



JAPAN P&I NEWS

To the Members

Nigeria - New Measure to Reduce Congestion in Lagos Ports

We have received the information from our correspondents, BUDD S.A., on the new measure to reduce congestion in Lagos, Nigeria.

According to the press statement issued by the Nigerian Ports Authority, they will take the following measures as of 27 January;

- Vessels which have waited to berth at any terminal within Lagos Pilotage District will be diverted to other terminals with capacity to berth vessels within the district.
- In the event that all terminals in Lagos cannot discharge any vessels within four days, such vessels will be diverted to the Eastern Ports for immediate berth.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Nigeria-New Measure to Reduce Congestion in Lagos Ports (BUDD Nigeria issued on 30 January 2020)
Nigerian Port Authority Press Statement (24 January 2020)

Nigerian Ports Authority New Measure to Reduce Congestion in Lagos Ports

30 January 2020



Largest Nigerian Ports

The Nigerian Ports Authority issued a press release on 24 January describing new measures intended to reduce congestion in the Lagos Port Complex or Western Ports.

The Western Ports comprise Apapa Port Complex, Lagos and the Tin-can Island Port Complex, Lagos. Both ports have five terminals which handle a range of cargoes from bulk, general cargo, container and ro-ro.

As of 27 January 2020, vessels that have had to wait to berth at a specific terminal within the Lagos Pilotage District will be diverted to an alternative terminal within the same district.

If no suitable terminal is available within four days, vessels will be diverted to one of the Eastern ports outside the Lagos pilotage district.

The Eastern Ports comprise Rivers Port, Onne Port, Calabar Port and Delta Port. The Rivers Port has two terminals that handle liquid, dry and bulk cargoes. Onne Port is one of the largest oil and gas free zone ports in the world and has four terminals that handle container, oil and gas, dry or wet bulk as well as general cargoes and other logistic services.

Delta Port has eight terminals which handle multipurpose cargoes, while Calabar Port has three terminals which mainly handle oil and gas cargoes. The numerous other private jetties that exist within the vicinity of these ports are mainly used for receiving oil tankers discharging refined oil and gas cargoes into tank farms.

The decision to deviate vessels to the Eastern Ports is one of several measures taken to reduce congestion in the Western Ports and boost traffic in the underused Eastern Ports.

In June 2019 the Nigerian Ports Authority announced a 10% reduction in harbor dues for the following vessels calling in the Eastern Ports:

1. container vessels with at least 250 twenty-foot equivalent units;
2. general cargo vessels with at least 16,000 metric tonnes;
3. combo vessels with at least 16,000 metric tonnes;
4. roll-on-roll-off vessels with at least 250 units of vehicles.

The Nigeria Ports Authority has also invested to improve facilities in Onne and Warri but the channels of some of the smaller Eastern Ports (e.g. Koko) are too shallow to accommodate larger vessels.

If you have any queries, please do not hesitate to contact Budd Nigeria (budd.nigeria@budd-pni.com).

Information provided by Budd Nigeria.

Nigerian Ports Authority

Press Statement

January

24th, 2020.

NPA Tackles Congestion at Lagos Port Complex

In response to the recent increase in the waiting time of vessels calling at the Lagos Port Complex, Apapa, the Nigerian Ports Authority have met with shipping companies and terminal operators and arrived at the following decisions aimed at immediately resolving the congestion in the Lagos Pilotage District.

1. As from Monday January 27, 2020, vessels which have waited to berth at any terminal within the Lagos Pilotage District will be diverted to other terminals with capacity to berth vessels within the district.
2. In the event that all terminals in Lagos cannot discharge any vessels within four days, such vessels will be diverted to the Eastern Ports (other pilotage districts) for immediate berthing.
3. The Authority will liaise with other relevant government agencies on behalf of stakeholders to expedite the clearance of vessels and cargoes, where necessary.
4. These actions have been taken to promote the Ease of Doing Business Policy of the Federal Government and curtail the negative economic impact that the long turnaround time of vessels has on stakeholders.
5. We solicit the cooperation of all stakeholders.

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