



# NIGERIAN PORTS AUTHORITY

## WARRI 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. Warri Pilotage District operates daytime pilotage services on these contacts:
  - 2.1. VHF Channels 12, 14 and 16 (Warri Port Control).
  - 2.2. Mobile Numbers:
  - 2.3. E-mail: [warripilotagedistrict@nigerianports.org](mailto:warripilotagedistrict@nigerianports.org)
  - 2.4. Website: [www.nigerianports.org](http://www.nigerianports.org)
3. All vessels arriving/departing Warri Pilotage District must call Warri 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/Warri 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

### WARRI PORT – NEW PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Berth 1	5.0	ASSOCIATED MARITIME SERVICES (AMS)
2	Berth 1a	5.2	ASSOCIATED MARITIME SERVICES (AMS)
3	Berth 2	5.2	ASSOCIATED MARITIME SERVICES (AMS)
4	Berth 2a	5.1	ASSOCIATED MARITIME SERVICES (AMS)
5	Berth 3	6.6	INTELS
6	Berth 3a	5.8	INTELS
7	Berth 4	5.9	INTELS
8	Berth 4a	6.0	INTELS
9	Berth 4b	6.5	INTELS
10	Berth 4c	6.3	INTELS

### WARRI PORT – OLD PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Terminal 1	6.0	NPA
2	Terminal 2	5.0	AGIP
3	Canal 1, 2 & 3	6.0	JULIUS BERGER (JBJ)

### SAPELE PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Berth 1 – 3	7.0	NPA

## KOKO PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Berth 1	7.0	NPA

## BURUTU PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Berth 1	3.96	NPA

## ALADJA PORT

S/No	BERTH	DEPTH (m)	OPERATORS
1	Berth 1, 2 & 3	4	DELTA STEEL MILLS

## JETTIES

S/No	JETTY	DEPTH (m)	OPERATORS
1	Total Jetty	7.5	TOTAL NIG.
2	Blacklight	7.2	BLACKLIGHT OIL SERVICES
3	Nepal	6.5	NEPTUNE OIL SERVICES
4	Rainoil	6.7	RAINOIL
5	Cybernetic	5.8	CYBERNETIC
6	Matrix	7.0	MATRIX ENERGY
7	A & E	5.8	A & E OIL SERVICES
8	Prudent	6.0	PRUDENT OIL SERVICES
9	Othniel	7.0	OTHNIEL BROOK OIL
10	Chevron Jetty M	5.5	CHEVRON PLC
12	Ringadas	7.0	ASDA PLC
13	Flour Mills	7.0	WARRI FLOUR MILLS
14	Taurus	7.0	TAURUS
15	Optimal	7.5	OPTIMAL ENERGY
16	Pinnacle	7.0	PINNACLE OIL & GAS LTD
17	Duchess	6.0	BLACKLIGHT OIL SERVICES
18	Fradol	5.6	FRADOL OIL SERVICES

# 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. During ship to ship interaction, communication should be fully established between ship and Port Control.
5. Pilots must make reports at every reporting point and avoid all prohibited anchoring areas. Charts should always be consulted before anchoring.
6. All vessels must at all times proceed at a safe speed within the Warri Channels, 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).
7. Buoyage System: Warri Pilotage District operates IALA Maritime buoyage system region A (Red to Port and Green to starboard). 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. Warri Ports operate daytime pilotage services, unless on exceptional cases as may be directed by the Harbour Master.
3. Vessels Booking/Pilotage Planning is as follows:
  - 3.1. 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) 1700	Publication for AM moves
  - 3.2. All bookings stand cancelled after 3hrs if berthing/sailing is not carried out and should be re-booked.
  - 3.3. Pilot/Tug detention is charged hourly or part thereof.
  - 3.4. All Pilots, Shipping Agents, Owners and Terminal Operators must comply strictly.



MARI TERRAQUE SERVIMUS

# PASSAGE PLANNING

## Charts Used:

*BA 3321 - Escravos Bar/Breakwater - Escravos Channel/Inner Anchorage*

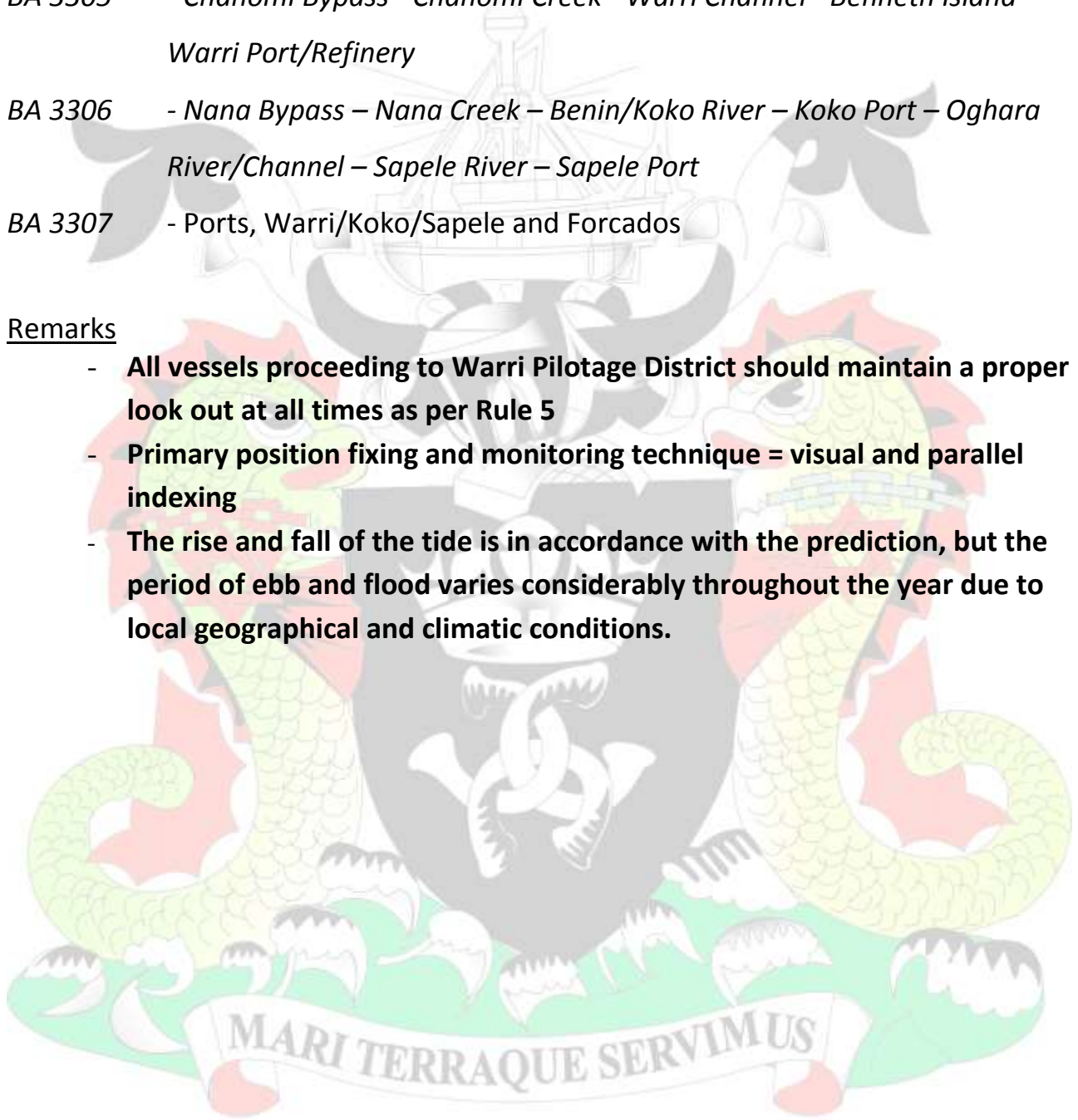
*BA 3305 - Chanomi Bypass - Chanomi Creek - Warri Channel - Benneth Island - Warri Port/Refinery*

*BA 3306 - Nana Bypass – Nana Creek – Benin/Koko River – Koko Port – Oghara River/Channel – Sapele River – Sapele Port*

*BA 3307 - Ports, Warri/Koko/Sapele and Forcados*

## Remarks

- **All vessels proceeding to Warri 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. Escravos Bar
- c. Nana/Chanomi Creek Entrance
- d. Entrance to Koko Rivers/Entrance to Warri Rivers
- e. Entrance to Oghara Rivers/Bennet Island
- f. Entrance to Sapele Channel

# ISPS CODE, EMERGENCY PLAN PROCEDURES AND WASTE DISPOSAL PROCEDURES

1. **ISPS Code:** International Ship & Port Facility Security code.
  - 1.1. The ports in Warri Pilotage District 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, 14 or 16.
  - 1.5. The Harbour 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. 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

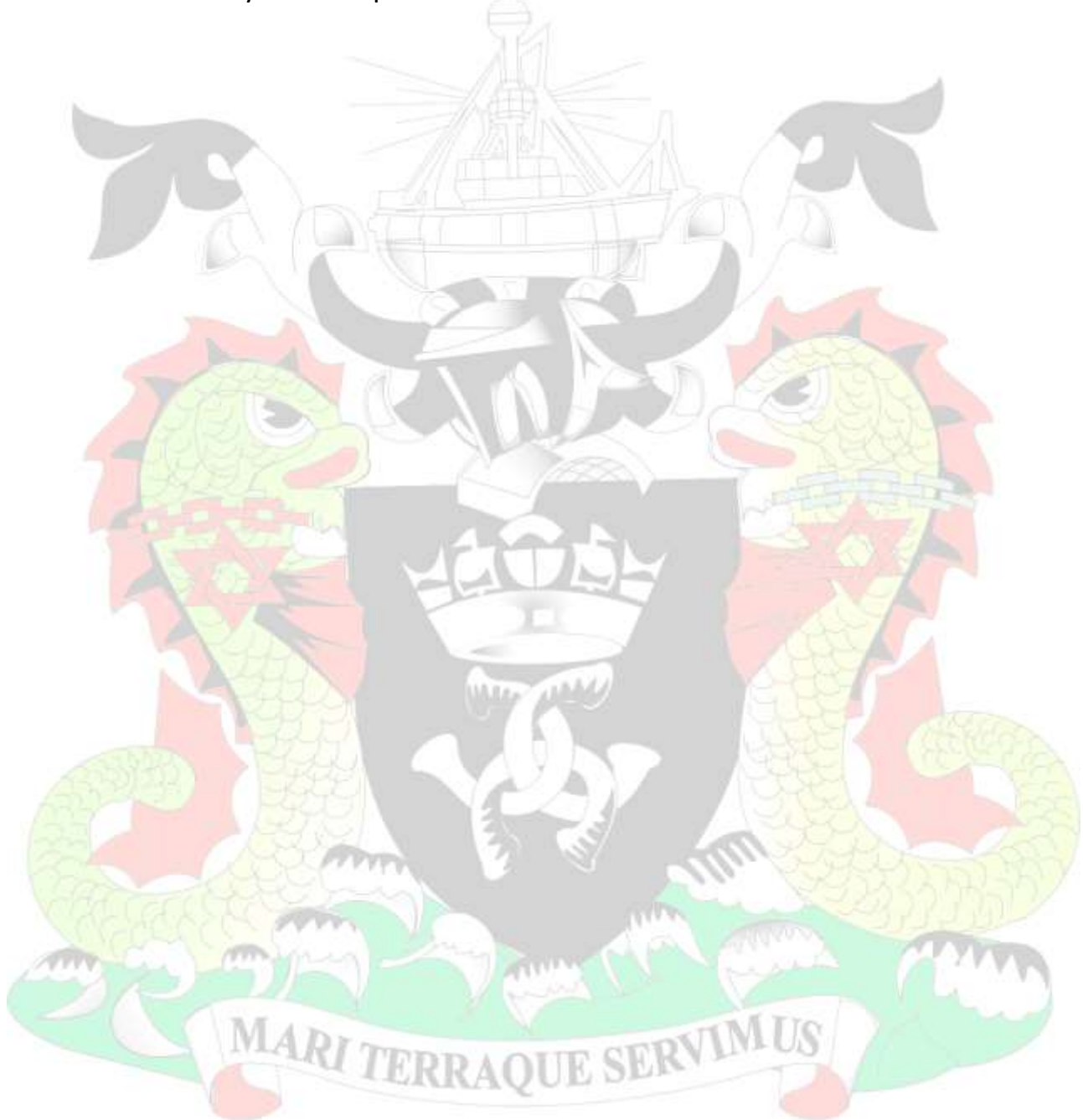
- a. Must request permission from Harbour Master at least two (2) hours before arrival/departure.
- b. State if pilot services are required or not.
- c. Comply with 1 (b) and (c) above

### 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 Harbour Master for movements and also for entry and exit procedures.



## WARRI PILOTAGE DISTRICT CONTACT LIST

<b>HARBOUR MASTER'S OFFICE</b>	<b>VHF: CHANNELS 14 &amp;16</b>
<b>WARRI PORT CONTROL</b>	<b>VHF: CHANNELS 12, 14 &amp;16</b>
<b>PILOT STATION</b>	<b>VHF: CHANNELS 14 &amp;16</b>
<b>Email</b>	<a href="mailto:warripilotagedistrict@nigerianports.org">warripilotagedistrict@nigerianports.org</a>

