

# PROVIDING ENABLING PORT INFRASTRUCTURE TO ENHANCE TRADE

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# INTRODUCTION

- Seaports accounts for over 80% by volume of International Trade and commerce. For a Seaport to be competitive, It must have a robust infrastructural base amongst other requirements.

## FUNCTIONS OF THE AUTHORITY

- Maintain, improve and regulate the use of the Ports.
  - Provides facilities for –
    - Berthing, towing, mooring, moving or dry-docking of ships in entering or leaving a port or its approaches;
    - The loading and unloading of goods or embarking or disembarking of passengers in or from a ship;
    - The lighterage or the sorting, weighing, warehousing and handling of goods; and
    - For the carriage of passengers or goods
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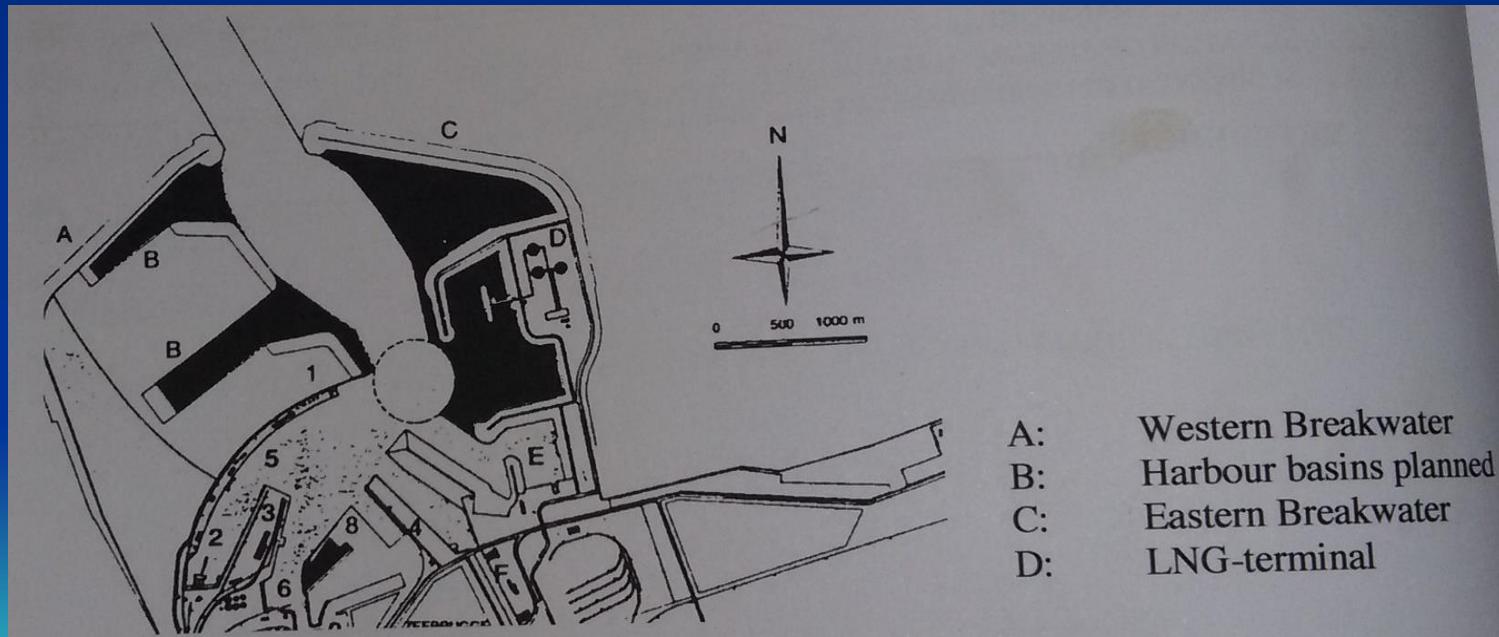
- **In line with the above**, the Nigerian Ports Authority embarked on major infrastructural improvements of some of our port and harbour facilities in the four pilotage districts of the Nigerian Ports Authority.
- The objective is to meet the growing demand and the need for capacity expansion in port facilities



- Mindful of the Federal government vision of delivering an efficient port system for the overall good of the Nigerian economy, we set about consolidating and entrenching the gains of the port reform program, by facilitating and synergizing the activities of the private terminal operators, shipping lines and other stakeholders, as well as improving the existing port infrastructure.



- To achieve these functions, it is essential to ensure that:
  - Approach Channel and the turning basin
  - Quays and terminal and
  - Corridors for the hinterland connections



# INFRASTRUCTURAL DEVELOPMENT

- In line with its mandate as prescribed by the Ports Act (Section 7 & 8 of the Act, CAP. N126, LFN 2004), even in the absence of an enabling legal framework, the Authority as Landlord and Technical Regulator embarked on some vital capital projects as highlighted below.



# Completed Capital Projects

- Rehabilitation of Lagos Harbour Moles
- Rehabilitation of AMS Terminal in Old Warri Port;
- Rehabilitation of Julius Berger Terminal in Old Warri port;
- Rehabilitation of 1.6km dual Carriage way within Lagos Port Complex;
- Rehabilitation of Tin-can Island quay wall and quay apron;
- Rehabilitation of Apapa Port Railway Network and Sidings.

## Delapidated quay walls terminals in Delta ports, Warri

- Quays / terminal before rehabilitation:





## Recently Rehabilitated terminals in Delta ports, Warri

- Quays / terminal after rehabilitation:



## Recently Rehabilitated terminals in Delta ports, Warri

- Terminal B Warri, Delta ports



# Breakwaters

- A breakwater is a hydraulic structure whose function is to break wave and facilitate water calmness for safe navigational access and berthing.

## Breakwater for Lagos ports

- Deteriorated breakwater Lagos:



- Rehabilitated Breakwater with Corelocs - some overtopping allowed



## Recently Rehabilitated terminals in Delta ports, Warri

- Terminal C, Warri, Delta ports:



# Port Internal Road



# Rail Networks in the Ports

- Rail Tracks overgrown by weeds:



# Rehabilitated rail track in the ports

- Rehabilitated rail network in the ports:



# On-going Capital Projects

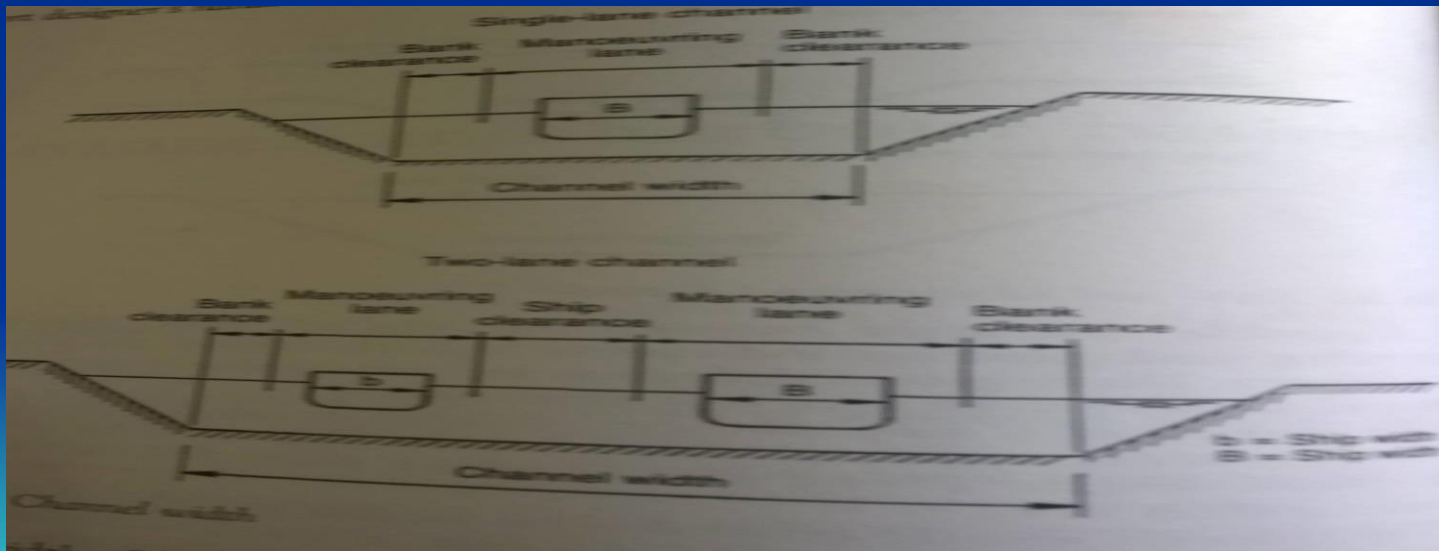
- Rehabilitation of rail networks in Port Harcourt Port;
- Installation of marine fenders in Zones 1,2 & 3 of the Nigerian Ports (All Ports).
- Complete Rehabilitation and expansion of NPA Headquarters building, Marina, Lagos;
- Rehabilitation of Port Harcourt road networks and water supply;
- Fencing of Warri Port;
- Expansion and Rehabilitation of Tin Can Island Port service lane;
- Dredging of Escravos-Warri-Koko access channel;
- Feasibility study and design of Escravos breakwaters and new port at Ogidingbe, Delta State;
- Phase 4B port facilities development at Onne Port Complex.
- Development of port facilities at Bullnose, Lagos Port Complex, Apapa.





# Channel management

- In order to meet our obligation in the provision of marine services and deliver deeper and safer navigable channels to the shipping community, the Nigerian Ports Authority in 2005, adopted a initiative for the sustainable management of the channels through the establishment of joint venture companies namely, the Lagos Channel Management Company (LCM), Bonny Channel Company (BCC) and recently, Calabar Channel Management (CCM) Company for Lagos, Bonny and Calabar channels respectively.



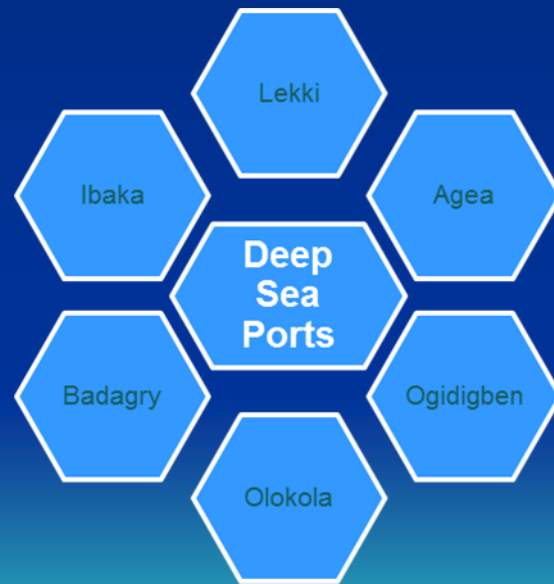
## PORT ACCESS CHANNEL MAINTENANCE

- The access channels are designed to satisfy the vessels manoeuvrability requirements.
- The Channels have undergone the following;
  - ❑ Deepening, widening and realignment
  - ❑ Provision of navigational aids (Buoys, Lightning etc)
- Maximum Vessel) drawing 13.0m draught to call at Lagos and Onne Ports. There is no doubt that the reform objectives are being achieved with the economy of scale yielding enormous benefit to the Nigerian economy



# GREENFIELD INFRASTRUCTURAL DEVELOPMENT

- The growing trend of deep-sea port development through public-private partnership arose from the need to match port dwindling capacity with Nigeria`s burgeoning economy. Buttressed by Federal Government`s policies, construction works have commenced for Lekki Deep Sea Port, while similar project been proposed at other locations are been examined.



# ACHIEVEMENTS

- Consequently, a number of milestones were achieved, some of which include but are not limited to the following:
  - i) Improved operational efficiency of the ports and increase in cargo throughput.
  - ii) Improved provision and maintenance of port terminal infrastructure;
  - iii) Higher availability of cargo handling equipment and capacity;
  - iv) Deepening of port channels and berth draughts.
  - v) Improved wreck removal operations and installation of navigational systems;
  - vi) Improved towage and pilotage services to ships through 3<sup>rd</sup> party arrangements.
  - vii) Acquisition of more marine crafts such as tugs and pilot cutters;
  - viii) Improved vehicle and human traffic managements in ports;



- ix) Automation of port services through implementation of the E-payment; E-SEN and Port Control Management;
- x) Establishment of Command & Control, communication and Intelligence centre for NPA;
- xi) Improved turn-round time for vessels;
- xii) Improved Dwell-time of cargo in ports; and
- xiii) Facilitating industrial harmony through effective Dock Labour management.
- xiv) Implementation of corporate Social Responsibility programmes to host communities and general public.



# SOME KEY PERFORMANCE INDICATORS

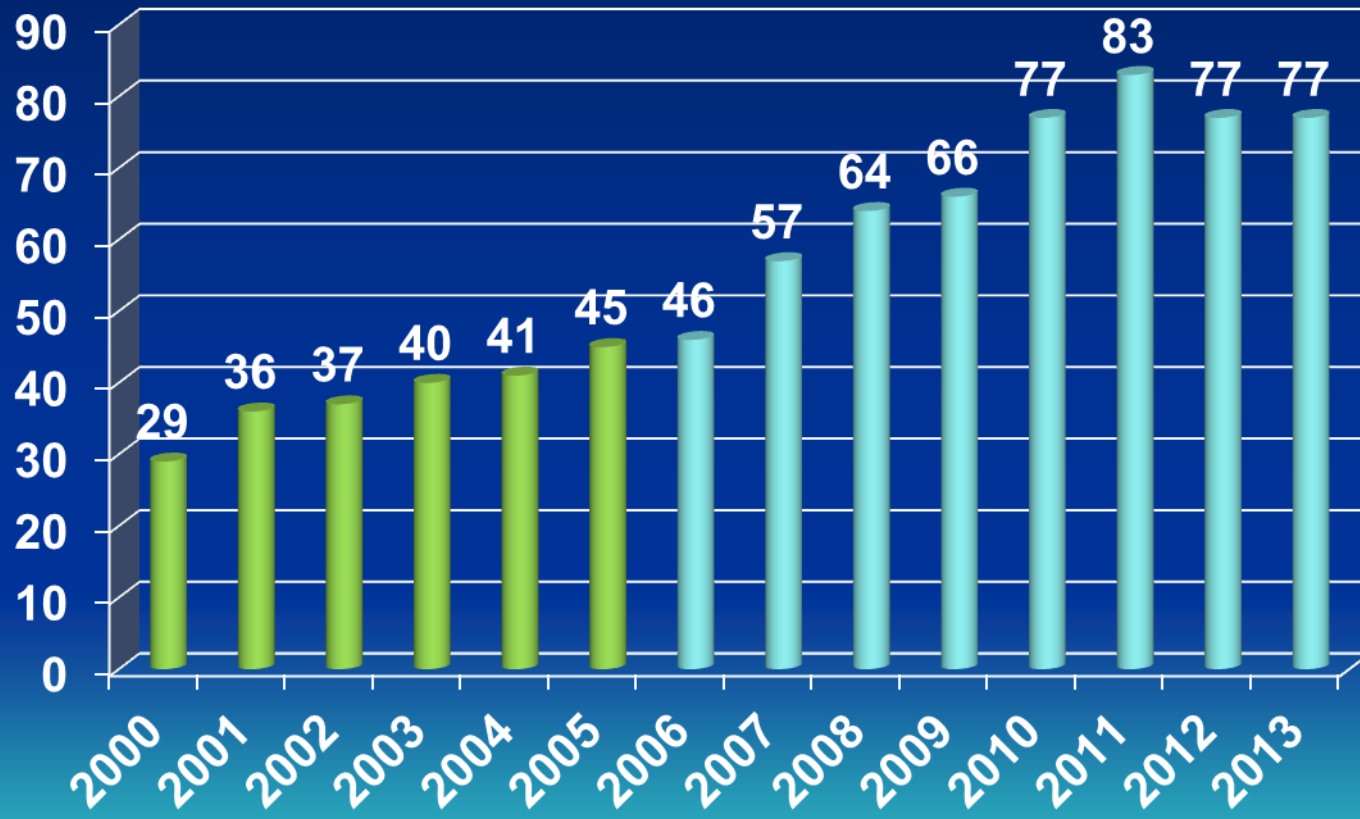
- Sustained efforts at providing the enabling port infrastructure has impacted on the overall port Operational efficiency as shown in the following charts;



# Trend of Cargo Throughput (Mt) – Excl. Crude Oil Terminals

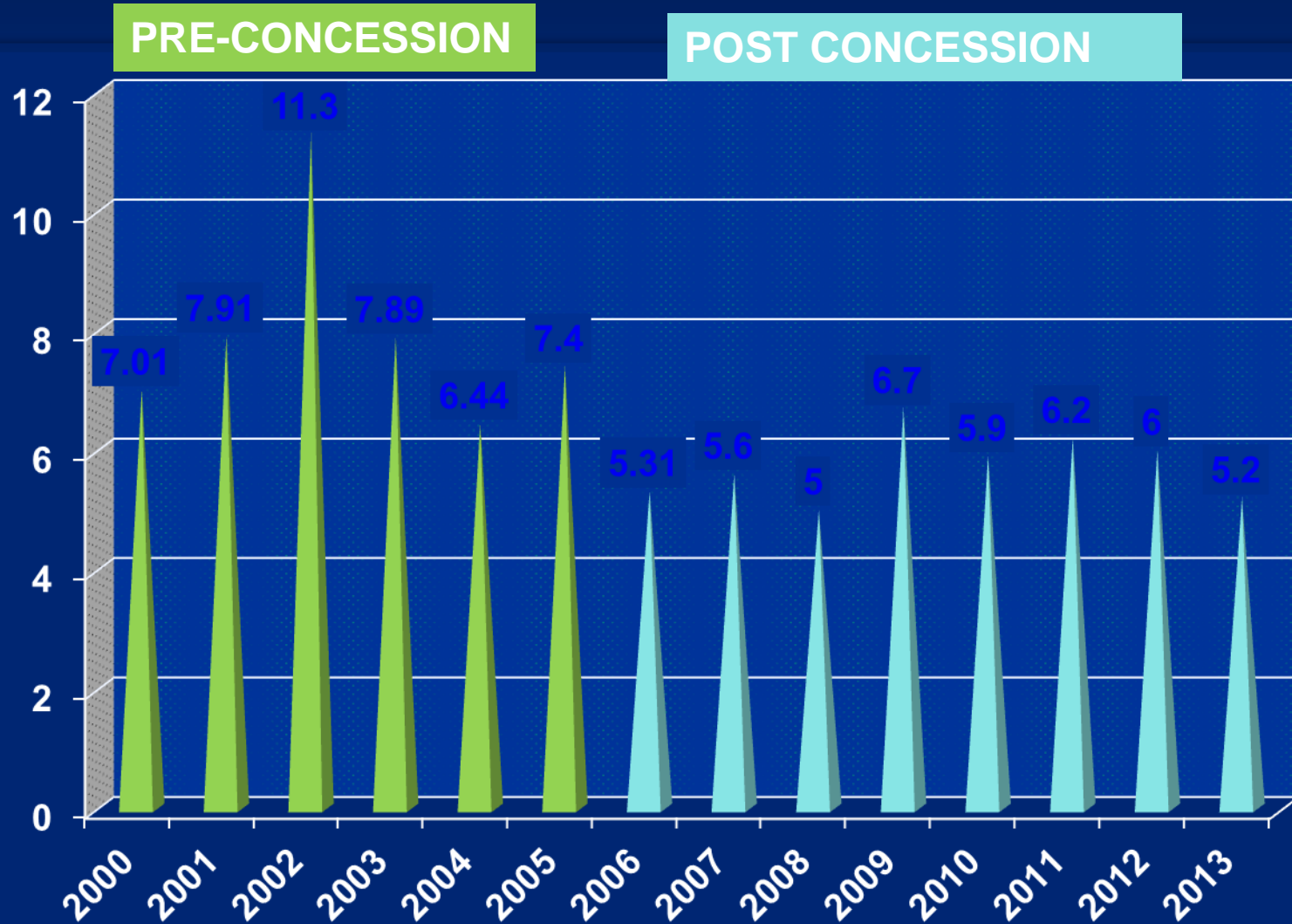
PRE-CONCESSION

POST CONCESSION



- 2012/2013 drop in throughput attributable mainly to:
  - Global economic recession
  - Security challenges in the Gulf of Guinea

# Turn Around Time of Vessels (Days)



- On-going automation processes will guarantee quicker delivery
- Quest to increase private participation provision of towage services bound to further impact turn time



# CONCLUSION

It is discernable from the foregoing that the provision of enabling port infrastructure is an essential ingredient for the enhancement of trade. It is however to be noted that other factors which might be extraneous to the Authority are also critical towards achieving such enhancements.

Therefore, efforts to provide enabling port infrastructure for export in our ports will be intensified by government and public-private partnerships.



THANK YOU FOR YOUR

ATTENTION

