

2.1.4 Nigeria Port of Port Harcourt

- [Port Overview](#)
- [Port Picture](#)
- [Description and Contacts of Key Companies](#)
- [Port Performance](#)
- [Discharge Rates and Terminal Handling Charges](#)
- [Berthing Specifications](#)
- [General Cargo Handling Berths](#)
- [Port Handling Equipment](#)
- [Container Facilities](#)
- [Customs Guidance](#)
- [Terminal Information](#)
 - [Multi-Purpose Terminal](#)
 - [Grain and bulk handling](#)
 - [Main storage terminal](#)
- [Stevedoring](#)
- [Hinterland Information](#)
- [Port Security](#)

Port Overview

Port Harcourt Port is situated off the Gulf of Guinea with a quay length of 1,259 metres and a stacking area of 27,497.15 m². This port is a multi-purpose facility and is strategically located in one of the world's largest crude oil production regions, the Niger delta. Operators here include the Port and Terminal Operators Limited (PTOL) and BUA Ports and Terminals Nigeria Limited.

The Port is equipped with 16 tanks of 3,048 MT capacity of bulk oil installation and four (4) Arcon sheds with storage capacity 12,486.15m².

The Port plays the 'Mother-Port' role to several jetties surrounding her as 'satellites' through the provision of pilotage and towage services, catering for the various markets, relating to Dry, Liquid and General cargo trades.

Port website: <http://nigerianports.gov.ng/rivers/>

- Ports and Terminal Operators Limited: <http://www.ptolnigeria.com/>
- BUA Ports and Terminal: <https://www.buagroup.com/index.php>

Key port information may also be found at: <http://www.maritime-database.com>

Port Location and Contact	
Country	Nigeria
Province or District	Port Harcourt Quays
Nearest Town or City with Distance from Port	Onne: 22km
Port's Complete Name	Ports and Terminal Operators Limited
Latitude	04°46.0' N
Longitude	007°00.0' E
Managing Company or Port Authority	Terminal A: PTOL Terminal, Mrs Ada / 08065296305 adaku.jephthah@ptolnigeria.com Terminal B: BUA Ports and Terminal Ltd info@buagroup.com
Management Contact Person	See above
Nearest Airport and Airlines with Frequent International Arrivals/Departures	Port Harcourt International Airport, Omagwa. Arik Air, British Airways,, Emirates, Ethiopian Airlines, Etihad Airways

Port Picture



Terminal berths

S/N	Terminal Berths	Draught
1	Berth 1	7m
2	Berth 2	7.8m
3	Berth 3	10.5m
4	Berth 4	10.5m
5	Berth 5	6m
6	Berth 6	7.5m
7	Berth 7	9m
8	Berth 8a	7.5m
9	Berth 8b	8m

Description and Contacts of Key Companies

Under the NPA concession program, the following operators are responsible for the management, maintenance and operations of its individual terminal.

Terminal services offered by these terminals are containers, multipurpose and bulk.

The terminal operators are

1. Ports and Terminal Operators Limited,
2. BUA ports and terminals

For more information on port contacts, please see the following link: [4.4 Nigeria Port and Waterways Company Contact List](#)

Port Performance

Terminal A has a total length of about 650 metres straight quay. There is no berth limitation to any vessel calling at Terminal A. The distance from Fairway buoy to Bonny is 17 Nautical miles while Bonny to Port Harcourt is 24 Nautical miles steering 7 Nautical. Fairway Buoy to Port Harcourt Port (Terminal A) is about 6 Hours. The average daft at Terminal A is of 9.5 m while the draft of channel is 12.5m.

There are no major limitations in operating through this port except for periodic route congestions. Average waiting time of vessels alongside terminal is 5 days. Cumulative handling capacity at the Port Harcourt port is 3,462,425 MT (Including container volume).

Seasonal Constraints		
	Occurs	Time Frame
Rainy Season	Yes	From April to September
Major Import Campaigns	No	

Other Comments	The peak months of the rainy season is between the months of July & August.
-----------------------	---

Handling Figures for 2017	
Vessel Calls	312 vessels
Container Traffic (TEUs)	192,356 TEUs

Handling Figures Bulk and Break Bulk for 2017	
Bulk (MT)	6,015,080
Break bulk (MT)	unconfirmed

Discharge Rates and Terminal Handling Charges

For information on port rates and charges, please see the following link:

- Ports and Terminal Operating Limited

<http://www.ptolnigeria.com/>

- BUA Ports and Terminal

<https://www.buagroup.com/>

Berthing Specifications

Type of Berth	Total Quantity	Length (m)	Maximum Draft (m)	Comments
Conventional Berth	5+	599m	9m	-
Container Berth	4+	650m	10.5	-
Silo Berth	Nil	Nil	Nil	-
Berthing Tugs	N/A	-	-	Tug boats are allocated to vessels by the Nigeria Port Authorities
Water Barges	N/A	-	-	Container barges are privately owned and operated.

General Cargo Handling Berths

Cargo Type	Berth Identification
Imports - Bagged Cargo	5,6,7,8,8A
Exports - Bagged Cargo	5,6,7,8,8A
Imports and Exports - RoRo	RoRo vessels do not call at this port, preference is for Tin Can
Other Imports	1,2,3,4

Port Handling Equipment

Port equipment is privately managed. The respective terminals were all concessioned by the government to private businesses who now operate and manage the port facilities and in turn pay royalties to the government for the period of concession.

Equipment	Available	Total Quantity and Capacity Available	Comments on Current Condition and Actual Usage
Dockside Crane	No	N/A	Vessels are expected to be geared.
Container Gantries	No	N/A	Vessels are expected to be geared.
Mobile Cranes	Yes	Sufficient for demand	
Reach stacker	Yes	Sufficient for demand	Available at both terminals
RoRo Tugmaster (with Trailer)	No	-	-
Grain Elevator with Bagging Machines	No	N/A	-
Transtainer	No	N/A	-
Forklifts	Yes	Sufficient for demand	Available at both terminals

Container Facilities

Facilities	20 ft	40 ft
Container Facilities Available	Forklifts, Reach stackers, handlers	Forklifts, Reach stackers, handlers
Container Freight Station (CFS)	Yes	
Refrigerated Container Stations	Yes	
Other Capacity Details	PTOL terminal is the core container terminal here and has been receiving additional shipments diverted by importers from Lagos port, hence strains on yard capacity and equipment. There aren't any of such issues for BUA which is a core general cargo terminal.	
Daily Take Off Capacity (<i>Containers per Day</i>)	There are no delays as a result of offloading capacity. Container unloading facilities are efficient.	
Number of Reefer Stations (Connection Points)	100+	
Emergency Take-off Capacity	There are no delays as a result of offloading capacity. Container unloading facilities are efficient.	
Off take Capacity of Gang Shift (<i>Containers per Shift</i>)	There are no delays as a result of offloading capacity. Container unloading facilities are efficient.	

Customs Guidance

Customs offices are located within the port complex and official office hours are between 0800 and 1700 hours every working week. Customs do not operate weekends or public holidays and may be more difficult to engage on Fridays

<https://www.customs.gov.ng>

For more information on customs in Nigeria, please see the following link: [1.3 Nigeria Customs Information](#)

Terminal Information

Multi-Purpose Terminal

PTOL is predominantly a container terminal and without facilities to handle general cargo vessels.

BUA can handle general cargo and bulk vessels (Frozen fish, Bagged Rice, Bagged cement, Project cargo, Coated steel pipes, etc). They have 2 warehouse facilities within the terminal measuring 4,200m² total.

Grain and bulk handling

Only BUA terminal is fitted with handling equipment (grabber) to cater for bulk vessels. They have a sucker to cater for Bulk Wheat, Palm Kernel Shell, Bulk Cement etc. They also handle Liquid Bulk Tallow, Crude Palm oil, Base Oil etc.

Main storage terminal

There is sufficient current warehouse space for food stores, bagged and general cargo however not all facilities are totally secure. This should be checked with clearing agents.

BUA has 2 warehouse facilities within the terminal and measuring a total of 4,200m².

Storage Type	Number of Storage Facilities	Area (m ²)
Bagged Cargo	2	4200
Refrigerated Cargo	No	-
General Cargo	2	12000

Stevedoring

Stevedoring services are the sole responsibility of the terminal operators. In addition to in-house stevedores, there are several third-party service providers registered with each terminal and the terminal operators nominate stevedoring companies to handle respective vessels.

Hinterland Information

Almost 100% of import shipments are moved out from the port by road. Goods or containers are loaded on trucks for delivery to destination. Truck ownership here is a combination of terminal and third-party vendors. Only a small percentage of cargo are initially moved using barges to other coastal locations within the city.

Port Security

Both terminals currently operate on ISPS level 1. Access into the terminal is strict with mechanisms put in place by each terminal operator to prevent the entry of un-authorized personnel into the terminal. All authorized persons are provided reflective jackets and head helmets before being allowed access into the terminals.

Security	
ISPS Compliant	Yes
Current ISPS Level (Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional)	Level 1
Police Boats	Yes
Fire Engines	Yes