## LAGOS PILOTAGE DIRECTION

1. Pilotage is compulsory for all vessels except vessels below 500 GT with Pilotage Exemption Certificate (PEC).
   1.1. All Tankers and Vessels carrying classified substances (including mixtures and solutions) as specified in International Maritime Dangerous Goods (IMDG) Code MUST navigate with a Pilot on board while in the District.

2. Pilotage services are provided on request from the appointed Agent to the Harbour Master, Lagos Pilotage District for 24hrs, 7days a week on these contacts:
   2.1. VHF Channels 12, 14 and 16 (Lagos Port Control).
   2.2. Mobile Numbers:
   2.3. E-mail: lagospilotagedistrict@nigerianports.org
   2.4. Website: www.nigerianports.org

3. All vessels arriving/departing Lagos Pilotage District must call Lagos Port Control on VHF Channels 12, 14 and 16.

4. Estimated Time of Arrival (ETA) must be communicated 12 hours before arrival of vessels unless directed otherwise by the Harbour Master/Lagos Port Control.
   4.1. An amendment to ETA is accepted not later than 4 hours before arrival of vessels.

5. A vessel issued with Pilotage Exemption Certificate may require Pilotage and Towage services if:
   5.1. The vessel equipment is substandard or defective.
   5.2. The vessel is maneuvering with difficulty or has a history of difficulty in maneuvering.
   5.3. Adverse weather is prevailing or expected.
   5.4. The Master of the vessel is incapacitated.
   5.5. The vessel's position is exposed to imminent danger or navigational hazard.
   5.6. It is apparent that the Master of the vessel is not performing to international best practices and to the satisfaction of the Port Authority.
   5.7. The service of a tug is required.

## PORTS, BERTHS AND JETTIES

### LAGOS PORT COMPLEX

| S/No | BERTHS | DEPTH (m) | OPERATORS |
|---|---|---|---|
| 1. | BERTH 1 | 12.5 | APAPA BULK TERMINAL LTD |
| 2. | BERTH 2 | 14.4 | APAPA BULK TERMINAL LTD |
| 3. | BERTH 3 | 14.1 | APAPA BULK TERMINAL LTD |
| 4. | BERTH 4 | 10.2 | APAPA BULK TERMINAL LTD |
| 5. | BERTH 5 | 11.0 | APAPA BULK TERMINAL LTD |
| 6. | BERTH 6 | 11.5 | ENL CONSORTIUM LTD |
| 7. | BERTH 7 | 11.3 | ENL CONSORTIUM LTD |
| 8. | BERTH 8 | 11.0 | ENL CONSORTIUM LTD |
| 9. | BERTH 9 | 10.8 | ENL CONSORTIUM LTD |
| 10. | BERTH 10 | 9.9 | ENL CONSORTIUM LTD |
| 11. | BERTH 11 | 9.6 | ENL CONSORTIUM LTD |
| 12. | BERTH 12 | 10.1 | ENL CONSORTIUM LTD |
| 13. | BERTH 13 | 9.6 | ENL CONSORTIUM LTD |
| 14. | BERTH 14 | 9.7 | ENL CONSORTIUM LTD |
| 15. | BERTH 15 | 12.7 | AP MOLLER TERMINAL |
| 16. | BERTH 16 | 13.0 | AP MOLLER TERMINAL |
| 17. | BERTH 17 | 13.5 | AP MOLLER TERMINAL |
| 18. | BERTH 18 | 13.1 | AP MOLLER TERMINAL |
| 19. | BERTH 19 | 11.3 | GDNL TERMINAL |
| 20. | BERTH 20 | 10.3 | GDNL TERMINAL |
| 21. | BERTH 21 | | GDNL TERMINAL |
| 22. | SFM TERMINAL | | STANDARD FLOUR MILL (SFM) |

### TINCAN ISLAND PORT COMPLEX

| S/No | BERTHS | DEPTH (m) | OPERATORS |
|---|---|---|---|
| 1. | TINCAN BERTH 1 | 11.7 | JOSEPDAM TERMINAL |
| 2. | TINCAN BERTH 2 | 11.6 | JOSEPDAM TERMINAL |
| 3. | TINCAN BERTH 3 | 13.1 | TINCAN ISLAND CONTAINER TERMINAL |
| 4. | TINCAN BERTH 4 | 13.1 | TINCAN ISLAND CONTAINER TERMINAL |
| 5. | TINCAN BERTH 5 | 12.8 | TINCAN ISLAND CONTAINER TERMINAL |

## PORTS, BERTHS AND JETTIES (CONT'D)

| S/No | BERTHS | DEPTH (m) | OPERATORS |
|---|---|---|---|
| 6. | TINCAN BERTH 6 | 12.9 | PORT & CARGO TERMINAL |
| 7. | TINCAN BERTH 7 | 12.9 | PORT & CARGO TERMINAL |
| 8. | TINCAN BERTH 8 | 13.0 | PORT & CARGO TERMINAL |
| 9. | TINCAN BERTH 9 | 11.3 | FIVE STAR LOGISTIC TERMINAL |
| 10. | TINCAN BERTH 10 | 11.2 | FIVE STAR LOGISTIC TERMINAL |
| 11. | TINCAN BERTH 11 | 11.1 | PTML TERMINAL |
| 12. | TINCAN BERTH 12 | 10.4 | PTML TERMINAL |

OIL TANKER TERMINALS/JETTIES

| S/No | BERTH/TERMINAL | LOCATION | DEPTH (m) | OPERATORS |
|---|---|---|---|---|
| 1 | SINGLE BUOY MOORING (SBM) | MIDSTREAM LPC | 14.5 | NPA/NNPC (STC OPERATION) |
| 2 | ATLAS COVE JETTY (ACJ) | LPC | 14.0 | NPA/NNPC |
| 3 | BULK OIL PETROLEUM JETTY (BOP) | LPC | 9.2 | NPA |
| 4 | NEW OIL JETTY (NOJ) | LPC | 8.6 | NPA |
| 5 | PETROLEUM WHARF APAPA (PWA) | LPC | 8.7 | NPA |
| 6 | WAZIRI JETTY (FISHERY WHARF) | LPC | 6.0 | NPA |
| 7 | IJORA WHARF | LPC | 5.8 | NPA/NRC |
| 8 | NISPAN JETTY | LPC | 11.0 | PRIVATE |
| 9 | LISTER JETTY | LPC | 10.0 | PRIVATE |
| 10 | CAPITAL OIL JETTY (A) | TCIP/KLT | 9.0 | PRIVATE |
| 11 | CAPITAL OIL JETTY (B) | TCIP/KLT | 8.5 | PRIVATE |
| 12 | IBAFON (IBRU) JETTY | TCIP/KLT | 6.0 | PRIVATE |
| 13 | INTEGRATED OIL JETTY | TCIP/KLT | 6.0 | PRIVATE |
| 14 | DANTATA/MRS JETTY | TCIP/KLT | 10.0 | PRIVATE |
| 15 | OBAT OIL JETTY | TCIP/KLT | 5.5 | PRIVATE |
| 16 | RAHAMANIYA OIL JETTY (RAJ) | TCIP/KLT | 5.5 | PRIVATE |

OIL TANKER TERMINALS/JETTIES (CONT'D)

| S/No | BERTH/TERMINAL | LOCATION | DEPTH (m) | OPERATORS |
|---|---|---|---|---|
| 17 | DEEJONES OIL JETTY | TCIP | 6.0 | PRIVATE |
| 18 | FAGBEMS OIL JETTY | TCIP | 5.5 | PRIVATE |
| 19 | BOVAS OIL JETTY | TCIP | 5.5 | PRIVATE |
| 20 | SWIFT OIL JETTY | TCIP | 5.5 | PRIVATE |
| 21 | INDEX OIL JETTY | TCIP | 5.5 | PRIVATE |
| 22 | TECHNO OIL JETTY | TCIP | 5.5 | PRIVATE |
| 23 | EMADEB OIL JETTY | TCIP | 5.5 | PRIVATE |
| 24 | A. A RANO OIL JETTY | TCIP | 5.5 | PRIVATE |
| 25 | DEEP WATER OIL JETTY | TCIP | 5.5 | PRIVATE |
| 26 | WOSBAB | TCIP | 5.5 | PRIVATE |
| 27 | STALLIONAIRE | TCIP | 5.5 | PRIVATE |
| 28 | SB BAKARE | TCIP | 5.5 | PRIVATE |
| 29 | NAKEM | TCIP | 4.0 | PRIVATE |
| 30 | BRAWAL | TCIP | 4.0 | PRIVATE |

OIL LOGISTIC AND OFFSHORE SUPPORT TERMINALS

| S/No | BERTH/TERMINAL | LOCATION | DEPTH (m) | OPERATORS |
|---|---|---|---|---|
| 1 | BULLNOSE 1,2,3 | LPC | 9.0 | EKO SUPPORT SERVICES LTD. (Oil & Gas Free Trade Zone) |
| 2 | LADOL | LPC | 7.0 | LADOL (Free Trade Zone) |
| 3 | NIGER DOCK | TCIP | 8.0 | NIGER DOCK NIG |

## SAFETY MEASURES AND PILOTAGE PROCEDURES

### SAFETY MEASURES

1. Required boarding arrangements for pilots must be in accordance with IMO requirements and IMPA recommendations such as:
   1.1. Pilot ladders should always be in good shape and properly rigged according to the specifications.

1.2. If freeboard is more than 9m, combination ladders should be properly rigged and free of any obstruction.
1.3. A responsible officer should be stationed at the boarding point, and it should be properly lighted at night.
1.4. Pilot may abort boarding a vessel if he carries out risk assessment of the boarding arrangement/sea state and is proven to be unsafe.

2. The Pilot is advised to be fully kitted in safety gear (Life Jacket and Safety Shoes, etc). *Note: the Master reserves the right to refuse the Pilot boarding if in doubt of the safety of the pilot.*

3. Pilot/bridge team must adhere strictly to all collision avoidance regulation in all situations.

4. Pilot should at all times avoid unsafe meeting points *(Apapa 15, Buoy 18, Apapa 19/20, Sea School, Tincan 8/9)*. During ship to ship interaction, communication should be fully established between ship and Port Control.

5. Pilot outward bound from Apapa Channel should always be the give-way vessel to Pilot outward bound from Badagry Channel when approaching the Meridian Point (Buoy 18) unless on exceptional circumstance as may be agreed by all parties.

6. Pilots must make reports at every reporting point and avoid all prohibited anchoring areas. Charts should always be consulted before anchoring.

7. All vessels must at all times proceed at a safe speed within the Lagos Channel, putting into consideration all the navigational hazards within the port *(e.g. Fishing trawlers, Dredgers, Sand digger boats, Local fishing boats, Tidal situation, Weather and Traffic situations).*

8. Buoyage System: Lagos Pilotage District operates IALA Maritime buoyage system region A *(Red to Port and Green to starboard)* and all the buoys are lighted. The Fairway Buoy is lighted with a light characteristic of white light flashing Morse Code "A".

PILOTAGE PROCEDURE

1. Pilot obtains vessel berthing/sailing clearance as per booking from the Harbour Master before calling vessel for berthing and un-berthing prospects.
   1.1. Pilot calls vessel on VHF Radio channel 14 to establish communication and agree on the communication channel, boarding arrangement, boarding position before proceeding to the vessel.
   1.2. Pilots must always board vessels from a Pilot Cutter. NPA Pilot Cutters are green–hull with a cream superstructure which is marked "PILOT" on both sides.

2. Lagos Ports operate 24hours pilotage service, unless on exceptional cases as may be directed by the Harbour Master.
   2.1. With regard to night pilotage, all parties must comply with all regulations governing night navigation such as exhibiting the appropriate lights/signals.

3. The Tincan Turning Basin has a diameter of about 400m with a depth/sounding range of 9.5m to 11m.
   3.1. At ebb tide, the safest swinging draft of vessels less than 220m in length is 11m while for vessels more than 220m in length is 10m.

4. The Apapa Turning Basin has a diameter of about 360m with a depth/sounding range of 8.5m to 10.8m.
   4.1. At ebb tide, the safest swinging draft of vessels less than 220m in length is 10m while for vessels more than 220m in length, is 9.5m.

5. Vessels Booking/Pilotage Planning is as follows:
   5.1. Booking time for vessel's berthing/sailing within Lagos Pilotage District:
   (a) 0800 – 1200 Booking for PM moves,
   (b) 1300 Publication of PM moves
   (c) 1200 – 1600 Booking for AM moves
   (d) 17000 Publication for AM moves

5.2. All bookings stand cancelled after 3hrs if berthing/sailing is not carried out and should be re-booked.

5.3 Pilot/Tug detention is charged hourly or part thereof.

5.4. All Pilots, Shipping Agents, Owners and Terminal Operators must comply strictly.

## PASSAGE PLANNING

FAIRWAY BUOY TO APAPA CHANNEL

**Charts Used**: *BA 2812*

*BA 1381*

Tidal Information, Apapa Lagos

**Mean**: - *H.W.S. =1.721 meters, H.W.N. = 1.122 meters*

*L.W.S. = 0.131meters, L.W.N. = 0.709 meters*

**Monitoring Technique**: - Visual and Parallel Indexing

*$P.I_1$ West Mole = $335^0_{(T)}$ x 0.16Nm*

*$P.I_2$ Atlas Cove = $007^0_{(T)}$ x 0.16Nm*

*$P.I_3$ Naval Dockyard = $012^0_{(T)}$ x 0.13Nm*

*$P.I_4$ Lister Jetty = $252^0_{(T)}$ x 0.07Nm*

*$P.I_5$ Sea School = $272^0_{(T)}$ x 0.09Nm*

APPROACH TO FAIRWAY BUOY (FWB)/PILOT BOARDING POSITION:

*1.0Nm SW ($225^0$) of FWB = $06^0$ 21.20 N /$003^0$.24.08 E = COURSE $045^0_{(T)}$*

*1.0Nm SE ($135^0_T$) of FWB = $06^0$21.25 N / $003^0$ 25.40 E = COURSE $315^0_{(T)}$*

*1.0 Nm SS ($180^0_T$) of FWB= $06^0$ 20.90N/$003^0$ 24.79$^0$E = COURSE $345^0_{(T)}$*

| WPT | NAME | LAT | LONG | COURSE | DIST. TO NEXT WPT (m) | DIST. TO GO (m) |
|---|---|---|---|---|---|---|
| 1 | FWB | $06^0$21.91'N | $003^0$24.79'E | $338^0$ (T) | 1.61 | 7.37 |
| 2 | BUOY 8 | $06^0$ 23. 42'N | $003^0$24.20'E | $335^0$ (T) | 0.56 | 5.76 |
| 3 | TARKWA BAY ENTRANCE | $06^0$23.92 'N | $003^0$23.97'E | $007^0$ (T) | 1.1 | 5.20 |
| 4 | ATLAS COVE | $06^0$25.00'N | $003^0$24.10'E | $012^0$(T) | 0.79 | 4.1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5 | MERIDIAN POINT | $06^0$25.74'N | $003^0$ 24.23'E | $330^0$(T) | 0.69 | 3.41 |

APPROACH TO FAIRWAY BUOY (FWB)/PILOT BOARDING POSITION (CONT'D):

| WPT | NAME | LAT | LONG | COURSE | DIST. TO NEXT WPT (m) | DIST. TO GO (m) |
|---|---|---|---|---|---|---|
| 6 | APAPA 14 | $06^0$26.36'N | $003^0$23.91'E | $292^0$(T) | 1.40 | 2.01 |
| 7 | APAPA 1 | $06^0$ 26.87'N | $003^0$22.60'E | $326^0$(T) | 0.4 | 1.61 |
| 8 | BOP | $06^0$27.20'N | $003^0$.21.81'E | 272(T) | 1.51 | 2.82 |
| 9 | APAPA NAVAL BASE | 06.27.59'N | $003^0$22.41'E | $051^0$(T) | 1.23 | 0.82 |
| 10 | IJORA WHARF | $06^0$27.86'N | $003^0$22.75'E | | | 0.00 |

Remarks

- **All vessels proceeding to Lagos Pilotage District should maintain a proper look out at all times as per Rule 5**
- **Primary position fixing and monitoring technique = visual and parallel indexing**
- **The rise and fall of the tide is in accordance with the prediction, but the period of ebb and flood varies considerably throughout the year due to local geographical and climatic conditions.**

FAIRWAY BUOY TO BADAGRY CHANNEL (BUOY 44)

**Chart Used**: *BA 2812*

*BA 1381*

Tidal Information Lagos Bar

**Mean**: *H.W.S. = 0.945meters, H.W.N = 0.701 meters*

*L.W.S. = 0.091meters, L.W.N. = 0.213 meters*

**Monitoring Technique**: - Visual and Parallel Indexing

*$P.I_1$ West Mole = $335^0_{(T)}$ x 0.16Nm*

*$P.I_2$ Atlas Cove Jetty = $007^0_{(T)}$ x 0.16Nm*

*$P.I_3$ Naval Dockyard = $012^0_{(T)}$ x 0.13Nm*

| | | |
|---|---|---|
| *$P.I_4$ Lister Jetty* | = | $252^0_{(T)}$ x 0.07Nm |
| *$P.I_5$ Sea School* | = | $272^0_{(T)}$ x 0.09 |

APPROACH TO FAIRWAY BUOY (FWB)/PILOT BOARDING POSITION

*1.0Nm SW ($225^0$) of FWB = $06^0$ 21.20 N /$003^0$.24.08 E = COURSE $045^0_{(T)}$*

*1.0Nm SE ($135^0_T$) of FWB = $06^0$21.25 N / $003^0$ 25.40 E = COURSE $315^0_T$*

*1.0 Nm SS ($180^0_T$) of FWB= COURSE $345^0_T$*

| WPT | NAME | LAT | LONG | COURSE | DIST. TO NEXT WPT (m) | DIST. TO GO (m) |
|---|---|---|---|---|---|---|
| 1 | FWB | $06^0$21.91N | $003^0$24.71E | $338^0$ (T) | 1.61 | 9.49 |
| 2 | BUOY 8 | $06^0$ 23. 42 N | $003^0$24.20E | $335^0$ (T) | 0.56 | 7.88 |
| 3 | TARKWA BAY | $06^0$23.92 N | $003^0$23.97E | $007^0$ (T) | 1.1 | 7.32 |
| 4 | ATLAS COVE | $06^0$25.00N | $003^0$24.10E | $012^0$(T) | 0.79 | 6.22 |
| 5 | MERIDIAN POINT | $06^0$25.88N | $003^0$24.11E | $282^0$(T) | 0.63 | 5.26 |
| 6 | APAPA 15 | $06^0$26.0N | $003^0$23.5E | $290^0$(T) | 0.59 | 4.63 |
| 7 | APAPA 19 | $06^0$ 26.19N | $003^0$22.92E | $252^0$(T) | 1.19 | 4.041 |
| 8 | APAPA TURNING BAY | $06^0$25.82N | $033^0$.21.81E | 272(T) | 1.51 | 2.82 |
| 9 | SEA SCHOOL | 06.25.89N | $003^0$21.00E | $247^0$(T) | 0.47 | 1.34 |
| 10 | TINCAN | $06^0$25.70N | $003^0$20.53E | $275^0$(T) | 0.37 | 0.87 |
| 11 | FINGER JETTY | $06^0$25.72N | $003^0$20.20E | $313^0$(T) | 0.50 | 0.5 |
| 12 | BUOY 44 | $06^0$26.08N | $003^0$19.82E | - | - | 0.0 |

Remarks

- **All vessels proceeding to Lagos Pilotage District should maintain a proper look out at all times as per Rule 5**
- **Primary position fixing and monitoring technique = visual and parallel indexing**
- **The rise and fall of the tide is in accordance with the prediction, but the period of ebb and flood varies considerably throughout the year due to local geographical and climatic conditions.**

## PROCEDURES FOR COMMUNICATION, TRAFFIC CONTROL AND REPORTING VESSEL POSITION

The following should be strictly adhered to for effective maintenance of safety of navigation on our channels:

1. All Pilots must report all movements to the Radio/Signal Station (Port Control).
2. All Pilots afloat must keep positive communication flow with each other and the Radio/Signal Station throughout the period of pilotage.
3. The Radio/Signal Station shall communicate and log all such communications.
4. The Radio/Signal Station must duly guide all vessels with Pilotage Exemption Certificate.
5. All vessels within the channel must note the reporting points and strictly comply.
6. Harbours Operation Radio Channels are:
    i. Channel 11: Vessels movement traffic control.
    ii. Channel 12: Arrival and departure details.
    iii. Channel 13: Pilots/Tugs/Beach Masters.
    iv. Channel 14: Harbour/Port Operation.
    v. Channel 16: General Calling

The following reporting points should be used by Pilots/Masters to make regular reports of their presence to/and within the channel:

a. Fairway Buoy
b. Entrance to the Channel
c. Naval Dockyard
d. Apapa 1
e. Apapa 14
f. Apapa 20
g. Sea School

## ISPS CODE, EMERGENCY PLAN PROCEDURES AND WASTE DISPOSAL PROCEDURES

1. **ISPS Code**: International Ship & Port Facility Security code.
   1.1. The ports in Lagos are fully ISPS compliant
   1.2. All vessels are advised to step up their security level if the need so arises.
   1.3. All vessels are advised to have ship security plan as per ISPS code.
   1.4. In case of any security threat, all vessels should contact the Harbour Master, via Port Control on VHF Channels 12 or 16.
   1.5. The Habour Master makes contact with the NPA ISPS code coordinator who may contact the DA if necessary.

2. **Emergency Plan Procedures (See Appendix A)**
   2.1. All Vessels should report any emergency situation to the Harbour Master, via Port Operation/Port Control for immediate response and stating the nature of emergency.
   2.2. In case of Oil Spillage, Nigerian Ports Authority's Pollution Control should be contacted immediately, directly on VHF channels 12, 14 and 16 or via Port Operation on VHF 14.
   2.3. In case of any collision, loss of engine, steering problem, the pilot will advise on a safe anchoring position within the channel or request the assistance of Tugs.
   2.4. In case of any fire incident, Port Operation should be contacted immediately for necessary advice or action.
   2.5. Vessels should always have their anchors on standby when transiting the channels.

3. **Waste Disposal Procedures (See Appendix A)**
   Pollution Control should be contacted immediately via Port Operation on VHF Channels 12, 14 and 16.

## TOWAGE OPERATIONS AND TUG ASSISTANCE

### TOWING OPERATIONS

All stakeholders should please note that towing operations within port limit must be booked and carried out under the supervision of a Nigerian Ports Authority Pilot.

The following should be declared when **a booking is being made**:

i. The characteristics and nature of tow
ii. Displaying of appropriate day/night signal during towing operation

TUG BOAT ASSISTANCE

All tugboats and other crafts of the Authority are fully operated by the Harbour Master, but they managed by Landfall Transport & Towage Nigeria Limited. These vessels must adhere to the following conditions:

1. **Fishing Trawlers**
   a. Must request permission from Harbour Master at least two (2) hours before arrival/departure.
   b. Report arrival/departure to Signal Station.
   c. Report to Port Control at every reporting point.

2. **Towing Operation**
   a. Must request permission from Harbour Master at least two (2) hours before arrival/departure.
   b. State if pilot services are required or not.
   c. Comply with 1 (b) and (c) above

3. **Other Vessels**
   Dredgers, Ferries, Private Tugs and other Crafts with pilotage exemption certificates are required to:
   a. Inform the Harbour Master of their movements at all times.
   b. They should also adhere strictly to the reporting regime at each reporting point.
   c. Communicate with pilots performing pilotage operations on VHF channels 14, 13 and 11 for safe passage.
   d. Naval ships, Customs, NDLEA, NIMASA, NPF and other registered vessels belonging to Government Agencies deployed for official duty, are exempted from compliance but have to inform the Habour Master for movements and also for entry and exit procedures.

## LAGOS PILOTAGE DISTRICT CONTACT LIST

| | |
|---|---|
| **HARBOUR MASTER'S OFFICE** | **VHF: CHANNELS 14 &16** |
| **LAGOS PORT CONTROL** | **VHF: CHANNELS 12, 14 &16** |
| **PILOT STATION** | **VHF: CHANNELS 14 & 16** |
| **Email** | **lagospilotagedistrict@nigerianports.org** |