2.5 Nigeria Waterways Assessment

Nigeria has over 10,000 km of inland waterways. This water resource comprises rivers, creeks, lagoons and lakes, and intra-coastal water which source is two main rivers, the Niger and the Benue, both of which form a confluence at Lokoja, in Kogi State. Although the longest is the River Niger, the most used waterway, especially by the larger watercrafts, is its tributary, the Benue River, especially for commercial activities in the delta area of Cross River and all along the coast to the Lagos lagoon.

The National Inland Waterways Authority (NIWA) was established by the government to manage Nigeria's inland waterways resources. NIWA issues licenses for inland navigation, piers, jetties and dockyards; surveys, examines, approves designs and the construction of inland river crafts and shipyard operators; grants permits and licenses for sand dredging and pipeline construction.

According to statistics from NIWA, 28 of the 36 states of the Federation can be linked by water, though only about 30 percent of these vast resources, which is about 3,800km of waterways, are navigable. NIWA has established that at least 17 out of the 28 states are accessible.

States that can be accessed either through river Niger or Benue include: Adamawa, Anambra, Bauchi, Bayelsa, Benue, Delta, Edo, Gombe, Kebbi, Kogi, Kwara, Niger, Nasarawa, Plateau, Rivers, Sokoto and Taraba.

River channels also open to five neighbouring countries on the continent – Benin Republic, Equatorial Guinea, Cameroon, Chad and Niger.

Security is an issue confronting waterways’ use. Over-crowding of vessels, poor watercraft, and sunken wrecks above and below surface are among reasons for the many accidents on waterways in littoral states.

Although there is potential for economic development, the waterways remain under-utilised and under-developed despite dredging operations in past years. As a result the inland waterways are not currently a viable alternative to road transport for inland Nigeria.

The predominant use is for people transportation within the Lagos area and among the delta states.

Within Lagos State, the Lagos State Waterways Authority (LASWA) under the authority of the Lagos State Government is responsible for:

- establishing, maintaining and regulating the operation of any type of vessels and like carriers, pilot boats, ferries, lines and regular ferry services within the waterways of Lagos state;
- regulating the use of internal waterways by all users including private and common carriers;
- entering into contracts for the maintenance, exploration, superintendence, management and transit of all state and internal waterways and terminals, platforms, piers and jetties with any other person(s), authority, company or other private operators;
- instigating and collecting water transportation tolls, rates and charges;
- clearing and maintaining Lagos State Inland waterways free from all obstructions, derelicts, wrecks and abandoned properties and installing route buoys gauges, distance boards and markings along the inland waterways of Lagos State.

For more information on government contact details, please see the following link: 4.1 Nigeria Government Contact List

Company Information

The Lagos State Ferry Services Corporation (LSFSC)or Lagos Ferry Services Company(also known as LAGFERRY) is the majorferryservices provider in Lagos State. It is operated as a state-owned enterprise.

Besides LAGFERRY, other private ferry operators also use modern ferry boats to provide commercial transport services between Ikorodu,Lagos Island,Apa Island and Victoria Island.

For more information on waterway company contact details, please see the following link: 4.4 Nigeria Port and Waterways Company Contact List
<table>
<thead>
<tr>
<th>Number of Passenger Vessels</th>
<th>Sea Coach Express</th>
<th>Texas Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 20 Passengers</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>&lt; 50 Passengers</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>&lt; 100 Passengers</td>
<td>Nil</td>
<td>2</td>
</tr>
<tr>
<td>&gt; 100 Passengers</td>
<td>Nil</td>
<td>1</td>
</tr>
</tbody>
</table>

### Passenger Carrying Capacity

<table>
<thead>
<tr>
<th></th>
<th>Sea Coach Express</th>
<th>Texas Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Boats</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Tonnage / Volume</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Carrying Capacity (MT / m³)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

|                          |                   |                 |
| Barges                   |                   |                 |
| Number of Barges         | Nil               | Nil             |
| Tonnage / Volume         | N/A               | N/A             |
| Carrying Capacity (MT / m³) | N/A             | N/A             |

|                          |                   |                 |
| Tugs                     |                   |                 |
| Number of Tugs           | Nil               | Nil             |
| Tonnage / Volume         | N/A               | N/A             |
| Carrying Capacity (MT / m³) | N/A             | N/A             |

### Travel Time Matrix

<table>
<thead>
<tr>
<th>Travel Time within Lagos urban surroundson Passenger Vessel (travel time in minutes)</th>
<th>Ebuto Ero</th>
<th>Ikorodu</th>
<th>CMS</th>
<th>Oworonshoki</th>
<th>Mile 2</th>
<th>Apapa</th>
<th>Victoria Island</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ebuto Ero</td>
<td>40</td>
<td>15</td>
<td>24</td>
<td>40</td>
<td>20</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Ikorodu</td>
<td>40</td>
<td>40</td>
<td>25</td>
<td>45</td>
<td>40</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>CMS</td>
<td>15</td>
<td>40</td>
<td>15</td>
<td>30</td>
<td>25</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Oworonshoiki</td>
<td>25</td>
<td>25</td>
<td>15</td>
<td>30</td>
<td>20</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Mile 2</td>
<td>40</td>
<td>45</td>
<td>30</td>
<td>30</td>
<td>25</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Apapa</td>
<td>20</td>
<td>40</td>
<td>15</td>
<td>20</td>
<td>25</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Victoria Island</td>
<td>20</td>
<td>45</td>
<td>10</td>
<td>15</td>
<td>50</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>
Current waterways transport in Nigeria in practical commercial terms is restricted to passenger transportation in the vicinity of the Lagos urban area.

### Key Routes

<table>
<thead>
<tr>
<th>Key Route Information (Domestic Only)</th>
<th>From: CMS To: Apapa</th>
<th>From: Apapa To: Ikorodu</th>
<th>From: Mile 2 To: Okoko, Iyana Oba</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Distance (km)</strong></td>
<td>1.5 km</td>
<td>Not determined (approx. 28 km by water then bus)</td>
<td>Not determined (approx. 25 km by water then bus)</td>
</tr>
<tr>
<td><strong>Width (m)</strong></td>
<td>Not applicable, very wide.</td>
<td>Not determined (tidal estuary)</td>
<td>Not determined (tidal estuary)</td>
</tr>
<tr>
<td><strong>River Flow (m³/second)</strong></td>
<td>Not determined (tidal estuary)</td>
<td>Not determined (tidal estuary)</td>
<td>Not determined (tidal estuary)</td>
</tr>
<tr>
<td><strong>Seasonal Effects</strong></td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Maximum Weight and Size of Vessels</strong></td>
<td>No restriction</td>
<td>No restriction</td>
<td>No restriction</td>
</tr>
<tr>
<td><strong>Regular Traffic</strong></td>
<td>Yes (passenger)</td>
<td>Yes (passenger)</td>
<td>Yes (passenger)</td>
</tr>
<tr>
<td><strong>Companies Operating Along the Route</strong></td>
<td>Sea coach transport</td>
<td>Sea coach transport</td>
<td>Local operators</td>
</tr>
<tr>
<td></td>
<td>Texas connection ferries</td>
<td>Texas connection ferries</td>
<td></td>
</tr>
<tr>
<td><strong>Security Concerns</strong></td>
<td>No</td>
<td>No</td>
<td>Possibly</td>
</tr>
<tr>
<td><strong>Main Ports</strong></td>
<td>CMS Jetty</td>
<td>Flour mill jetty</td>
<td>Liverpool / Mile 2 jetty</td>
</tr>
<tr>
<td></td>
<td>Flour mill jetty</td>
<td>Ikorodu Jetty</td>
<td></td>
</tr>
</tbody>
</table>

### Port Information

<table>
<thead>
<tr>
<th>Key Port Information</th>
<th>CMS Jetty</th>
<th>Flour mill jetty</th>
<th>Ikorodu Jetty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>CMS</td>
<td>Flour mill, Apapa</td>
<td>Ikorodu</td>
</tr>
<tr>
<td>Contact Information</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Connections with Other Transport Means</td>
<td>Road</td>
<td>Road / Railways</td>
<td>Road</td>
</tr>
<tr>
<td>Storage Capacity (m² and m³)</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
</tr>
<tr>
<td>Handling Equipment</td>
<td>Nil</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>Customs Clearance Available</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Other Comments</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>