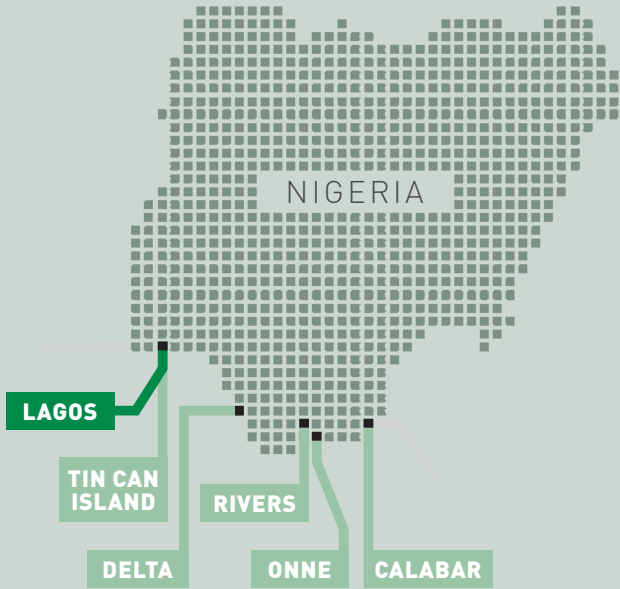
The Old Customs Wharf in Ebute Ero, Lagos, dating from 1906, is an example of this rudimentary era of port and ship development. In those days, ships were small enough to lie aground close to the settlement and transfer their cargo to and from wagons. As settlements grew, however, the demand for shipping services increased, leading to the construction of river berths and linear quays for the transfer of cargo.

Growing demand for cargo storage, along with larger ships size and new building techniques arising from the industrial revolution, led to the development of artificial docks. The demand for steamships to operate liner services saw the development of enclosed dock systems. As trade increased and ships grew larger, new docks were developed downriver towards the sea. It was during this era that Nigeria's first generation of

ports – the Port Harcourt Quays in 1920 (then exclusively dedicated to exports from the Enugu coalfields) and the Apapa Wharves in 1954 under ownership and management of the Nigerian Ports Authority – came into existence. Today the Apapa Wharf, with its various extensions over the years, is collectively known as the Lagos Ports Complex. The NPA subsequently oversaw the establishment of the second-, third- and fourth-generation ports, with dedicated oil terminals, which sprang up across Lagos (Tin Can Island), Warri, Burutu, Calabar, Onne and Bonny Island from the 1970s to the late 1980s.

Since the year 2000 the NPA, on behalf of the government, has led a process of port privatization and concessioning. So it comes as no surprise that a key part of its focus is to attract more and more foreign investment to Nigerian ports to complement the array of indigenous operators on the scene, with a view to promoting healthy competition for the benefit of port users – something the government is keen to promote. In fact, across the world, foreign direct investment is today regarded as one of the major indices of port growth and, by extension, improved gross national product. Such investments are still more vital when the skills and expertise needed in core technical areas of port development cannot be found locally.



















Lagos Port Complex



The Lagos Port Complex, also referred to as Premiere Port (Apapa Quays), is the oldest and largest port in Nigeria. It is situated in Lagos State, the commercial capital of Nigeria.



Port profile

	Location: Lat 06°25.7N, Long 003°20.53E
	Distance from fairway buoy: Bullnose 2.7 nm (5 km)
	Turning basin: 360 metres
	Radio: VHF Channels 12, 14, 16
	Developed land area: 200 ha
	Container handling capacity: 3.9 million teu
	Quay length: 2,537 metres
	Access channel depth: 13.5 metres
	Berths: 21
	Rail connection: Yes
	Inland waterway connection: Yes
	Road connection: Yes
	STS cranes: None
	Security: Level 1
	Bunkers: On approval
	Average turnaround time: 5.13 days
	Berth occupancy rate: 55.76%
	Total number of buoys: 32

Terminal operators

Terminal	Operator	Type of concession	Depth (m)
1. Terminals A & B	Apapa Bulk Terminal Ltd	Bulk cargo	13.5
2. Terminals C & D	ENL Consortium Ltd	Multipurpose	11.0
3. Container Terminal	AP Moller Terminal	Containers	13.5
4. Terminal E	Greenview Dev. Nig.Ltd	Bulk cargo	13.5
5. Lilypond Container Depot	Lilypond	Containers	11.5

Private jetties

Operator	Location	Depth (m)
1. Osadjere Fishing Co Ltd	Creek Road Apapa	4.8
2. Atlantic Shrimpers Ltd	Off Creek Road Apapa	5
3. Ocean Fisheries	Creek Road Apapa	5
4. Standard Flour Mills	Creek Road Apapa	10.5
5. Lister Oils Ltd	Creek Road Apapa	8.5
6. Obelawo Farcha Industrial Ltd	Creek Road Apapa	4.5
7. Fisheries Services Ltd	Ijora Jetty	5.0
8. Apapa Boat Club	Off Creek Road Apapa	5.0
9. Yinka Folawiyo & Sons	Creek Road Apapa	10.5
10. Wabeco (Former Christlieb Plc)	Creek Road	3.35
11. Oando/Spm Energy Services Ltd	Apapa	

Oil logistics and offshore support terminals

Operator	Berth/Terminal	Location	Depth (m)
1. Eko Support Services Ltd (Oil & Gas Free Trade Zone)	Bullnose 1, 2, 3	Lagos Port Complex (LPC)	9
2. LADOL (Free Trade Zone)	Lagos Deep Offshore Logistic Base	Opposite Apapa Port (Tarkwa Bay Island)	7

Contact

Wharf Road
Apapa, Lagos
PMB 1021
Tel: +234 8158794394
Tel: +234 7080811074 (Customer Care)
Tel: +234 7052677113 (Safety, Information and Operations Center)
Tel: +234 9090903107 (Emergency)
Email: lpcinfo@nigerianports.org
Web: www.nigerianports.gov.ng/lagos-port/


















Tin Can Island Port Complex



Tin Can Island Port is located north-west of Lagos Port Complex. It was built in the mid 1970s in response to an increase in economic activities during the oil boom coupled with post-civil-war reconstruction, rehabilitation and reintegration efforts by the then military government.



Port profile

	Location: Lat 06°25.7'N, Long 003°20.53E
	Distance from fairway buoy: 5.4 nm (10 km) KLT 5.9 nm (11 km)
	Turning basin: 400 metres
	Radio: VHF Channels 12, 14, 16
	Development land area: 157.808 ha
	Container handling capacity: 3.8 million teu
	Quay length: 3,396 metres
	Access channel depth: 13.5 metres
	Berths: 13
	STS cranes: None
	Security: Level 1
	Bunkers: On approval
	Average turnaround time: 4.01 days
	Berth occupancy rate: 43.92%
	Total number of buoys: 32



Contact

Tin Can Island Port
 Apapa, Lagos
 PMB 1198
 Tel: +234 8158794395
 Tel: +234 9030001257 (port manager)
 Tel: +234 8118082293 (Servicom)
 Email: tcipinfo@nigerianports.org
 Web: www.nigerianports.gov.ng/tincan/

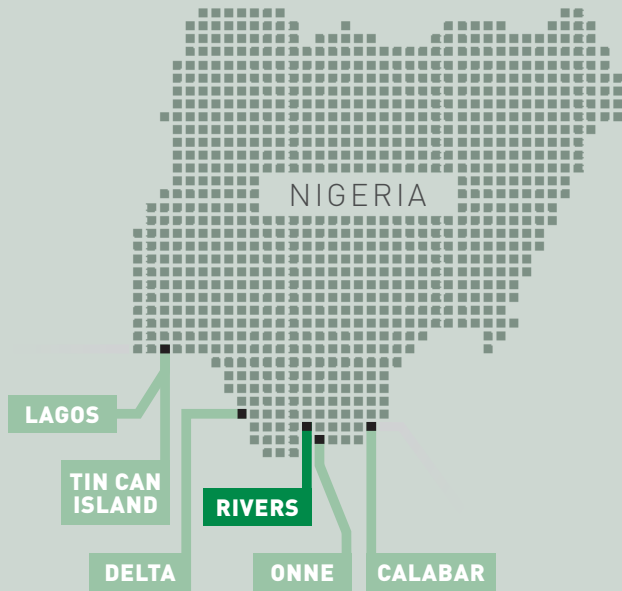
Terminal operators

Terminal	Operators	Type of cargo	Depth (m)
1. Terminal A	Josepdam Port Serv.	Bulk	13.2
2. Terminal B	TICT Container Ltd	Containers	13.3
3. Terminal C	Ports & Cargo Handling Serv.	Multipurpose	13.3
4. Terminal D	Five Star Logistics	Ro-ro	12.9
5. Terminal E	Port & Terminal Multiservices Ltd	Multipurpose	11.3

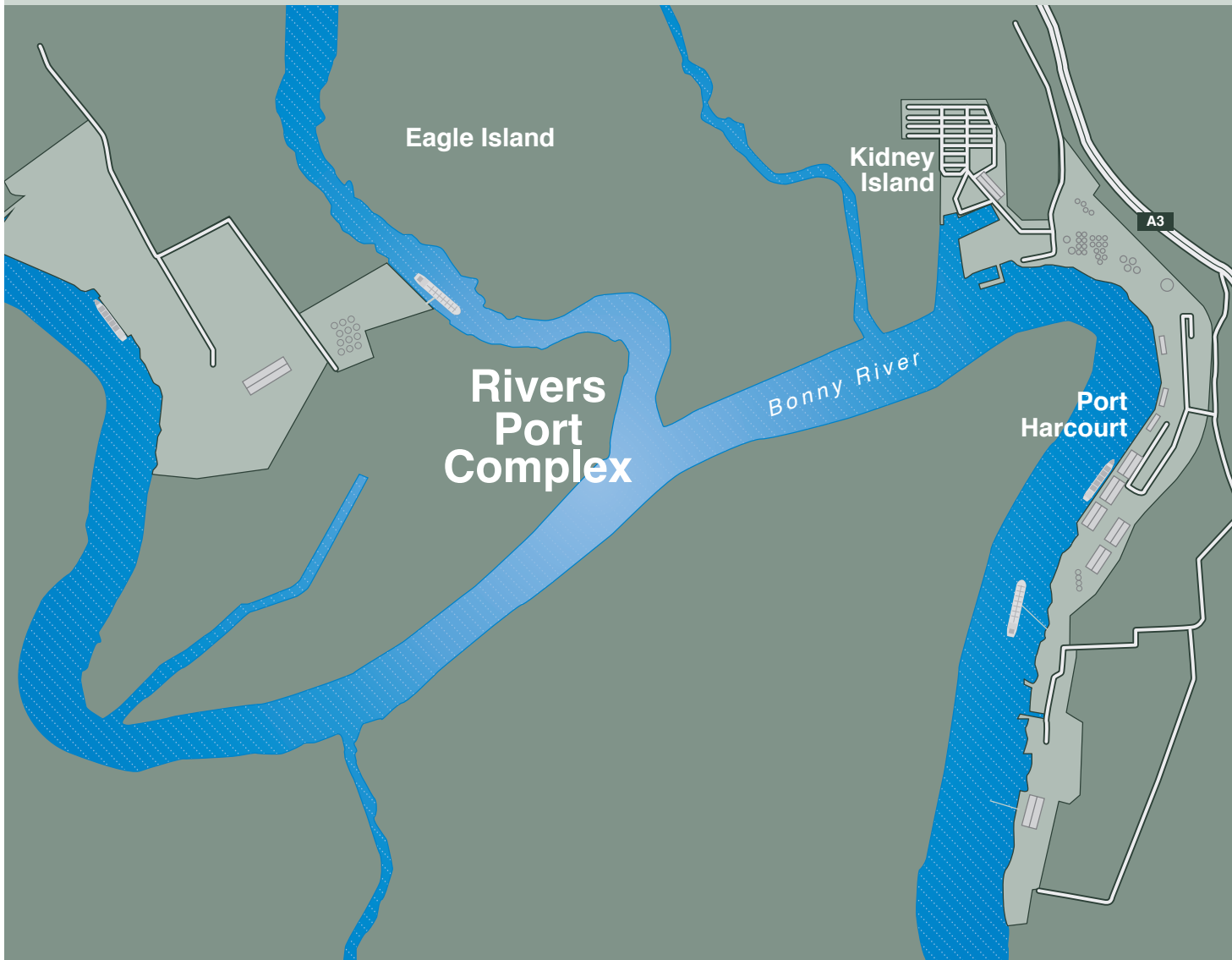
Private Jetties

Operator	Location	Depth (m)
1. Underwater Engineering	TCIP/KLT	4
2. Capital Oil Jetty (A)	TCIP/KLT	9
3. Capital Oil Jetty (B)	TCIP/KLT	8.5
4. Ibaфон (Ibru) Jetty	TCIP/KLT	6
5. Integrated Oil Jetty	TCIP/KLT	6
6. Dantata/MRS Jetty	TCIP/KLT	10
7. Obat Oil Jetty	TCIP/KLT	5.5
8. Rahamaniya Oil Jetty (RAJ)	TCIP/KLT	5.5
9. Deejones Oil Jetty	TCIP	6
10. Fagbems Oil Jetty	TCIP	5.5
11. Bovas Oil Jetty	TCIP	5.5
12. Swift Oil Jetty	TCIP	5.5
13. Index Oil Jetty	TCIP	5.5
14. Techno Oil Jetty	TCIP	5.5
15. Emadeb Oil Jetty	TCIP	5.5
16. A.A. Rano Oil Jetty	TCIP	5.5
17. Deep Water Oil Jetty	TCIP	5.5
18. Wosbab	TCIP	5.5
19. Stallionaire	TCIP	5.5
20. S.B. Bakare	TCIP	5.5
21. Nakem	TCIP	4
22. Brawl	TCIP/KLT	4
23. Seagold	TCIP/KLT	4
24. Atlantic Shrimpers	TCIP/KLT	4
25. Royal Salt	TCIP/KLT	4
26. Union Dicon Salt	TCIP/KLT	4
27. Karflex	TCIP/KLT	4
28. Orc Fisheries	TCIP/KLT	4
29. Bridge Deck	TCIP/KLT	4
30. Nakem	TCIP/KLT	4



















Rivers Port Complex



Port Harcourt was the first port to be established east of the Niger and the second-oldest in the country after the Lagos Port Complex, Apapa.



Port profile

	Location: Lat 04°46'N, Long 007°0.7E
	Distance from fairway buoy: 48 nm (89 km)
	Turning basin: 200 m
	Radio contact: VHF Channels 12, 14, 16
	Developed land area: 58 ha
	Container handling capacity: 200,000 teu
	Quay length: 704 m
	Access channel depth: 9.5 m
	Berths: 8
	Rail connection: Yes
	Inland waterway connection: Yes
	Road connection: Yes
	STS crane: None
	Security: Level 1
	Bunkers: On approval
	Average turnaround time: 6.85 days
	Berth occupancy rate: 37.67%
	Total number of buoys: 32

Terminal operators

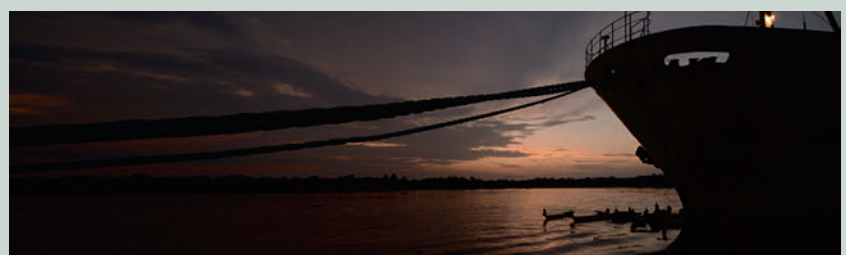
Terminal	Operator	Type of concession	Depth (m)
1. Terminal A	Ports & Terminal Operator Ltd (PTOL)	Multipurpose	8.8
2. Terminal B	BUA Ports & Terminals Ltd	Bulk cargo	9.5

Private Jetties

Name	Location	Depth (m)	Operator
1. Master Energy	Rumuolumeni	6	Oil Energy
2. Petrostar	Rumuolumeni	6	Petrostar
3. Delmar Petroleum	Rumuolumeni	6	Delta Marine
4. Shorelink	Abonema Wharf	7	Shorelink
5. Liquid bulk	Rumuolumeni	6	Blueseas
6. Saipem	Rumuolumeni	6	AGIP
7. Neptune	Rumuolumeni	5.5	Neptune Oil
8. Modant Marine	Iwofe/ Rumuolumeni	5.5	Modant Marine
9. Shell Kidney Island	Abonnema Wharf	6	Shell
10. Okrika Jetty	Port Harcourt Refinery eleme, okrika	9	NNPC
11. Japaul	Eastern Bypass	5	Japaul Marine
12. Julius Berger	Eastern Bypass	5	Julius Berger
13. Bourbon	Eastern Byass	5	Bourbon Services
14. Eagle Cement	Choba	6	Ibeto
15. Nigerian AGIP Oil Services (NAOS) Mile 4	Aker Base, Rumuolumeni	6	Agip
16. AGIP – Brass	Brass, Bayelsa	6.5	AGIP
17. Nigerian AGIP Oil Services (NAOS)	Ogbogoro	5.5	AGIP
18. Nestoil	Abuloma Wharf	6.5	Nestoil
19. Dredging Int'l Nig. Services	Borokiri	5.5	Dredging Int'l Nig. Services
20. Nigeria Shipbuilders Ltd	Reclamation Road	5.5	Nigeria Shipbuilders Ltd
21. SPDC Nig.	Bonny Island	5	Shell
22. Aiteo Energy Resources	Abonnema Wharf	5	Aiteo Energy Resources
23. Pelfaco	Rumuolumeni		Pelfaco
24. High tide	Abuloma		High tide

Contact

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PMB 5043, Port Harcourt
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Email: riversinfo@nigerianports.org
Web: www.nigerianports.gov.ng/rivers/



Onne Port Complex



Onne Port Complex situated on the Bonny River Estuary along Ogu Creek is the first port of its kind in Nigeria that operated the Landlord Port Model devised to encourage private sector participation in the Port Industry.

Strategically located, the Port is one of the largest Oil and Gas Free Zones in the world supporting exploration and production for Nigerian activities. The Free Zone provides a logistics Oil Service centre for the Oil and Gas Industry in Nigeria both Onshore and Offshore. It also provides easy access to the entire West African and Sub-Sahara Oil

fields. The Port accounts for over 65% of the export cargo through the Nigerian Sea Port.



Port profile



Location: Lat 04°41.0'N,
Long 007°10'E



Distance from fairway buoy:
35 nm (64.9 km)



Turning basin: 350 m



Radio contact: VHF Channels 16, 14, 12



Developed land area: 734.249 ha



Undeveloped land area:
1803.95 ha (FOT)



Container handling capacity:
800,000 teu



Quay length: 5,172 sq m



Access channel depth: 11.0 m



Berths: 4 FLT /12 FOT



Rail connection: None



Inland waterway connection: Yes



Road connection: Yes



Security: Level 1



STS cranes: None



Bunkers: On approval



Average turnaround time: 2.14 days



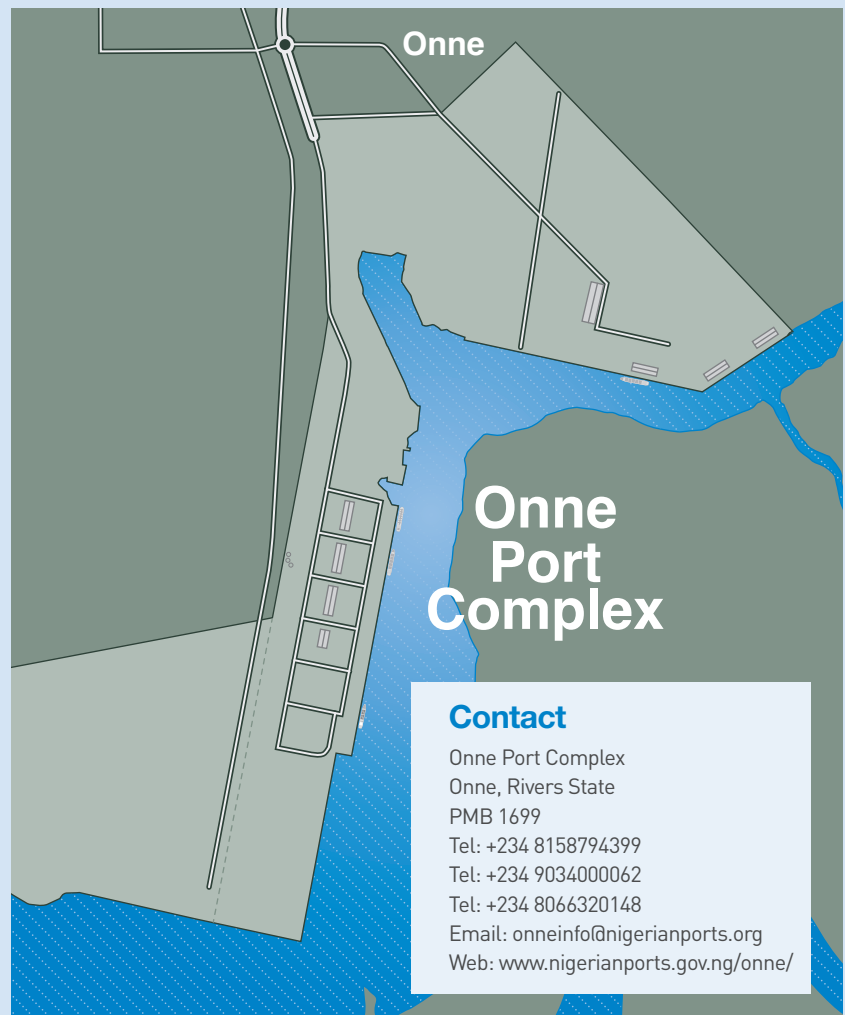
Berth occupancy rate: 11.46%



Total number of buoys: 83

Terminal operators

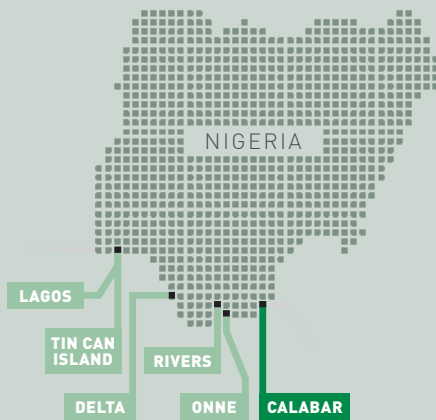
Terminal	Operator	Type of concession	Depth (m)
1. FOT A	Intels Nigeria Ltd	Multipurpose	11.5
2. FOT B (BOT)	WACT	Container	12.0
3. FLT A	Brawal	Multipurpose	7.0
4. FLT B	Intels Nigeria Ltd	Multipurpose	10.0



Contact

Onne Port Complex
Onne, Rivers State
PMB 1699
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Web: www.nigerianports.gov.ng/onne/

Calabar Port



Calabar Port is made up of facilities built and operated previously by various shipping companies which used to serve as an important trading port in the pre-colonial era.

The port has supervisory responsibility over crude oil terminals at Antan, Odudu, Yoho and Qua Iboe.




















Passenger boat services covering Cameroon, Gabon and other West and Central African countries operate from here.



Contact:

Calabar Port Complex
 Calabar, Cross-River State
 PMB 1014
 Tel: +234 8158794397
 Tel: +234 7039745010 (Port Manager)
 Tel: +234 8132554556 (Servicom)
 Email: calabarinfo@nigerianports.org
 Web: www.nigerianports.gov.ng/calabar/

Port profile

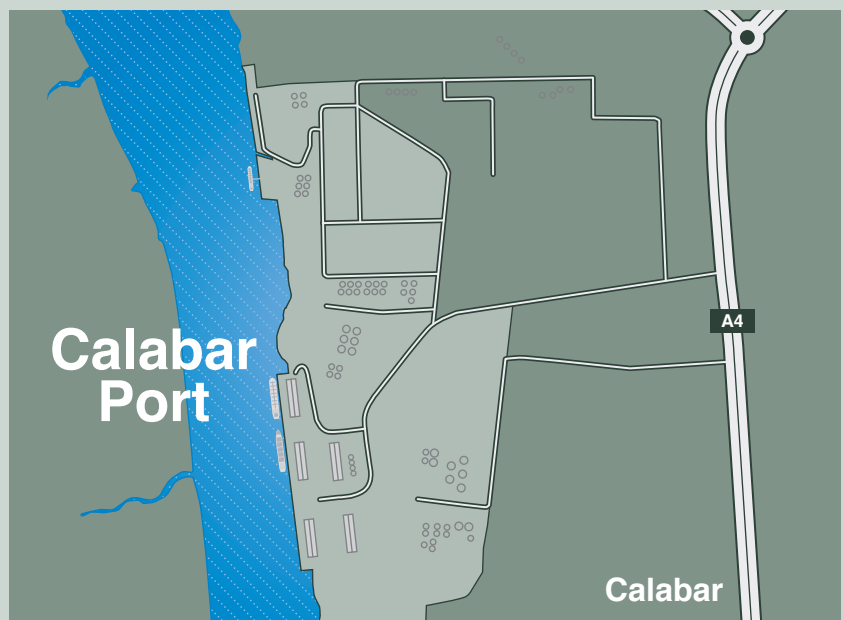
-  Location: Lat 05°01N, Long 008°19E
-  Distance from fairway buoy: New 50 nm (93 km), Old Port 45 nm (83 km)
-  Turning basin: 200 m
-  Radio contact: VHF Channels 12, 14, 16
-  Developed land area: 38 ha
-  Undeveloped land area: 50 ha
-  Container handling capacity: 150,000 teu
-  Quay length: New Port 86 m, Old Port 88 m
-  Access channel depth: 6.4 m
-  Berths: 7
-  Rail connection: None
-  Inland waterway connection: Yes
-  Road connection: Yes
-  STS cranes: None
-  Security: Level 1
-  Bunkers: On approval
-  Average turnaround time: 5.18 days
-  Berth occupancy rate: 22.93%
-  Total number of buoys: 33

Terminal operators

Terminal	Operator	Type Of Concession	Depth (m)
1. Terminal A	Intels Nigeria Ltd	Multipurpose	9.0
2. Terminal B	Ecomarine Terminal (ECM)	Multipurpose	9.0
3. Old Port	Shoreline Logistics	Oil & Gas Logistics Services	8.0

Private Jetties

Operator	Depth (m)
1. Dozzy	7
2. Northwest Petroleum & Gas	7
3. Aluminium Smelter Nig. Ltd (ALSCON) now known as (Russal)	18
4. Sixxco Oil Ltd	8.5
5. Fresh Synergy Nig. Ltd	3.5
6. Hudson Petroleum Ltd	7.5
7. Mobil Producing Nigeria	16



Delta Ports Complex



Delta Port is home to the ports of Warri, Sapele, Koko and Burutu at the heart of the Niger Delta.

Warri Port is the coordinating point for management and administration of other ports in the delta, operating from natural harbours. By virtue of their geographical location, these ports, more than all the others, have land in sufficient quantity for investment purposes.



Port profile



Location: Lat 05°31.0N, Long 005°45.0E



Distance from fairway buoy: Warri 52 nm (96 km) Koko 41.5 nm (77 km)



Turning basin: 250 m



Radio contact: VHF Channels 12, 14, 16



Developed land area: 216.19ha



Undeveloped land area: 136.48ha



Container handling capacity: 333,000 teu



Quay length: 572 m



Access channel depth: 5.9 m



Berths: New 7, Old 13



Rail connection: None



Inland waterway connection: Yes



Road connection: Yes



STS cranes: None



Security: Level 1



Bunkers: On approval



Average turnaround time: 3.48 days



Berth occupancy rate: 13%



Total number of buoys: 108



Contact

Delta Port Complex
PMB 1054, Warri
Delta State

Tel: +234 8158794401

Tel: +234 8114779393

Tel: +234 9038481537

Email: deltainfo@nigerianports.org

Web: www.nigerianports.gov.ng/delta/

Terminal operators

Terminal	Operator	Type of concession	Depth (m)
1. Old Port A	Intels Nigeria Ltd	Multipurpose	4.8
2. Old Port B	NPA	Multipurpose	5.2
3. Old Port (Cana Berth)	Julius Berger	Multipurpose	4.0
4. New Port A	Associated Maritime Services	Multipurpose	5.8
5. New Port B	Intels Nigeria Ltd	Multipurpose	6.6
6. Koko Port	NPA	Multipurpose	7.0
7. Sapele Port	NPA	Multipurpose	7.0
8. Burutu	NPA	Multipurpose	3.9

Private jetties

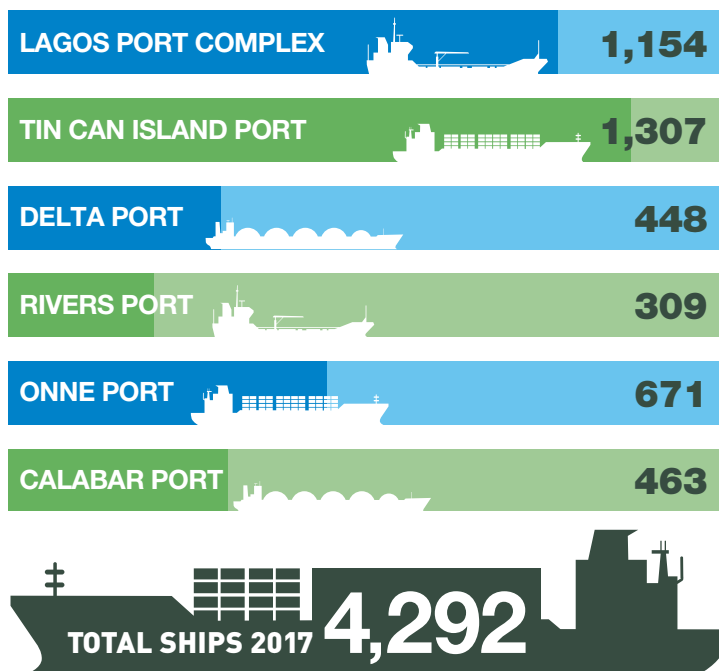
Operator	Depth (m)
1. Total Jetty	7.5
2. Blacklight	7.2
3. Nepal	6.5
4. Rainoil	6.7
5. Cybernetic	5.8
6. Matrix	7
7. A&E	5.8
8. Prudent	6
9. Othniel	7
10. Chevron Jetty	5.5
11. Ringadas	7
12. Flour Mills	7
13. Taurus	7
14. Optimal	7.5
15. Pinnacle	7
16. Duchess	6
17. Fradol	5.6



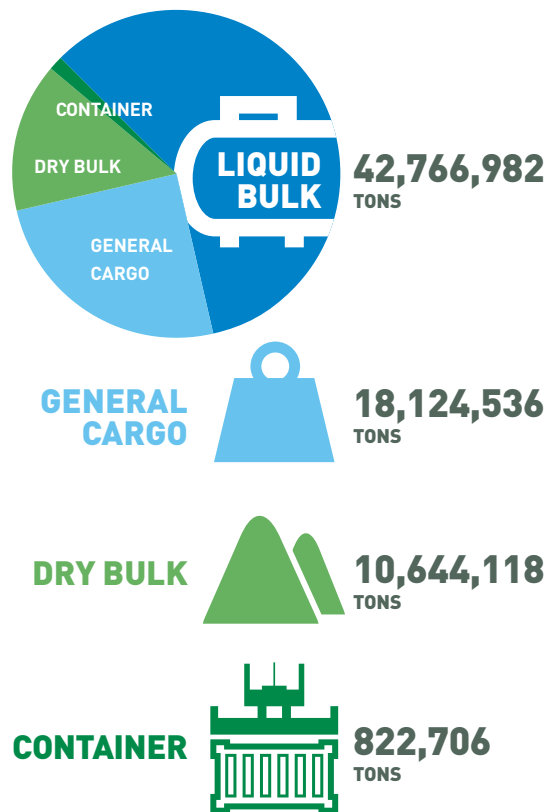
Port Statistical Data



GLOBAL SHIP TRAFFIC (2017)



COMMODITIES (2017):



LAGOS PORTS COMPLEX

Ship traffic 2007-2017

Year	No of ships
2007	1,359
2008	1,452
2009	1,545
2010	1,588
2011	1,594
2012	1,445
2013	1,510
2014	1,503
2015	1,410
2016	1,194
2017	1,154

Container traffic 2007-2017

Year	Containers (teu)
2007	248,348
2008	284,180
2009	266,522
2010	277,288
2011	336,864
2012	327,626
2013	369,052
2014	408,002
2015	344,074
2016	328,244
2017	361,247

Cargo throughput 2007-2017

Year	Cargo throughput
2007	18,567,253
2008	20,709,226
2009	18,914,562
2010	21,239,855
2011	22,808,353
2012	19,951,807
2013	20,437,369
2014	20,645,269
2015	20,250,771
2016	19,055,385
2017	19,099,690



TIN CAN PORT

Ship traffic 2007-2017

Year	No of ships
2007	1,133
2008	1,318
2009	1,389
2010	1,504
2011	1,628
2012	1,508
2013	1,615
2014	1,692
2015	1,656
2016	1,559
2017	1,307

Container traffic 2007-2017

Year	Containers (teu)
2007	121,851
2008	280,943
2009	329,373
2010	344,002
2011	420,869
2012	452,215
2013	507,348
2014	515,898
2015	474,712
2016	383,212
2017	443,830

Cargo throughput 2007-2017

Year	Cargo throughput
2007	10,003,300
2008	12,807,920
2009	13,541,016
2010	14,461,638
2011	16,230,591
2012	15,268,897
2013	16,134,153
2014	17,500,804
2015	16,407,133
2016	15,648,919
2017	15,464,385



RIVERS PORT Ship traffic 2007-2017

Year	No of ships
2007	455
2008	481
2009	459
2010	482
2011	548
2012	499
2013	439
2014	435
2015	373
2016	319
2017	309

Container traffic 2007-2017

Year	Containers (teu)
2007	-
2008	-
2009	215
2010	2
2011	70
2012	115
2013	19
2014	11
2015	225
2016	1,985
2017	2,198

Cargo throughput 2007-2017

Year	Cargo throughput
2007	4,878,757
2008	4,894,111
2009	5,141,451
2010	5,808,533
2011	7,463,620
2012	5,574,653
2013	4,935,944
2014	6,225,008
2015	4,457,785
2016	3,574,235
2017	3,536,873



ONNE PORT Ship traffic 2007-2017

Year	No of ships
2007	733
2008	712
2009	686
2010	769
2011	885
2012	859
2013	823
2014	847
2015	741
2016	659
2017	671



DELTA PORT Ship traffic 2007-2017

Year	No of ships
2007	272
2008	309
2009	321
2010	341
2011	362
2012	615
2013	609
2014	603
2015	528
2016	438
2017	448



CALABAR PORT Ship traffic 2007-2017

Year	No of ships
2007	897
2008	351
2009	321
2010	197
2011	179
2012	159
2013	373
2014	269
2015	306
2016	453
2017	403

Container traffic 2007- 2017

Year	Containers (teu)
2007	31,138
2008	42,803
2009	51,831
2010	59,454
2011	79,429
2012	98,144
2013	111,553
2014	133,863
2015	119,832
2016	94,830
2017	15,316

Container traffic 2007-2017

Year	Containers (teu)
2007	1,604
2008	2,512
2009	4,099
2010	3,940
2011	1,962
2012	2,066
2013	2,891
2014	2,671
2015	374
2016	316
2017	115

Container traffic 2007-2017

Year	Containers (teu)
2007	3,138
2008	2,544
2009	1,544
2010	1,251
2011	783
2012	431
2013	377
2014	115
2015	162
2016	-
2017	-

Cargo throughput 2007-2017

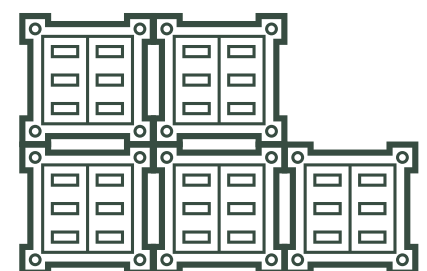
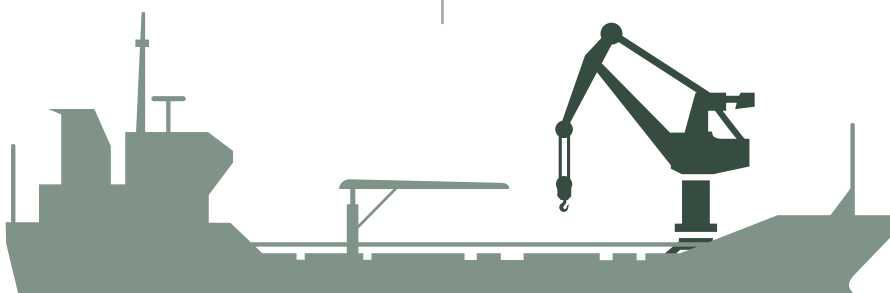
Year	Cargo throughput
2007	21,558,925
2008	22,011,200
2009	17,215,120
2010	23,832,763
2011	26,529,884
2012	27,580,642
2013	24,773,387
2014	27,968,861
2015	26,314,828
2016	23,434,241
2017	26,049,226

Cargo throughput 2007-2017

Year	Cargo throughput
2007	1,515,592
2008	2,214,693
2009	6,590,471
2010	9,807,661
2011	8,538,831
2012	6,987,533
2013	10,861,746
2014	10,199,169
2015	7,829,862
2016	6,836,616
2017	5,197,773

Cargo throughput 2007-2017

Year	Cargo throughput
2007	949,523
2008	1,245,599
2009	1,721,249
2010	1,594,277
2011	1,878,753
2012	1,723,195
2013	1,732,286
2014	2,361,477
2015	2,127,259
2016	2,329,784
2017	2,187,689



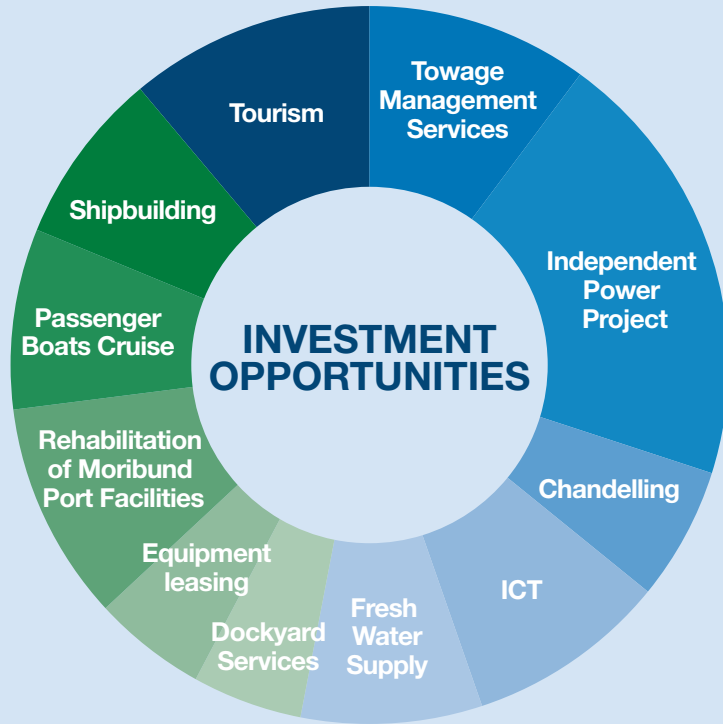
Investment and greenfield development

Greenfield development

The positive impact of the port reform implemented in 2005/2006 by the Federal Government has led to a significant increase in cargo flow into the country. While the six ports have a combined capacity of about 40 million tonnes, annual cargo throughput is over 100 million tonnes and there is still room for improvement.

Investment in port infrastructure is expected to grow as a result of an improved business environment together with an expanding economy as the effects of the country's worst recession in 20 years recede.

While there are several private-sector-led efforts to improve port capacity, the 'need' area for Nigeria is deepsea ports. The ongoing efforts are described below.



Deep Sea Port

In response to the demands of modern day shipping, Nigeria embarked on the development of deep sea ports. This is a Public Private Partnership initiative between the federal government and private investors.

Multiple opportunities for the development of deep sea ports are available

considering Nigeria's coastline stretching over 853kms.

Some deep sea projects which are already at different stages of implementation include the Ibom deep sea port in Akwa Ibom State, the Lekki deep sea port and Badagry deep sea port in Lagos State.

Land lease opportunities

The Nigerian Ports Authority has lands available for development and investment in the following port areas:

1. Warri
2. Onne
3. Calabar
4. Lagos

This is also a Public Private Partnership initiative of the Federal Government of Nigeria.







Dockyard operations

Dockyard operations are available in Warri and Calabar.

Burutu Port

Burutu Port was vested on NPA by Decree 55 of 1969 and has a land area of about 49.47 hectares. The residential quarters were sold off by ad hoc committee on sales of NPA landed asset, while the operational area was leased to Akewa Global Services Ltd on a five-year term. The operational area, however, is still available for investment purposes.

Facilities include:

1. Unpaved stacking area by tank farm	96,456.67 sq m
2. Slipway	14,000 sq m
3. Quay area length	12,600 m berth
4. Storage tanks	17
5. Pipe stacking area	8,800 sq m

Koko Port

Koko Port is under Delta Ports Complex management. Approach is via the Benin

River estuary. By road, the port (Koko Town) is about 40 km via the new four-lane dual carriageway between Benin and Warri. The roads are in good condition throughout the year.

Technical details

A condition survey of the port and quay apron in 2015 showed that the quay apron was an open concrete deck with a thickness of 0.3 metre suspended on reinforced concrete piles of 0.38 metre by 0.38 metre via reinforced concrete beams. The quay apron should therefore be able to carry a load of 300 tonnes. [The wharf was designed in 1967 for a uniform live load of 600PS ft. (28.7KN/m²), wind load of 20Psft (.95KN/m²) and 5tons portal crane with maximum wheel load of 43.8long tons.]

Berth length

The available berth length is 138 metres. Total length is 140 metres but the tail-end of the jetty is damaged. There are six bollards at the quay apron of which three are in need of repair.

Concession

The port was initially concessioned to a terminal operator in 2007 but NPA Management took it over in August

2011 when the contract was revoked [for inability to meet with the terms of contract]. The port is currently managed by the NPA.

List of assets (land and buildings)

1. Undeveloped land opposite Total Nigeria land	20.25 ha
2. Built-up and undeveloped area	4.06 ha
3. Police station (1 storey)	
4. Engineering workshop (CIS)	
5. NPA administrative block	1 bungalow (Workshop)
6. NPA fire station	
7. Boy's quarters	
8. Terminal superintend house	2 bedroom Bungalow
9. Staff transit quarters I	3 single rooms
10. Staff transit quarters II	1 single room
11. Main warehouse	CIS
12. Back warehouse Customs Warehouse	

Warehouse/stacking area

The warehouse/transit shed has a floor area of 112.7 by 38.2 metres with two cold rooms (not presently in use) and one dry store. At the back there is a cargo stacking area the same size as the main warehouse.

Information technology in service delivery

The NPA uses information technology (IT) resources to maintain an unrivalled edge in the maritime sub-sector. The aim is to enhance customer services, follow a low-cost product to reduce costs through increased productivity and reduce employee overheads. Redundant tasks have been centralized at one location and high-cost functions have also been migrated into an online environment.

Rapid communications have helped to increase productivity by allowing for better business decision-making. Streamlined work flow systems and collaborative work spaces have also increased efficiency and allowed employees to process a greater level of work in a shorter period of time.

Command, Control, Communication & Intelligence (CCCI)

The Command, Control, Communication & Intelligence (CCCI) facility was commissioned in July 2015. It is used to provide feasibility and maritime domain awareness in capturing vessels in and out of Nigerian ports. It is designed to improve security, safety and navigational operations with two major components: the marine operations centre and the network operating centre.

Marine operations centre (MOC)

The marine operations centre (MOC) handles communication with vessels, monitoring of incidence within the waterways, escalation and inter-agencies collaboration. It is connected to six manned signal post installations and eight unmanned signal post installations from corporate headquarters.

Network operating centre (NOC)

The network operating centre (NOC) handles proactive support for all equipment, data access control, CCTV cameras,

sensors, management of data and generation of reports, supply and management of power.

Electronic Ship EntryNotice (eSEN)

Since 2012 the electronic Ship Entry Notice portal (sen.nigerianports.org) has been in use by customers to register vessels that intend to berth at Nigerian ports. The eSEN customer portal is a web-based application created for shipping agents for ease of doing business. It provides an efficient method for reporting the ship arrival information required by the NPA and other federal agencies for ships visiting Nigerian ports.

It was developed to enable SEN to be submitted directly to the NPA via the internet portal, thereby avoiding faxes, scanners and hand-delivery. Any SEN submitted via the eSEN application portal constitutes the official SEN and duplicate submissions through other means are not required. A fee is charged per Ship Entry Notice Certificate issued and payments may be made using debit/credit cards or at the banks. In addition, eSEN has an eWallet facility that can also fund eSEN transactions.

Revenue and Invoice Management System (RIMS)

The Revenue and Invoice Management System (RIMS) is a customs web-based application that automates the billing and revenue collection system of the NPA and further integrates with the Oracle Financials module within the Oracle E-Business Suite, thereby automating the whole process from invoice generation to maintaining the books in Oracle Financials.

RIMS was implemented in modules with all modules fully deployed and gone-live:

- General bills
- Service boat
- Passenger boat
- OTD/CPR
- Lease fee
- Service boat
- Provisional bills
- Final bills
- Throughput bills
- Estate bills.

Corporate website

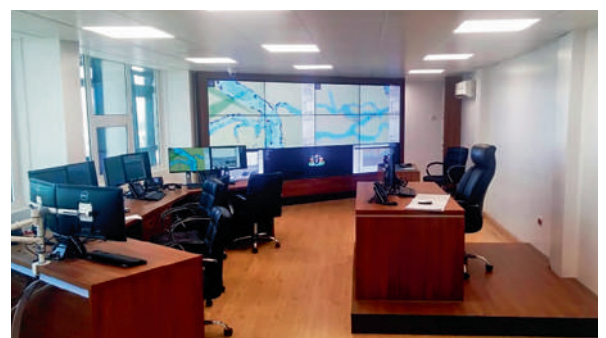
The NPA website – www.nigerianports.gov.ng – is an informational website providing detailed operational and administrative information to the public.

It is embedded with service level agreements on operations and multifunctional portals for transacting business from any part of the world.

Customer portal

The RIMS application's web-based customer portal (customers.nigerianports.org) provides a real-time interface for NPA customers to carry out the following tasks among others:

- Upload manifest electronically into RIMS
- View bill/invoice status
- View and print bills generated by NPA BackOffice
- View customer account details/balances from Oracle Financials.



Ensuring quality services

Standard Operating Procedure (SOP) and Port Service Support Portal (PSSP) were instituted by the Federal Government of Nigeria towards streamlining processes and procedures at the Nigerian ports.

In addition, three executive orders on the ease of doing business in Nigeria were recently signed and these have helped to reduce the cumbersome process of cargo clearance at the ports.

SERVICOM Division

Servicom, an acronym for Service Compact with all Nigerians, is committed to improve the quality of public service delivery.

1st Floor
Nigerian Ports Authority
Corporate Headquarters
26/28, Marina, Lagos
Complaints and suggestions:
Email: npaservicom@nigerianports.org

The Service Charter are Service Level Agreements (SLA) on which we stand in relating with our customers:

- Expect satisfactory service delivery
- Have right to good quality service
- Have recourse when service fails.

Details of service provision and delivery

- Provision of enabling environment for terminal operators and other port stakeholders
- Oversee the activities of terminal operators and ensure they comply with set rules
- Provide port infrastructure in common-user areas
- Ensure adequate security of port environment.

Parastatal Nodal Officer

Email: npaservicom@nigerianports.org

Assistant Parastatal Nodal Officer

Email: npaservicom@nigerianports.org

Charter Desk Officer

Email: npaservicom@nigerianports.org

Enquiries & Service Improvement Desk Officer

Email: npaservicom@nigerianports.org

Complaints Desk Officer

Email: npaservicom@nigerianports.org



Commitment to health, safety and environment (HSE)

Nigerian Ports Authority recognizes that excellence in HSE performance is critical to successful port operations which aligns with the corporate mission to deliver efficient port service in a safe, secure and customer-friendly environment.

Business activities in all NPA premises are conducted in a manner that minimizes adverse health, safety and environmental impacts with the ultimate goal of zero harm to people and the environment.

The Nigerian Ports Authority is ensuring that the Nigerian waterways are protected from the effects of marine pollution. World class shipping waste collection, storage, processing and disposal services are being carried out by African Circle Pollution Management Ltd in each of the NPA navigational districts.

Routine Marpol inspections are carried out to ascertain that vessels are compliant with IMO regulations that govern waste management on ships.

NPA's Policy on HSE is benchmarked on the compliance with all international conventions, regulations, guidelines and national legislations on health, safety and environment, such as;



i. OHSAS 18001 (on Occupational Health and Safety Management Systems)

ii. ISO 14001 (on Environmental Management Systems) to the level of "certification-ready".

iii. International Convention for the Prevention of Pollution from ships, 1973 as modified by the protocol of 1978 (MARPOL)

iv. Safety of Life at Sea (SOLAS)

v. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

vi. International Ships and Port Facility Security (ISPS) Code



Directory

Terminal Operators, etc.

Lagos Port Complex

ENL Consortium

26 Burma Road, Apapa, Lagos
Web: www.port.enlconsortium.com
Email: contactus@enlconsortium.com

Apapa Bulk Terminal Ltd

2 Old Dockyard Road, Apapa, Lagos
Web: www.fmnplc.com
Email: contactus@fmnplc.com

APM Terminal

121 Louis Solomon Close,
Victoria Island, Lagos
Web: www.apmterminals.com
Email: info.apapa@apmterminals.com

Greenview Development Nigeria Ltd

Terminal E, Lagos Port Complex, Apapa
Web: www.dangote.com
Email: greenview@greenviewterminal.com

Tin Can Island Port Complex

Port & Cargo Handling Services Ltd

41 Calcutta Crescent, Apapa, Lagos
Web: www.sifaxgroup.com
Email: sifax@gacom.net

Josepdam Port Services Nigeria Ltd

Terminal A,
19 Fatai Atere Way, Matori Oshodi, Lagos
Web: www.jps.ng
Email: enquiries@jps.com

Port & Terminal Multiservices Ltd

PTML Terminal,
Tin Can Island Port Complex,
Apapa, Lagos
Web: www.ptml-nigeria.com
Email: info@ptml-ng.com

Five Star Logistics Ltd

Balogun Omidiora Road,
Apapa, Lagos
Web: www.fivestarlogisticsltd.org
Email: tm@5starterterminal.com

Tin Can Island Container Terminal

1/3 Point Road,
Apapa, Lagos
Web: www.tict-ng.com
Tel: +234 (0)703 406 0460;
+234 (0)703 406 0500

Rivers Port Complex

Port & Terminal Operators Ltd

Rivers Port, Port Harcourt
Web: www.ptolnigeria.com
Email: info@ptolnigeria.com

BUA Ports & Terminal

Rivers Port, Port Harcourt
Web: www.buagroup.com
Email: info@buagroup.com

Onne Port Complex

Intels Nigeria Ltd

Corporate Head Office Complex,
Oil and Gas Free Zone, Onne
Web: www.intelservices.com
Email: info@intelservices.com

West African Container Terminal (WACT)

Onne
Web: www.apmterminals.com
Email: wact.onne@apmterminals.com

Brawal Oil Services Ltd

Federal Lighter Terminal, Onne
Web: www.brawal.com
Email:
brawalshippingphc@brawalshipping.com

Calabar Port Complex

Ecomarine Terminal Ltd

Calabar Port Complex, Calabar
Web: www.ecomarinegroup.com
Tel: +234 (0)822 552 772
Lagos Office Tel: +234 (0)154 58858

Addax Logistic Ltd

New Terminal C, Calabar
Web: www.addax.in;
www.addaxpetroleum.com
Email: support@addax.in

Intels Nigeria Ltd

New Terminal A, Calabar
Web: www.intelservices.com
Email: info@intelservices.com

Eco Marine Terminal Ltd

New Terminal B, Calabar
Web: www.ecomarinegroup.com
Tel: +234 (0)822 552 772
Lagos Office Tel: +234 (0)154 58858

Delta Port Complex

Julius Berger Services Ltd

Terminal C, Delta Port Complex,
Warri, Delta State
Web: www.julius-berger.com

Associated Maritime Services Ltd.

Old Terminal B, Warri
Web: www.associatedmaritimeservicesltd.com
Tel: +234 (0)708 404 27203

Intels Nigeria Ltd.

Oil Terminal A, Warri
Web: www.intelservices.com
Email: info@intelservices.com
Tel: +234 (0)844 63805

Green Leigh Nig. Ltd.

Koko Terminal, Warri
P.M.B 1054

Free Trade Zones

LADOL

Westminster House,
1601 Adeola Hopewell,
Victoria Island, Lagos
Web: www.ladol.com
Email: info@ladol.com
Tel: +234 (0)127 90684

Snake Island Integrated Free Zone (Nigerdock)

Web: www.sifreezone.com
Email: si@sifreezone.com

Approved Port Agencies

Nigeria Customs Services

Abidjan Street, Wuse
P.M.B 26, Zone 3
Abuja FCT
Web: www.customs.gov.ng
Tel: +234 09 5234694

Nigeria Police Force

Louis Edet House
Abuja FCT
Web: www.npf.gov.ng
Email: fpro@nigeriapolice.org
Tel: +234 8036 037 494

National Agency for Food and Drug Administration and Control (NAFDAC)

Plot 1, Industrial Estate
22/132 Oshodi Apapa Expressway
Isolo, Lagos.
Web: www.nafdac.gov.ng
Tel: +234 909 7630 506

Nigerian Maritime Administration and Safety Agency (NIMASA)

4, Burma Road
Apapa 234001
Lagos
Web: www.nimasa.gov.ng





Lagos Channel Management

Dredging

Wreck Removal

Surveying

Maintenance of Navigational Aids

Pollution Monitoring



Headquarters: Apapa Dockyard Rd., Apapa, Lagos, Nigeria .
Tel/Fax: +234-1-5824703,+234-1-5804702
Email: info@lagoschannelnigeria.com

Port Health Services

Airport Road, Mafoluku
Oshodi, Lagos

The Nigeria Immigration Services (NIS)

Nnamdi Azikiwe Airport Road
P.M.B 36 Garki
Abuja FCT
Web: www.immigration.gov.ng
Tel: +234 708 0607 900

Department of State Services (DSS)

Aso Drive
Abuja FCT



Shipping Companies

Blue Funnel

34 Warehouse Road, Apapa, Lagos
Web: www.bluefunnel.myzen.co.uk;
www.bf-ng.com
Email: info.nigeria@panalpina.com;
daibu.jada@panalpina.com

Samcham Holding Ltd

8 Olofin Street, Off Warehouse Road,
Apapa, Lagos
Web: samcham.org
Email: info@samcham.or;g
samcham-ltd@yahoo.com

Gold River Maritime Nig. Ltd

32A Aggrey Road,
Yaba GRA, Yaba, Lagos
Web: www.goldrivermarina.com
Email:

CMA, CGM Delmas

26 Creek Road, Apapa, Lagos
Web: www.cma-cgm.com
Email: lgs.customerservice@cma-cgm.com

SDV

26 Creek Road, Apapa, Lagos
Web: www.m.vconnect.com
Email: ltd@sdv.ng.net;
mokeenwa@yahoo.com

Alraine Shipping

26 Creek Road, Apapa, Lagos
Email: info@vconnect.com

Comet Shipping

4 Hinderer Road, Apapa, Lagos
Web: www.nalcomet.com
Email: info@cometshipping.com

Maersk Nigeria

121 Louis Solomon Close,
Victoria Island, Lagos
Web: www.maerskline.com
Email: losopsgen@maersk.com

Hull Blyth

34 Wharf Road, Apapa, Lagos
Web: www.hull-blyth.com
Email: enquiries@hull-blyth.com

Lagos & Niger (LANSAL)

3-4 Creek Road, Apapa, Lagos
Web: www.zim.com
Email: oni.ayodele@lansal.biz
Tel: +234 (0)1 580 39304

Transcap

28 Burma Road, Apapa, Lagos
Web: www.ngex.com
Tel: +234 (0)809 502 4721
WhatsApp: +234 (0)809 207 1667

Deino Maritime Services Ltd

8 Pelewura Crescent, Apapa, Lagos
Web: www.martrust.com
Email: info@martrust.com

Cross Marine Services Ltd

28 Burma Road, Apapa, Lagos
Web: www.connectnigeria.com
Email: info@connectnigeria.com

Platinum Shipping Services

30-32 Creek Road, Apapa, Lagos
Web: www.platinumintl.com
Email: sales@platinumintl.com

Divine Maritime Shipping

16/18, Ado Avenue, Apapa, Lagos
Web: www.divinemarinengrp.com

Atlas Shipping Agencies

6 Tiamiyu Savage Street,
Victoria Island, Lagos
Web: www.atlasship.com
Email: panama@atlas.com

Hensmor Nigeria Ltd

26 Dockyard Road, Apapa, Lagos
Web: www.m.vconnect.com
Email: info@vconnect.com

African Port Services

118 Burma Road, Apapa, Lagos
Web: www.africanportservices.com
Email: info@africanportservices.com

Franig International Ltd

33 Creek Road, Apapa, Lagos
Web: www.businesslist.com.ng
Email: info@businesslist.com.ng

Gilmor Engineering Nigeria Ltd

18A Pelewura Crescent, Apapa, Lagos
Web: www.gilmornig.com
Email: gilmor@gilmornig.com

Supermaritime Nigeria Ltd

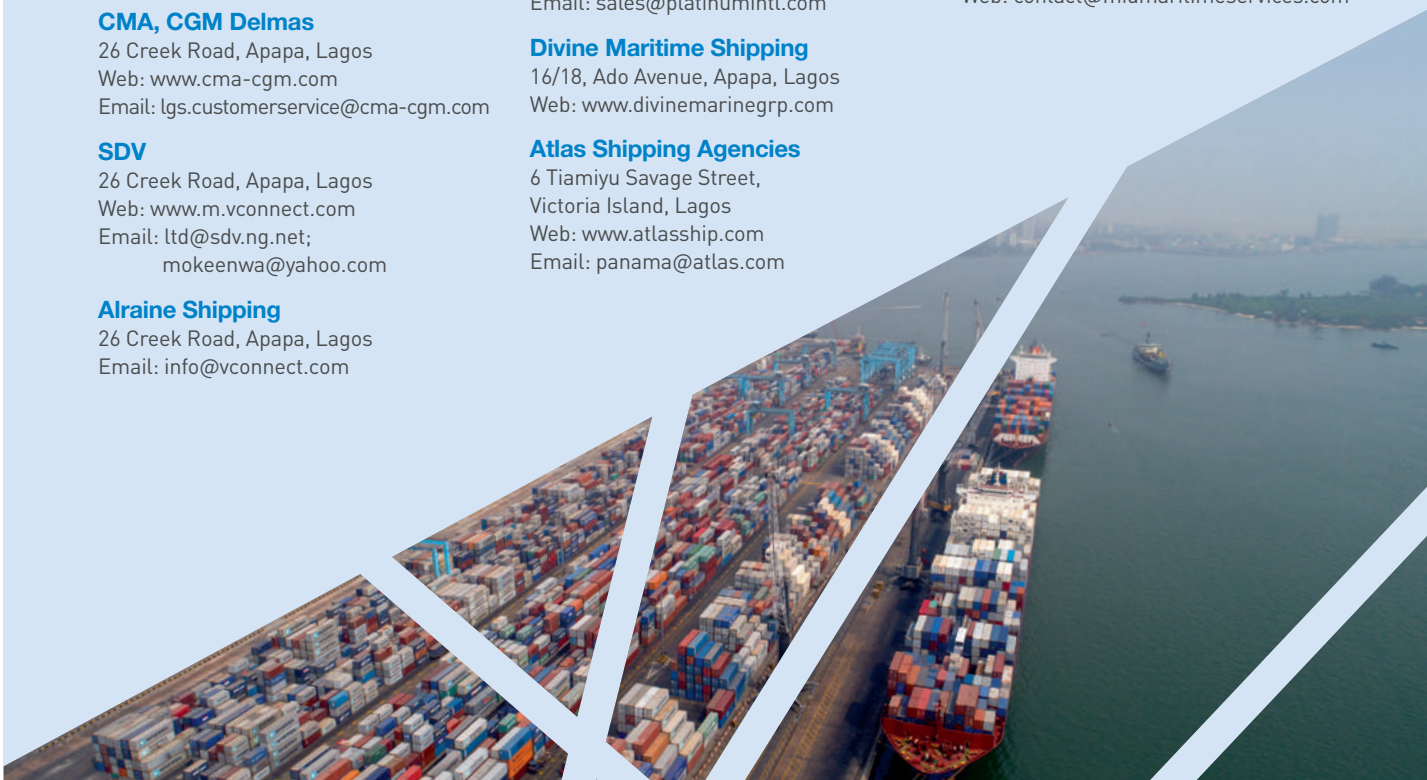
10 Obanta Road, Beulah Suite,
Apapa, GRA, Lagos
Web: www.supermaritime.com
Email: mail@supermaritime.com

Hamadah Shipping Services Ltd

1 Commercial Road, Eleganza Plaza,
Apapa, Lagos
Web: www.m.vconnect.com
Email: info@vconnect.com
Tel: +234 (0)1 587 4746

Mid-Maritime Services Ltd

Bonded Terminal 1&2
Plot 5, Via Nigeria Ports Authority,
Second Outward Gate,
Opp. Crown Flour Mill Ltd,
Tin Can Island Port, Lagos
Email: www.midmaritimeservices.com
Web: contact@midmaritimeservices.com



Ensuring Clean and Safe Waters



African Circle Pollution Management Limited (ACPML) is an indigenous waste management organization saddled with the responsibility of collection, storage, processing and disposal of ship generated waste in all four pilotage districts in Nigeria on the behalf of the Nigerian Ports Authority on a BOT contract.



HEAD OFFICE
4th Floor , Foreshore Towers,
2A, Osborne Road Ikoyi ,
Lagos Nigeria.
TEL. +234 1 453-5946,
+234 1 453 5947
E-mail – info@africancircle.com



Bonny Channel Company Ltd

24 Tombia Street, GRA Phase II

Port Harcourt, Nigeria

Tel: +234 (0) 84302819

Email: info@bonnychannelcompany.com

Web: www.bonnychannelcompany.com

CLEARING THE WAY FOR SAFE NAVIGATION

The Bonny Channel Company was established to ensure safe navigation of the Bonny Channel and Bonny River to the eastern ports of Bonny, Onne and Port Harcourt. We provide continuous maintenance dredging of both the channel and the river. Our company is a joint venture between the Nigerian Ports Authority and the technical consortium TCMC (made up of Dredging International, Vinci and IPREM). Our services include:

- Planning, management and carrying out of maintenance and capital dredging works
- Wreck removal
- Maintenance of navigation aids
- Quarterly bathymetric survey
- Management training of NPA officials





LADOL

LIMITLESS

OPPORTUNITIES
INDUSTRIES
AFRICA

NIGERIA'S ONLY 100% PRIVATE INDUSTRIAL FREE ZONE



**LADOL's mission is to help make Nigeria Africa's hub
for industrial maritime and oil & gas activities.**

A \$500 million award-winning Free Zone, LADOL provides technologically advanced infrastructure and round-the-clock support for all companies in the Zone.

LADOL has already reduced the cost of offshore logistics support by 50% and its fully serviced facilities allow new entrants to set-up and access the high growth African market at minimal cost, maximum efficiency and complete focus on their core business.

***LADOL: THE IDEAL LOCATION FROM WHICH
YOU CAN PARTICIPATE IN
THE WORLD'S NEXT BIG GROWTH STORY***