



NIGERIAN PORTS AUTHORITY



HANDBOOK

3RD EDITION



PORT LOCATIONS

- LAGOS PORT, APAPA
- TIN-CAN ISLAND PORT, APAPA
- RIVERS PORT, PORT HARCOURT
- ONNE PORT, ONNE
- DELTA PORTS, WARRI
- CALABAR PORT, CALABAR
- LEKKI DEEP SEA PORT, LEKKI



NPA CORPORATE HEAD OFFICE



Foreword	
A Commitment to Excellence	5
Vision and Mission Statement	7
Management Structure	8
Nigeria in Brief	9
Economy	10
Development of Ports in Nigeria	14
Establishment of Nigerian Ports Authority	15
Post Concession, Responsibilities	22
The Ports, Hub for Investments	24
Greenfield Development & Investment	25
Lagos Port Complex	26
Tin-Can Island Complex	29
Rivers Port Complex	31
Onne Port Complex	33
Delta Ports Complex	35
Calabar Port Complex	37
Lekki Deep Sea Port	39
Port Statistical Data	41
Information & Communication Technology (ICT) in Service Delivery	43
Ease of Doing Business	44
Health Safety & Environment (HSE)	45
Directory	46





A Commitment to Excellence

The development of seaports in Nigeria started in the mid-19th Century in the era of explorers and traders. The Nigerian Ports Authority (NPA) came into existence as an autonomous Public Corporation with the promulgation of the Port Act in March, 1954 (Cap. 155) of the Laws of the Federal Republic of Nigeria and Lagos. It commenced operations on the 1st of April, 1955 having assumed responsibilities for the Ports and harbours activities earlier performed by some Government departments.

Nigeria expanded the scope of its maritime operations through progressive Port development to meet the demands and challenges of growing maritime activities. Ports grew from the Apapa Wharf to six ultra – modern Port complexes in Apapa, Tin-Can Island, Port Harcourt, Calabar, Onne and Warri till the year 2022. The Lekki Deep Sea Port is a new addition to the number of Ports in Nigeria which came upstream in the year 2023.

Between 2005 – 2006 NPA embarked on Port reforms which culminated into the adoption of the landlord model of Port operations. The concession of the Ports ceded the operating rights to the Private sector, while NPA retains ownership of Port land, offers pilotage and towage services. It is also responsible for licensing and regulating the activities of the operators.

The critical role of the Port in National Economic and Social Development is derived 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 a derived demand earned through conscious and deliberate policy choices made. It is driven to create the enabling environment for ship owners to make first and subsequent calls to our Ports.

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 Ports in Nigeria and the renewed commitment to pull the country out of the most challenging worldwide

recession experienced over the years is one of the top priorities of the government. In addition, its long coastline and dominant position in the West and Central African sub-region offer a lot of opportunities. The Nigerian coastline stretches over 853km and lies between 4°10 and 6°20 North between 2°45 and 8°35 East. The country shares land borders with Benin Republic in the West, in the East, Chad and Cameroon while in the North it shares with Niger Republic. These land-locked and coastal countries provide Nigeria with opportunities for trans-shipment cargo operations, thus underlining its hub status.

The determination of management to harness the huge possibilities accruing to the country through our Ports is viewed within the context of the unwavering commitment to improve automation, drive

24/7 pilotage services and enhance regulatory responsibilities. This is 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 Handbook will provide quick guidelines and general information about Ports in Nigeria to stakeholders as well as our potential investors. Additional information can be obtained from the Authority's website.



VISION

To be the Maritime Logistics Hub for sustainable Port services in Africa.

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

Efficiency • Customer Satisfaction • Safety • Security
Innovation • Integrity • Collaboration

MANAGEMENT STRUCTURE

The Nigerian Ports Authority has **4 Directorates, 22 Divisions and 51 Departments.**

Three of the four Directorates are headed by Executive Directors, while the fourth is headed by the Managing Director. The Managing Director and the three Executive Directors form the Executive Management which are as follows: Executive Director, Finance & Administration, Executive Director, Marine & Operations, and Executive Director, Engineering & Technical Services.

The Divisions are headed by General Managers while the Departments are headed by Assistant General Managers. The Board of Directors headed by a Chairman oversees the activities of NPA while the Federal Ministry of Marine and Blue Economy (Formerly Federal Ministry of Transportation) performs the supervisory role on the affairs of the Authority.



NIGERIA IN BRIEF

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 adopting the Presidential system of Government and became a Republic on 1st October, 1963 with Dr. Nnamdi Azikiwe as the first indigenous President of Nigeria.

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 over 200 million which makes Nigeria the sixth most populated country in the world. It is also the 14th largest country in Africa with a total land area of 923,768 sq. km.

The country's principal river is the Niger, third-longest in Africa, with a length of 4,200km (about 2,300 nautical miles). It rises in the Futa Jalon Mountain, enters Nigeria through the North-West and empties into the Gulf of Guinea via the Niger Delta. Its main tributary,

the River Benue, has its source in the Republic of Cameroon and flows in a South-Westerly direction for about 1,400km joining the Niger in Lokoja.

Prominent among the many rivers and rivulets along the coast are the Ogun River in the West flowing into the Lagos Lagoon, creating the calm waters that have sustained the Ports in Lagos. The Benin River from which the first export shipments took place, is where the natural Port of Koko now stands with the Escravos and Forcados terminals known for handling crude oil tankers. Bonny River provides Port Harcourt, Cross River, Imo River and Qua Iboe Rivers with outlets to the sea.

SEASONS

There are two distinct seasons namely the dry and rainy season. The pattern of rainfall is typical of tropical climates. Sea and swell conditions vary considerably with low sea and swell in the dry season and high sea and swell in the rainy season. The Nigerian coast is affected by two types of waves: the

long ocean swells usually generated at a great distance and the other generated by winds near the coast.

The sea rages in height from 304.8mm to 914.4mm during the dry season while the swell is from 914.2mm to 1,828mm in height with a swell between 1,828.8mm and 2657.6mm in height. The average period of swell is 12 seconds while that of shorter waves is 5 seconds.

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 implementing 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 President presides over the Senate while the Speaker presides over the House of Representatives.

The Judiciary: The Judicial Arm is led by the Chief Justice of Nigeria. It comprises the Supreme Court, Court of Appeal, Federal High Court, 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.

ECONOMY

Oil & Gas

The oil and gas sector accounts for about 10% of Gross Domestic Product (GDP) and petroleum exports represents almost 90% of total export revenue. Nigeria is a member of the Organization of Petroleum Exporting Countries (OPEC).

Agriculture

According to the National Bureau of Statistics (Q3 2022), Agriculture in Nigeria contributed about 27.55% of the Nominal GDP. It provides employment for a large section of the population.

Transport and Infrastructure

Nigeria transport sector comprises 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 of the country to link its Industrial, Commercial and Agricultural Centres.

Nigeria Investment and Business Guide volume 1 states that "Nigeria

handles about 68 percent of the total maritime trade in West Africa through its seaports." The Nigerian Ports Authority is responsible for harnessing 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.

Banking and Currency

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

The Naira (sign: N; code: NGN) is the currency of Nigeria. A Naira is equivalent to 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 transport sector in Nigeria comprises waterways, seaports, airports, roads and railways, forming a network for moving both passengers and freight. ”

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.

Stock Exchange

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

Culture and Tourism

The culture of Nigeria is shaped by its over 250 multi-ethnic groups. The major ethnic groups are the Hausas who are predominant in the North, the Igbos in the South-East and the Yoruba's 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. Some of the Tourist sites include;

- Whispering Palm 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
- Ogbunike Cave in Enugu State.

Major festivals include;

- Argungu Festival in Kebbi State
- Abuja Carnival in the Federal Capital Territory (FCT)
- Durbars in Kaduna, Borno, Kano and Niger States.
- Calabar Christmas Carnival in Calabar
- Eyo Festival in Lagos
- Osun Osogbo Festival in Osun State,
- Ojude-Oba Festival in Ogun State.



“ The Oil and Gas Sector accounts for about 10% of GDP and petroleum exports represent almost 90% of total export revenue. ”



DEVELOPMENT OF PORTS IN NIGERIA

The origin of Port Development in Nigeria can be traced back to 1950s, long after the onset of seaborne trade that followed the early coastal explorations. Initial efforts to provide facilities for ocean going vessels can be seen in the earlier attempts to open up the entrance to Lagos Lagoon. There was considerable degree of littoral drift along this coast; with the constantly shifting channels in the bar at the entrance, making entry very difficult.

The first mail steamer, SS 'Akoko' drawing 5.64 metres entered Lagos Harbour on the 1st February, 1914. Two months later, vessels began to use the Customs Wharf on Lagos Island.

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 which were 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 deep-water berths at Apapa, with a length of 548.64 metres, began in 1921. In 1948, an additional 762 metres of berth were installed downstream of the first four berths. An area of 41 hectares was reclaimed behind the wharves to accommodate transit sheds, warehouses and marshaling yards. The discovery of coal in Enugu promoted the building of Ports in the East of the country. Construction of

the Port Harcourt Wharf commenced in the first quarter of this century.

Berths

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

Four berths of 1,920ft were developed at Port Harcourt Port in 1972. Until 1954 the concept of a Port as an integral part of the nation's socio-economic development had not been properly addressed. Port Operations and Management then were under the control of 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.

ESTABLISHMENT 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 1st April, 1955. On 17th 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 with the Federal Ministry of Transportation now Federal Ministry of Marine & Blue Economy as the supervising ministry.

First National Development Plan (1962 – 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 mechanize the 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 accommodating the heavy in-flow of cargoes and other goods coming into the country.

As a consequence to the above, the Federal Military Government enacted a special decree which empowered the Nigerian Ports Authority to acquire the Ports previously operated by private entrepreneurs.

Second National Development Plan (1970 – 1974)

After the civil war, Port Harcourt, Burutu, Calabar, Koko and Lagos Ports were rehabilitated and reconstructed. Although efforts were not enough to prevent an unprecedented port congestion arising from the Federal Government's massive importation, additional port facilities were needed to address the obvious shortage in Port capacity.

Third National Development Plan (1975 – 1980)

The Tin-Can Island Port was commissioned on 14th October, 1977 with the two other Ports; the new Warri and Calabar Ports

commissioned in 1979.

The nation's maritime industry began to feel the impact of the economic recession in 1982. A previously booming import business that had kept Nigerian Ports busy and congested since the early 1970s had gradually dwindled in spite of government policies put in place to invigorate and encourage the export sector. As a result of this, the construction of the first planned deep sea port in Nigeria was suspended in 1983.

The NPA ACT

The NPA ACT was amended on 10th May, 1999 by the parliament of the Federal Republic of Nigeria (No. 38).

An Act to establish the Nigerian Ports Authority with the functions of providing and operating necessary facilities in ports and maintaining, improving and regulating the use of the ports; and to provide for matters connected therewith. [1999 No. 38.]

1. Establishment of the Nigerian Ports Authority

- (i) There is hereby established, an authority to be known as the Nigerian Ports Authority (in this Act referred to as "the Authority").
- (ii) 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.

2. Establishment and membership of the governing Board

- (1) There is hereby established for the Authority, a governing Board which shall consist of-
 - (a) a chairman;
 - (b) one person to represent the Federal Ministry of Marine & Blue Economy;
 - (c) five persons with experience in shipping and commercial matters;
 - (d) the managing director of the Authority; and
 - (e) the executive directors of the Authority.
- (2) The chairman and members of the Board, other than ex-officio members, shall-

- (a) be appointed by the President on the recommendation of the Minister; and
- (b) be persons with proven integrity and with relevant cognitive experience.
- (3) The Board shall have a secretary, who shall be the head of the legal department of the Authority.
- (4) The supplementary provisions set out in the First Schedule to this Act, shall have effect with respect to the proceedings of the Board and the other matters contained therein.

Functions and Powers

■ Functions of the Authority

The functions of the Authority shall be to-

- (a) provide and operate, in the ports, such facilities as appear to it best calculated to serve the interest of Nigeria;
- (b) maintain, improve and regulate the use of the ports;
- (c) ensure the efficient management of port operations, optimal allocation and use of resources, diversification of sources of revenue and guaranteeing adequate returns on its investments, in

order to contribute effectively to the wellbeing of the Nigerian society;

- (d) provide, for the approaches to all ports and the territorial waters of Nigeria, such pilotage services and lights, marks and other navigational services and aids, including cleaning, deepening and improving of all waterways;
- (e) provide facilities for-
 - {i} berthing, towing, mooring, moving or dry-docking of ships, in entering or leaving a port or its approaches;
 - {ii} the loading and unloading of goods or embarking or disembarking of passengers in or from a ship;
 - {iii} the lighterage or the sorting, weighing, warehousing and handling of goods; and
 - {iv} for the carriage of passengers or goods;
- (f) manage, supervise and control or take part in the management, supervision or control of any company or undertaking in which the Authority is interested, by reason of shareholding or otherwise and for that purpose appoint and remunerate directors, accountants, other experts and agents;

- (g) provide and use appliances for the towage or protection, or salvage of life and property or for the prevention of fire within Nigeria and on vessels on the high seas;
- (h) supply water to shipping vessels;
- (i) control pollution arising from oil or any other substance from ships using the port limits or their approaches;
- (j) provide and operate such other services as the Minister may, from time to time, require; and
- (k) carry out such other activities which are connected with or incidental to its other functions under this Act.

■ Powers of the Authority

The Authority 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 Authority 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 Authority;
- (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 Authority;
- (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 Authority 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 Authority;
- (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 Authority;
- (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 Authority;
- (o) win 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 Authority; or

- (ii) the efficiency of the equipment of the Authority 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 like accommodation for its deserving employees on terms and conditions to be determined, from time to time, by the Authority, 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 wheresoever 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 Authority on such terms and conditions to be determined by the Authority at its discretion and in such a manner as is likely to increase the effectiveness of such employees in their service to the Authority, or otherwise for the purpose of the functions of the Authority;
- (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 Authority, 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 Authority; 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 Authority 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 Authority or through any other person authorized by the Authority in that behalf.

Port Reforms

In 2005/2006 the Federal Government of Nigeria initiated the drive to improve efficiency with its Port reforms programme. The landlord model of Ports Management was adopted for this purpose. The key principle of this concession model was to transfer cargo operational

obligations to private operators while retaining public ownership of the Port infrastructure.

The concession plan was designed 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.

On the completion of the bidding processes, the terminals were handed over to the successful bidders who are currently running cargo/terminal operations at the Ports.



“ The Nigerian Ports Authority commenced full operations on 1st April, 1955. ”



A Shell dearcy oil Tanker "SS HEMUFUSIS on its maiden voyage with the first cargo of Nigerian Crude Oil for export from Port Harcourt Port to Rotterdam 1958.

An European ship official receiving bags of Second Class overseas mail from P.&T. (Post and Telegraph) officials to be transported by sea - 1956.

Concessionaires and Lease Periods

Terminal Operators	Terminal	Lease terms (years)	Effective 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	15	3 April, 2006
4. ENL Consortium	Apapa Terminal D	15	3 April, 2006
5. Greenview Development Nig. Ltd.	Apapa Terminal E	25	3 April, 2006
6. APM Terminals Limited	Apapa Container Terminal	25	19 March, 2006
7. Josepdam Ports Services Limited	TCIP Terminal A	15	9 August, 2006
8. Tin-Can Island Container Terminal Ltd.	TCIP Terminal B	20	9 August, 2006
9. Port & Cargo Handling Services Ltd	TCIP Terminal C	15	9 August, 2006
10. Five Star Logistics Limited	TCIP RORO Terminal	20	31 July, 2006
11. Port & Terminal Multiservices Limited	TCIP Terminal E	25	18 August, 2006
12. Ports & Terminal Operator Nig. Ltd.	Port Harcourt Terminal A	20	9 August, 2006
13. BUA Ports & Terminals Limited	Port Harcourt Terminal B	20	9 August, 2006
14. Brawal Oil Services Ltd.	Onne FLT A	25	10 June, 2006
15. Intels Nigeria Limited	Onne FLT B	25	23 November, 2005
16. Intels Nigeria Limited	Onne FOT A	25	10 June, 2006
17. West Africa Container Terminal	Onne FOT B	25	1 September, 2007
18. International Container Terminal	Onne FOT	5	2021
19. Intels Nigeria Limited	Calabar New Terminal A	25	23 November, 2005
20. Ecomarine Nig. Limited	Calabar New Terminal B	25	23 November, 2006
21. Shoreline Logistics Nigeria Limited	Calabar Terminal C (Old Port)	25	6 November, 2006
22. Intels Nigeria Limited	Warri Old Port Terminal A	25	23 November, 2006
23. Intels Nigeria Limited	Warri New Port Terminal B	25	23 November, 2006
24. Associated Maritime Service Limited	Warri New Port Terminal A	15	26 November, 2006
25. Julius Berger Plc	Warri New Port Terminal C	25	3 January, 2007
26. Ocean & Cargo Terminal Services Ltd.	Warri Old Port Terminal B	25	21 February, 2019
27. NPA	Koko Port Terminal	N/A	N/A

“ The concession plan is to span a period of 10 to 25 years on the basis of long term leases. ”



POST CONCESSION RESPONSIBILITIES

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 control
- 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

Terminal Operators:

- 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 conceded terminal

Federal Ministry of Marine & Blue Economy:

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

Pilotage Districts

In keeping with its responsibilities under the concession agreement, the NPA created the following pilotage districts for effective pilotage and towage operations.

- Lagos Pilotage District
- Bonny/Port Harcourt Pilotage District
- Warri Pilotage District
- Calabar Pilotage District

Joint Ventures

- A Special Purpose Vehicle (SPV) was created to handle the Nigerian Ports Authority's marine responsibilities under the new structure with private sector collaboration.
- The Lagos, Bonny, Calabar, Channel Management companies take care of Pilotage, Towage and Berthing at the various Port locations.

These Joint Venture companies are responsible for:

- Capital and maintenance dredging
- Hydrographic survey
- Maintenance of navigational aids

- Wreck removal
- Visual pollution monitoring

The joint venture companies also perform third-party services and have achieved the following:

- Timely dredging & hydrographic survey
- Correction of defects to navigational aids
- Channels cleared of wrecks.



THE PORTS, HUB FOR INVESTMENTS

Over the years, technological innovations and globalization have changed the structure of Ports fundamentally from labour-intensive to mechanized and capital-intensive operations. Prior to this structural changes, Ports and ships operations were fundamentally basic, which evolved in the establishment of early urban settlements, located at the lowest river crossing points.

The old Custom Wharf in Ebute Ero, Lagos established in 1906 was an example of this rudimentary era of Port and Ship development with ships small enough to berth close to the settlement and transfer their cargoes through wagons. As settlements grew, the demand for shipping services increased, leading to the construction of river berths and linear quays for the transfer of cargo.

The Industrial revolution and increased trade gave rise to the construction of bigger ships and artificial docks which brought about the demand for increased cargo storage, this led to the emergence of

the first generation Ports namely; 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.

Today, the Apapa Wharf, with its various extensions, is collectively known as the Lagos Port Complex. The Tin-Can Island, Warri, Burutu, Calabar, Onne Ports and Bonny Island Terminal were established between 1970 to 1980. Nigerian Ports Authority with the mandate of Federal Government of Nigeria under the supervision of the then Federal Ministry of Transportation now Federal Ministry of Marine and Blue Economy has embarked on port privatization and concession which has attracted robust Foreign Direct Investment (FDI) to Nigerian Ports. This has created an enabling environment for both foreign and indigenous Port operators to thrive.

One of such developmental strides is the coming on board of the ultra-modern Lekki Deep Sea Port in 2023. It is the first and largest Deep Sea Port equipped with 13 quay cranes with a capacity of 2.7 million TEUs on a 1.2 Kilometer quay with a depth of 19 metres.

“

Foreign direct investment is today regarded as one of the major indices of port growth and by extension, improved gross national product.

”



GREENFIELD DEVELOPMENT AND INVESTMENT

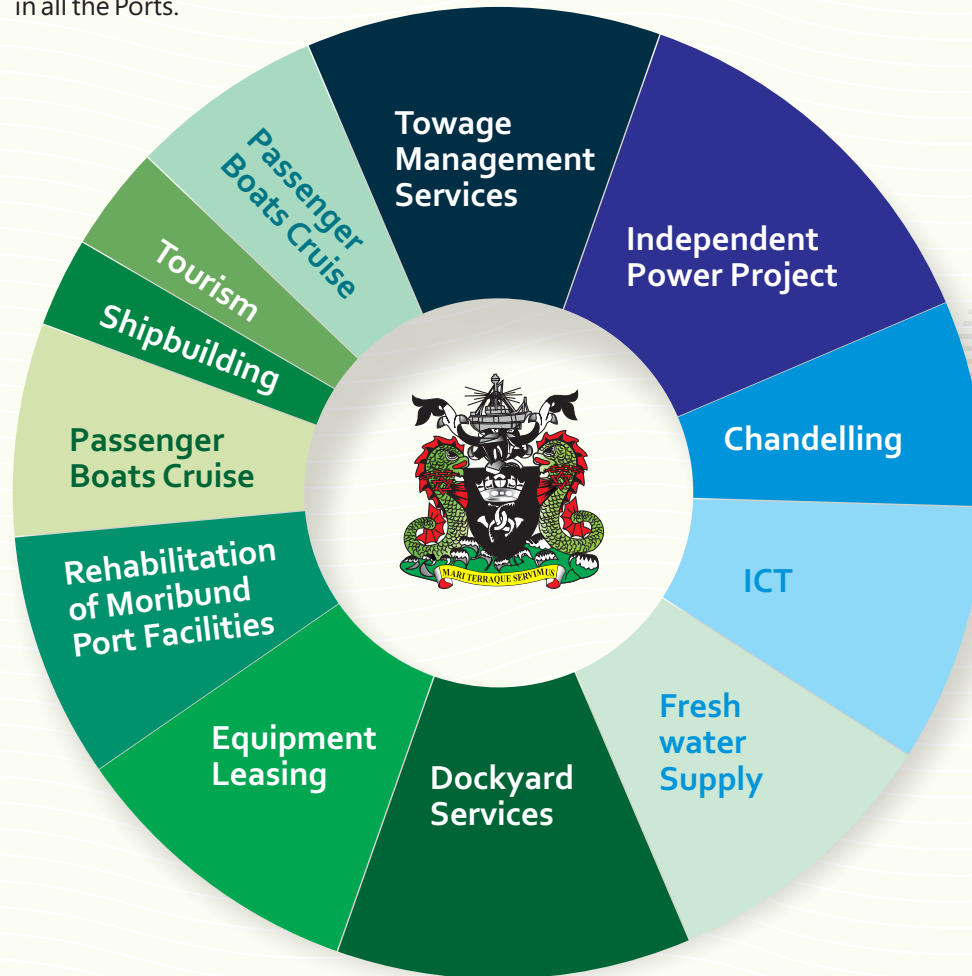
The positive impact of the Port reform implemented in 2005/2006 by the Federal Government has led to an exceptional and robust increase in cargo flow into the country. All the Ports have a combined capacity of about 40 million tonnes, annual cargo throughput is about 100 million tonnes with a projection of 2.7 million TEUs from the newly commissioned Lekki Deep Sea Port.

Investment in Port infrastructure is expected to grow as a result of an improved business environment and the Authority's enhanced corporate governance policy.

While there are several private-sector-led efforts to improve Port capacity, the 'need' area for Nigeria is Deep Sea Ports. Multiple opportunities for the development of deep sea Ports are available considering Nigeria's coastline stretching over 853kms. Taking this into consideration, the Federal Government has granted approval for the establishment of more Deep Sea Ports to be located at Badagry, Ondo and Akwa-Ibom.

Land lease opportunities

For investment opportunities, NPA has lands available for development in all the Ports.



LAGOS PORT COMPLEX

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

The Port was established in 1913 and construction of the first four deep water berths commenced in 1921. The Port is well equipped with modern cargo handling equipment and personnel support facilities making her cost effective and customer friendly. It enjoys intermodal connection – Rail, Water and Road.

Terminal Operators

S/N	Terminal	Operator	Type of concession	Depth (m)
1	Terminal A	Apapa Bulk Terminal Ltd	Bulk Cargo	13.5
2	Terminal B	Apapa Bulk Terminal Ltd	Bulk Cargo	10.5
3	Terminal C	ENL Consortium Ltd	Multipurpose	11.5
4	Terminal D	ENL Consortium Ltd	Multipurpose	10.2
5	Container Terminal	AP Moller Terminals	Containers	13.5
6	Terminal E	Greenview Dev. Nig. Ltd	General & Bulk Cargo	13.5

Private Jetties

S/N	Name/Operator	Location
1	Osadjere Fishing Co. Ltd.	Creek Road Apapa
2	Atlantic Shrimpers Ltd.	Off Creek Road Apapa
3	Ocean Fisheries	Creek Road Apapa
4	Standard Flour Mills	Creek Road Apapa
5	Lister Oils Ltd.	Creek Road Apapa
6	Obelawo Farcha Industrial Ltd.	Creek Road Apapa
7	Fisheries Services Ltd.	Ijora Jetty
8	Apapa Boat Club	Off Creek Road Apapa
9	GMT	Creek Road Apapa
10	Wabeco (Former Christlieb PLC)	Creek Road
11	Oando/SPM Energy Services Ltd.	Apapa


















Other Jetties

S/N	Name/operator	Location
1.	Single Buoy Mooring (SBM)	MIDSTREAM LPC
2.	Atlas Cove Jetty	LPC
3.	Bulk Oil Petroleum (BOP)	LPC
4.	New Oil Jetty (NOJ)	LPC
5.	Petroleum Wharf Apapa (PWA)	LPC
6.	Waziri (Fishery Wharf)	LPC
7.	Heyden Jetty (Ijora)	LPC
8.	Folawiyo Jetty (Nispan)	LPC
9.	Apapa Single Buoy Mooring (ASPM)	LPC

Oil Logistics and offshore support terminal

S/N	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

Port Profile

	Geographical Location	Lat: 06° 25.17'30N Long: 003° 12'00E
	Distance from fairway bouy	Bullnose 2.5NM (5km)
	Size of Turning Basin	760.0m to 820.0m
	Radio	VHF Channels 12, 14, 16
	Developed land area	228 Ha
	Container handling capacity:	3.9 million TEUs
	Quay length	2,537 metres
	Access Channel Depth	15.5 metres
	Berths	21
	Rail Connection	Yes
	Inland Waterways Connection	Yes
	Road Connection	Yes
	Berth Occupancy rate	55.76%
	ISPS Code	Security Level 1
	Total Number of buoys	32
	Bunkers	On approval

Contact
 Lagos Port Complex,
 Wharf Road, Apapa, Lagos, PMB 1021
 Email: lpcinfo@nigerianports.gov.ng
 Web: www.nigerianports.gov.ng
 Tel: +234 815 879 4394

TIN-CAN ISLAND PORT COMPLEX

The Tin-Can Island Port was established in the mid-70s during the oil boom, which led to increase in economic activities. The Port was further rehabilitated and reintegrated in 1977.

















Terminal Operators

S/N	Terminal	Operator	Type of Cargo	Depth (m)
1	Terminal A	Josepdam Port Services	Multipurpose	13.2
2	Terminal B	Tin-Can Island Container Terminal	Container	13.1
3	Terminal C	Ports & Cargo Handling Services	Multipurpose	13.3
4	Terminal D	Five Star Logistics	RoRo & General Cargo, Container	13.0
5	Terminal E	Port & Terminal Multiservices Ltd	Multipurpose	13.1

Private Jetties

S/N	Name/Operator	Location	S/N	Name/Operator	Location
1	Capital Oil Jetty (A)	TCIP/KLT	22	Seagold	TCIP/KLT
2	Capital Oil Jetty (B)	TCIP/KLT	23	Atlantic Shrimpers	TCIP/KLT
3	Ibafon (Ibru) Jetty	TCIP/KLT	24	Royal Salt	TCIP/KLT
4	Integrated Oil Jetty	TCIP/KLT	25	Karflex Fisheries	TCIP/KLT
5	Dantata / MRS Jetty	TCIP/KLT	26	ORC Fisheries	TCIP/KLT
6	Obat Oil Jetty	TCIP/KLT	27	Bridge Deck	TCIP/KLT
7	Rahamaniya Oil Jetty (RAJ)	TCIP/KLT	28	GMT	Abule Osun
8	Deejones Oil Jetty	TCIP	29	Daddo Maritimes	
9	Fagbems Oil Jetty	TCIP	30	Jakys	
10	Bovas Oil Jetty	TCIP	31	Classic Marine	Amuwo Odofin
11	Swift Oil Jetty	TCIP	32	Clarion	Satellite
12	Index Oil Jetty	TCIP	33	PTML Jetty	Mile 2
13	Techno Oil Jetty	TCIP	34	First Deep water	KLT
14	Emadeb Oil Jetty	TCIP	35	Bollore Jetty	Ijanikin
15	A.A Rano Oil Jetty	TCIP			
16	Deep Water Oil Jetty	TCIP			
17	Wosobab	TCIP			
18	Stallionaire	TCIP			
19	S.B Bakare	TCIP			
20	Nakem	TCIP			
21	Brawal	TCIP/KLT			

Port Profile

	Geographical Location	Lat: 06° 25.7'3N Long: 003° 20.53'E
	Distance from fairway bouy	5.4NM (10km) TC 5.9NM (11km) KLT
	Size of Turning Basin	350 meters
	Radio	VHF Channels 12, 14, 16
	Developed land area	157.808 Ha
	Container handling capacity:	3.8 million TEUs
	Quay length	3,396 metres
	Access Channel Depth	13.5m
	Berths	13
	Rail Connection	No
	Inland Waterways Connection	Yes
	Road Connection	Yes
	Berth Occupancy rate	43.92%
	ISPS Code	Security Level 1
	Total Number of buoys	32
	Bunkers	On approval

Contact

Address: Tin-Can Island Port, Apapa
Lagos, PMB 1198

Email: tcipinfo@nigerianports.gov.ng
www.nigerianports.gov.ng/tincan/

Tel: 0903 000 1257

RIVERS PORT COMPLEX

Rivers Port, 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. The Port has a dockyard which carries out electrical, marine and engineering works.

Terminal Operators

S/N	Terminal	Operator	Type of concession	Depth (m)
1	Terminal A	Ports & Terminal Operators Ltd (PTOL)	Multipurpose	6.8 – 10.4
2	Terminal B	BUA Ports and Terminal Ltd.	General Cargo	5.9 – 10.9

Private Jetties

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

Port Profile

	Geographical Location	Lat: 04° 46'N Long: 007°0 7'E
	Distance from fairway bouy	41NM (76km)
	Size of Turning Basin	450m
	Radio	VHF Channels 12, 14, 16
	Developed land area	78 Ha
	Container handling capacity:	11,000 TEUs
	Quay length	1,290 metres
	Access Channel Depth	9.4 metres
	Berths	8
	Rail Connection	No
	Inland Waterways Connection	Yes
	Road Connection	Yes
	ISPS Code	Security Level 1
	Total Number of buoys	32
	Bunkers	On approval

Contact

Address: Basket House Administration Building

PMB 5043, Port Harcourt, Rivers State

Email: riversinfo@nigerianports.gov.ng

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

Tel: +234 815 879 4398

Tel: +234 906 278 4267

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.

The Port with its strategic location is one of the largest Oil and Gas Free Zones in the world supporting exploration and production for Nigeria activities. The Free Zone provides a logistics oil service center for the Oil and Gas Industry in Nigeria both Onshore and Offshore. It also provides easy access to the entire West Africa and Sub-Sahara Oil fields. The Port accounts for over 65% of the export cargo through the Nigerian Sea Port.

















Terminal Operators

S/N	Terminal	Operator	Type of concession	Depth (m)
1	FLT A	Brawal Oil Services Ltd.	Multipurpose	8.3
2	FLT B	Intels Nigeria Ltd	Multipurpose	7.7
3	FOT A	Intels Nigeria Ltd	Multipurpose	9.6
4	FOT B	West Africa Container Terminal	Container	11.9
5	FOT C	International Container Terminal	Container	12.0
6	FOT (IOS)/Indorama Port Ltd (OIPL)	Indorama	Bulk Fertilizer Cargo	10.7

Private Jetties

S/N	Name/Operator	Location
1	Notore	FOT
2	Adamac	FOT
3	West Africa Dry Dock (WAD)	FOT
4	Dangote Cement	FOT
5	Bonny Anchorage	Bonny
6	Atlas Cement	FOT
7	Bonny Export Terminal	Bonny
8	Wallis Point	Bonny
9	Intels Transit Terminal	FOT
10	Material Offloading Facilities (MOF)	Bonny

Port Profile

	Geographical Location	Lat: 04° 41'N Long: 003° 12'00E
	Distance from fairway bouy	35NM (64.9km)
	Size of Turning Basin	450m
	Radio	VHF Channels 16, 14, 12
	Developed land area	734.249 Ha
	Undeveloped Land Area	1803.95 Ha (FOT)
	Container handling capacity:	315,000 TEUs
	Quay length	2,046 metres
	Access Channel Depth	11.9 metres
	Berths	16 (5FLT/ 11FOT)
	Rail Connection	No
	Inland Waterways Connection	Yes
	Road Connection	Yes
	ISPS Code	Security Level 1
	Total Number of buoys	83
	Bunkers	On approval

Contact:

Address: Onne Port Complex

Onne, River State, PMB 1699

Email: onneinfo@nigerianports.gov.ng

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

Tel: 081 080 35410

DELTA PORTS COMPLEX

Delta Ports comprises four Ports namely; Warri, Sapele, Koko and Burutu. The Ports are abound with unique and enormous opportunities for development. Its selling point are the proximity to the South East and North Central which are major maritime business and commercial hubs to the Ports.

Warri Port is the coordinating center for the administration of other ports in the Delta, operating from natural Harbours.

















Terminal Operators

S/N	Terminal	Operator	Type of concession	Depth (m)
1	Old Port A	Intels Nigeria Ltd.	Multipurpose	4.8
2	Old Port B	Ocean and Cargo Nig. Services Ltd.	Multipurpose	5.2
3	Old Port C (Cana Berth)	Julius Berger Nig. Ltd	Multipurpose	4.0
4	New Port A	Association Maritime Services Ltd.	Multipurpose	5.8
5	New Port B	Intels Nigeria Limited	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

S/N	Name/Operator	Location	S/N	Name/Operator	Location
1	Total Nigeria Plc	Koko	15	Pinnacle Petroleum Limited	Ifie, Warri
2	Blacklight Energy Limited	Oghara	16	Dutchess Oil Nigeria Limited	Oghara
3	Nepal Oil & Gas	Oghara	17	Salbas Oil (Frado)	Oghara
4	Rain oil Nigeria Limited	Oghara	18	Parker Oil & Gas Limited	Ifie, Warri
5	Cybernetic Nigeria Limited	Oghara	19	Inlands WaterWay	Warri
6	Matrix Energy Limited	Ifie, Warri	20	Axxon Oil & Gas Limited	Udu
7	A&E Petroleum Limited	Ifie, Warri	21	Premium Steels & Mines Limited	Aladja
8	Prudent Energy & Services	Oghara	22	Sapele Power plant	Sapele
9	O'thniel Brooks Limited	Oghara	23	Awaritse Nigeria Limited	Obitugbo, Koko
10	Chevron Jetty	Escravos	24	Ebenco Global Link Limited	Koko
11	Ringa das Nigeria Limited	Sapele	25	Bob & Sil Global Services	Ajagbodudu
12	Life Flour Mills	Sapele	26	Sharon Oil & Gas	Koko
13	Taurus Oil & Gas	Koko	27	AYM Shafa Limited	Ifie, Warri
14	Optima Energy	Koko	28	NNPC Jetty	Ifie, Warri

Port Profile

	Geographical Location	Lat: 05° 31.0°N Long: 005° 45.0°E
	Distance from fairway bouy	Warri 52NM (96km) Sapele 58NM (107km)
	Size of Turning Basin	250m
	Radio	VHF Channels 12, 14, 16
	Developed land area	608 Acres
	Undeveloped Land Area	136.48 Acres
	Container handling capacity:	300,000 TEUs
	Quay length	572m (Koko) 60NM/111.12km
	Access Channel Depth	6.2mm
	Berths: Warri Pilotage Warri Port Burutu Port Sapele Port Koko Port	2708.5m 320.0m 1150.0m 137.0m
	Rail Connection	None
	Inland Waterways Connection	Yes
	Road Connection	Yes
	ISPS Code	Security Level 1
	Total Number of buoys	108
	Bunkers	On approval

Contact:

Address: Delta Ports Complex, PMB 1054, Warri, Delta State

Email: deltainfo@nigerianports.gov.ng

www.nigerianports.gov.ng/delta/

Tel: +234 906 278 4270, 0815 879 4401

CALABAR PORT COMPLEX

The 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. It is a natural harbour for the Northern States of Nigeria.

Calabar Port's profile in the oil and gas industry is fast gaining prominence. 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.

















Terminal Operators

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

Private Jetties

S/N	Name/Operator	Location
1	Dozzy Oil & Gas Limited	Calabar Free Trade Zone
2	North West Petroleum & Gas	Calabar Free Trade Zone
3	Aluminium Smelter Nig. Ltd (ALSCON) now known as (Russal)	Eket abasi
4	Sixxco Oil Ltd	Ebughu, Oron
5	Fresh Synergy Nig. Ltd	Ikot Abasi
6	Hudson Petroleum Ltd	Calabar
7	Mobil Producing Nigeria	Eket Ibuno
8	Maciver	Calabar

Port Profile

	Geographical Location	Lat: 05° 01'N Long: 008° .19E
	Distance from fairway bouy	New Port 50 NM (93km) New Port 45 NM (83km)
	Size of Turning Basin	200 meters
	Radio	VHF Channels 12, 14, 16
	Developed land area	86.74 Ha
	Undeveloped Land Area	50 Ha
	Container handling capacity:	200,000 TEUs
	Quay length	New Port 860m Old Port 88m
	Access Channel Depth	6.4 metres
	Berths	7
	Rail Connection	None
	Inland Waterways Connection	None
	Road Connection	Yes
	ISPS Code	Security Level 1
	Total Number of buoys	33
	Bunkers	On approval

Contact

Address: Calabar Port Complex, Calabar
Cross River State, PMB1014

Email: calabarinfo@nigerianports.gov.ng

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

Tel: +234 906 278 4266

LEKKI DEEP SEA PORT

Lekki Deep Sea Port is the latest addition of the Ports and the deepest Sea Port in West Africa under supervision of the Nigerian Ports Authority. It is an ultra-modern Port built on a Public Private Partnership (PPP) model. NPA awarded the concession for 45 years on a Build-Own-Operate & Transfer (BOOT) basis.

















The Lekki Port LFTZ Enterprise Limited was commissioned in the year 2023 and equipped with 13 quays cranes for a capacity of 2.7 million TEUs which equals Twenty Foot Equivalent Units on a 1.2-Kilometer quay with a depth of 19 metres. The Port has 7 container berths, 1 dry bulk berth and 3 liquid berths. It is equipped with ship-to-shore (STS) cranes to handle larger vessels.

Private Jetties

S/N	Name/Operator	Location
1	Dangote Quays	Ibeju, Lekki
2	Pinnacle Oil & Gas Limited	Ibeju, Lekki



Port Profile

	Geographical Location	-
	Distance from fairway bouy	9km
	Size of Turning Basin	600 meters
	Radio	VHF Channels 12, 14, 16
	Developed land area	90 Ha
	Undeveloped Land Area	-
	Container handling capacity:	2.7 million TEUs
	Quay length	1,500m
	Access Channel Depth	19 metres
	Berths	7
	Rail Connection	No
	Inland Waterways Connection	Yes
	Road Connection	Yes
	ISPS Code	Security Level 1
	Total Number of buoys	-
	Bunkers	On approval

Contact

Address: 23 Adeola Odeku Street,
Victoria Island, Lagos.

Email: lekkiport@lekkiport.com

Website: www.lekkiport.com

Tel: +234 1 461 5907

PORT STATISTICAL DATA

Ship Traffic (Ocean Going Vessels)

Year	Number of Ships	Gross Registered Tonnage (GRT)
2015	4,927	141,202,663
2016	4,622	134,213,076
2017	4,292	130,357,357
2018	3,878	126,683,956
2019	3,931	130,624,610
2020	3,877	123,634,771
2021	4,141	126,741,180
2022	3,803	116,684,380

Cargo Throughput (Type of Cargo): 2015 - 2022

Year	General Cargo	Dry Bulk	Liquid Bulk	Throughput
2015	22,433,204	9,206,618	45,747,816	77,387,638
2016	17,669,784	10,044,115	42,651,137	70,365,036
2017	18,124,536	10,644,118	42,766,982	71,535,636
2018	20,497,612	9,882,808	44,297,084	74,677,504
2019	23,582,056	9,824,729	47,857,384	81,264,169
2020	23,411,372	12,124,858	45,202,449	80,738,679
2021	24,618,782	13,643,154	43,037,988	81,299,924
2022	22,145,777	13,231,032	40,122,063	75,498,873

Cargo Throughput (Type of Trade)

Year	Inward	Outward	Throughput
2015	48,111,361	29,276,277	77,387,638
2016	43,470,646	26,894,390	70,365,036
2017	43,099,088	28,436,548	71,535,636
2018	45,605,885	29,071,619	74,677,504
2019	51,404,145	29,860,024	81,264,169
2020	51,752,532	28,986,147	80,738,679
2021	55,785,872	25,514,052	81,299,924
2022	51,416,338	24,082,535	75,498,873

Operational Statistics Summary: 2015 - 2022

YEAR	SHIP TRAFFIC		CARGO TRAFFIC			
	SERVICE BOATS (UNITS)	OCEAN GOING VESSELS (UNITS)	CONTAINER TRAFFIC (TEU)	INWARD CARGO (MT)	OUTWARD CARGO (MT)	CARGO THROUGHPUT
2015	11,277	4,927	1,567,898	48,111,361	29,276,277	77,387,638
2016	12,192	4,622	1,299,761	43,470,646	26,894,390	70,365,036
2017	10,650	4,292	1,289,576	43,099,088	28,436,548	71,535,636
2018	15,320	3,878	1,575,693	45,605,885	29,071,619	74,677,504
2019	14,653	3,931	1,719,712	51,404,145	29,860,024	81,264,169
2020	7,775	3,877	1,705,595	51,752,532	28,986,147	80,738,679
2021	8,187	4,141	1,979,734	55,785,872	25,514,052	81,299,924
2022	10,354	3,803	1,708,167	51,416,338	24,082,535	75,498,873

Container Traffic (TEU): 2015 - 2022

Year	Throughput
2015	1,567,898
2016	1,299,761
2017	1,289,576
2018	1,575,693
2019	1,719,712
2020	1,705,595
2021	1,979,734
2022	1,708,167



INFORMATION & COMMUNICATION TECHNOLOGY (ICT) IN SERVICE DELIVERY

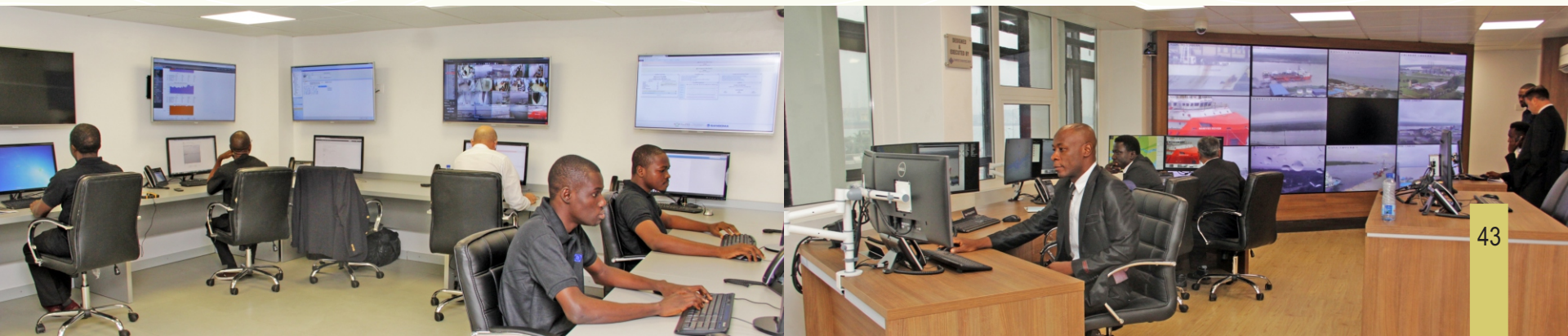
The NPA uses ICT resources to maintain an unrivalled edge in the maritime sub-sector. The aim is to ensure and enhance optimal customer service delivery. The Authority's policy to ensure provision of state of the art ICT software and hardware in line with International best practices. This is to ensure increased service coordination, Port efficiency, Stakeholder information sharing, tracking of Port operational activities and financial reporting. With an integrated ICT infrastructure, a single window platform where all Ports stakeholders can interact and share data is achievable.

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.

Areas where ICT has greatly improved efficiency are the following;

- **Electronic Ship Entry Notice (eSEN):** is a web based application created for shipping agents to provide ship details before departure from Port of loading.
- **Revenue and Invoice Management System (RIMS):** is a custom web based application that automates the billing and revenue collection system of the NPA, integrating the oracle financials.
- **Command, Control, Communications and Intelligence (CCCI):** This facility operates with two major systems namely; marine operations centre and network operating centre. It is designed to improve security by capturing vessels entering and exiting the Ports, safety and navigational operations.
- **Electronic-Call Up System:** This system is the scheduling of trucks electronically to the Ports using an application known as Eto'. This has helped to reduce the traffic gridlock on Lagos Ports access roads.

“
Rapid
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”



EASE OF DOING BUSINESS

The Ease of Doing Business is an executive order enacted by the Federal Government of Nigeria in 2019 to ensure the implementation of reforms in the Nigerian business environment with the aim of making the country a progressively easier place to establish and conduct business operations. As a result of this, there is reduction in the complexity of cargo clearance processes at the Ports.

Export Processing Terminal

The NPA has established the first export processing terminal in Lagos to ensure speedy and seamless processing of cargoes accessing Apapa and Tin-Can Island Ports in Lagos. This terminal will enhance the implementation of the national action plan on agro-export which is the federal government's agenda to diversify the national economy from oil to non-oil export.

Nigeria Export Processing Zones Authority (NEPZA)

NEPZA establishes, licenses, regulates and operates highly efficient Free Zones by providing a highly competitive incentive scheme, excellent support facilities and service for the purpose of creating an enabling environment for export manufacturing and other commercial activities.

SERVICOM

Servicom, an acronym for Service Compact with all Nigerians is committed to improve the quality of public service delivery. It serves as an interface between the Port Stakeholders and the Port Authority.

Email: npaservicom@nigerianports.gov.ng



OUR COMMITMENT TO HEALTH, SAFETY AND ENVIRONMENT (HSE)

Nigerian Ports Authority recognizes that excellence in HSE performance is critical to successful Port operations aligning with our corporate mission “to deliver efficient Port services in a safe, secure and customer-friendly environment”.

MARPOL 73/78 – Routine MARPOL inspections are carried out to ascertain that vessels are in compliance with IMO regulations that govern waste management on ships. The Nigerian Ports Authority is ensuring that the Nigerian waterways are protected from the effects of maritime pollution. The shipping waste collection, storage, processing and disposal services are being carried out by the Authority's joint venture partner Messrs. African Circle Pollution Management Limited in all Ports navigational Pilotage districts.

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

Lagos Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	ENL Consortium	26 Burma Road, Apapa, Lagos.	www.port.enlconsortium.com	contactus@enlconsortium.com
2	Apapa Bulk Terminal Ltd	2 Old Dockyard Road, Apapa, Lagos	www.fmnplc.com	contactus@fmnplc.com
3	APM Terminal	121 Louis Solomon Close, Victoria Island, Lagos	www.apmterminals.com	info.apapa@apmterminal.com
4	Greenview Development Nigeria Ltd	Terminal E, Lagos Port Complex, Apapa, Lagos.	www.dangote.com	greenview@greenviewterminal.com

Tin-Can Island Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Port & Cargo Handling Services Ltd	41 Calcutta Crescent, Apapa, Lagos	www.sifaxgroup.com	sifax@gacom.net
2	Josepdam Port Services Nigeria Ltd	Terminal A, 19 Fatai Atere Way, Matori Oshodi, Lagos	www.jps.ng	enquiries@jps.com
3	Port & Terminal Multiservices Ltd	PTML Terminal, Tin-Can Island Port Complex, Apapa, Lagos	www.ptml-nigeria.com	info@ptml-ng.com
4	Five Star Logistics Ltd	Balogun Omidiora Road, Apapa, Lagos	www.fivestarlogisticsltd.org	tm@5starterminal.com
5	Tin-Can Island Container Terminal	1/3 Point Road, Apapa, Lagos	www.tict-ng.com	Tel: +234 (0)7034060460; +234 (0)7034060500

Rivers Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Port & Terminal Operators Ltd	Rivers Port, Port Harcourt	www.ptolnigeria.com	info@ptolnigeria.com
2	BUA Ports & Terminal	Rivers Port, Port Harcourt	www.buagroup.com	info@buagroup.com

Onne Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Intels Nigeria Ltd	Corporate Head Office Complex, Oil & Gas Free, Onne	www.intelservices.com	info@intelservices.com

2	West African Container Terminal (WACT)	Onne	www.apmterminals.com	wact.onne@apmterminal.com
3	Brawal Oil Services Ltd	Federal Lighter Terminal, Onne	www.brawal.com	brawalshippingphc@brawalshipping.com

Calabar Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Ecomarine Terminal Ltd	Calabar Port Complex, Calabar	www.ecomarinegroup.com	Tel: +234 (0)822522772 +234 (0)15458858
2	Addax Logistic Ltd	New Terminal C, Calabar	www.addax.in www.addaxpetroleum.com	support@addax.in
3	Intels Nigeria Ltd	New Terminal A, Calabar	www.intelservices.com	info@intelservices.com
4	Eco Marine Terminal Ltd	New Terminal B, Calabar	www.ecomarinegroup.com	Tel: +234 (0)822552772, +234 (0)15458858

Delta Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Julius Berger Services Ltd	Terminal C, Delta Port Complex Warri, Delta State	www.julius-berger.com	Tel: +234 8075979750
2	Associated Maritime Services Ltd	Old Terminal B, Warri	www.associatedmaritimeservicesltd.com	Tel: +234 (0)70840427203
3	Intels Nigeria Ltd	Oil Terminal A, Warri	www.intelservices.com	info@intelservices.com Tel: +234 (0)84463805

Lekki Port Complex

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Lekki Deep Sea Port	23 Adeola Odeku Street, Victoria Island Lagos.	www.lekkiport.com	lekkiport@lekkiport.com Tel: +234 1 461 5907

FREE TRADE ZONES

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	LADOL Free Trade Zone	Westminster House, 1601 Adeola Hopewell, Victoria Island, Lagos	www.ladol.com	info@ladol.com Tel: +234 (0)127 90684
2	Snake Island Integrated Free Zone (Nigerdock)	Snake Island, Lagos Nigeria.	www.sifreezone.com	si@sifreezone.com Tel: +234 (0) 17936630
3	Calabar Free Trade Zone	Harbour Road, Ikot Mbo Rubber Estate, Calabar, Cross River		+234 9129756139

4	Lekki Free Trade Zone	Opposite Tiye Town Akodo Road, Off Lekki-Epe Coastal Road, Lagos	www.lfzdc.org	info@lfzdc.org +234 (0) 7043294030
5	Oil & Gas Free Zones Authority Nigeria	Marble House, Federal Ocean Terminal (FOT), Onne	www.ogfza.gov.ng	contact@ogfza.gov.ng +2349091111184

APPROVED PORT AGENCIES

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	Nigeria Customs Service	Abidjan Street, Wuse P.M.B 26, Zone 3 Abuja FCT	www.customs.gov.ng	info@customs.gov.ng Tel: +234 (0)703 789 1156
2	Nigerian Drug Law Enforcement Agency (NDLEA)	6 Port Harcourt Crescent Area II, Garki, Abuja Nigeria	www.ndlea.gov.ng	info@ndlea.gov.ng +23480010203040
3	Standard Organization of Nigeria (SON)	52, Lome Crescent, Zone 7, Wuse, Abuja FCT	www.son.gov.ng	info@son.gov.ng +234 7032800925 +234 8159570003
4	Nigeria Police Force	Louis Edet House Garki, Shehu Shagari Way, Abuja FCT	www.npf.gov.ng	pressforabuja@police.gov.ng Tel: +234 (0)803 837 5844
5	National Agency for Food and Drug Administration and Control (NAFDAC)	Plot 2032, Olusegu, Obasanjo Way Zone 7, Wuse, Abuja	www.nafdac.gov.ng	nafdac@nafdac.gov.ng Tel: +234 (0)909 763 0506 +234 (0)1 460 9750
6	Nigerian Maritime Administration and Safety Agency (NIMASA)	4, Burma Road Off Wharf Road, Apapa 234001 Lagos	www.nimasa.gov.ng	info@nimasa.gov.ng Tel: +234-7000 700010 +234-7000 700020 +234-7000 700030
7	Port Health Services	Airport Road, Mafoluku Oshodi, Lagos	https://porthealthservices.org.ng/	info@porthealthservices.org.ng Tel: +234-(0) 8135192114
8	The Nigeria Immigration Services (NIS)	Umar Musa Yar Adu'a Express Way, Airport Road Sauka, Abuja, FCT	www.immigration.gov.ng	info@immigration.gov.ng Tel: +234 (0) 912 1556 359

9	Department of State Services (DSS)	1 Maitama Avenue P.M.B 253, Abuja	www.dss.gov.ng	Tel: +234 (0)915 339 1309 +234 (0)908 837 3514
10	Nigeria Export Processing Zones Authority (NEPZA)	Zone A6, 2, Zambezi Crescent, Off Aguiyi Ironsi Street, Cadastral, Abuja	www.nepza.gov.ng	enquiries@nepza.gov.ng +234 9064638585
11	Nigerian Export Promotion Council	Plot 424, Aguiyi Ironsi Street Maitama, Abuja	www.nepc.gov.ng	enquires@nepc.gov.ng helpdesk@nepc.gov.ng +234 (9) 4621555 +234 (9) 2910966

SHIPPING COMPANIES

SN	COMPANY	ADDRESS	WEBSITE	EMAIL/ CONTACT
1	CMA CGM Delmas	26 Creek Road, Apapa, Lagos	www.cma-cgm.com	lgs.customerservice@cma-cgm.com
2	Maersk Nigeria Limited	2- 4 Kazuma Street Apapa, Lagos	www.maerskline.com	losopsgen@maersk.com
3	MSC Nigerian Limited	41 Creek Road, Apapa Lagos	www.msc.com	ng401-info@msc.com
4	COSCO Shipping	4, Balogun Bisi Omidiora Road, Apapa	https://world.lines.coscoshipping.com	info@cnsipping-ng.com 08051049282, 08159794405
5	Grimaldi Shipping	PTML Terminal-Tin- Can Island Port Complex	www.ptml-nigeria.com	info@grimaldi-nigeria.com
6	Ocean Network Express (Nig. Ltd)	3/5 Warehouse Road Apapa, Lagos	www.one-line.com	NG.info@one-line.com +234 12278740
7	PIL Nigeria Limited	34 Wharf Road Apapa, Lagos	www.pilnigeria.com	+234 (0) 17644913
8	HAPAG Lloyd	2-4 Ede Street Apapa, Lagos	www.hapag-lloyd.com	+234 19030092 +234 8139851630
9	Hull Blyth Nig. Ltd	34 Wharf Road, Apapa, Lagos	www.hull-blyth.com	enquiries@hull-blyth.com
10	Lagos & Niger (LANSAL)	3-4 Creek Road, Apapa, Lagos	www.zim.com	oni.ayodele@lansal.biz Tel: +234 (0)1 580 39304
11	Comet Shipping	Nal – comet House 4 Hinderer Road, Apapa, Lagos	https://nalcomet.com	info@cometshipping.com +234-1-7777800 +234-1-7912903
12	Supermaritime Nigeria Ltd	10 Obanta Road, Beulah Suite, Apapa, GRA, Lagos	www.supermaritime.com	mail@supermaritime.com

13	Samcham Holding Ltd	8 Olofin Street, Off Warehouse Road, Apapa, Lagos	www.samcham.org	info@samcham.org Samcham-ltd@yahoo.com
14	African Port Services	118 Burma Road, Apapa, Lagos	www.africanportservices.com	info@africanportservices.com
15	GMT Shipping Nig. Ltd.	18 Point Road Apapa (Polysonic Mall)	www.gmtshipping.com	nig.gmts@gmtshipping.com
16	Sifax Nig. Limited	54 Warehouse Road Apapa, Lagos	www.sifaxgroup.com	+234 (0) 8105364016 +234 (0) 8105376814
17	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	www.midmaritimeservices.com	contact@midmaritimeservices.com Tel: +234-8033 154730

OTHER FREE TRADE ZONES

- Kano Free Trade Zone
- Newrest Airline Services & Logistics Free Zone (Abuja)
- ALSCON Export Processing Zone
- Ogun Guangdong Free Trade Zone
- Nigeria International Handling Company (NAHCO) Free Trade Zone
- Newrest Airline Services & Logistics Free Zone (Lagos)
- Nigeria International Commerce City (Eko Atlantic)
- Enugu Industrial Park Free Trade Zone
- Dangote Industries Free Zone Development Company



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