2.1 Togo Port of Lome

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Port Network Map

Port Overview

The port of Lomé is strategically positioned and the only port on the West-African coast from which several cities can be reached by road within one day. It offers the advantage of moving goods within reasonable timeframe at a very competitive cost. Close to 17 m deep, the Port of Lomé is the only deep-water port on the West-African coast that can accommodate new generation vessels (up to 14,500 containers).

Lomé is the only port in West Africa that has been recognized by ECOWAS as a Free Trade Zone. The handling and transfer of the goods in the port are carried out relatively without customs constraints thereby helping to save appreciable time in operations. There is also in place a simplified and expeditious nature of administrative formalities which is the outcome of efforts to simplify the goods removal process.

Lomé is the main port for the trade of goods. It was established in the early 1900s. From the wooden wharf to the current modern facilities, this port has been the centre of major changes and continuous investments. Today, the port of Lomé is the driving force of the Togolese economy handling over 80% of the trade flow.

For landlocked countries such as Burkina Faso, Mali and Niger, the port of Lomé is the transit port par excellence. If the annual traffic was initially planned for a 400,000 mt, Lomé currently handles an overall traffic estimated over 15 million mt (15,413,487 mt in 2015).
**PORT LOCATION & CONTACT**

<table>
<thead>
<tr>
<th>Country:</th>
<th>Togo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Province or District:</td>
<td>Maritime</td>
</tr>
<tr>
<td>Town or City:</td>
<td>Lomé (port in within the city of Lomé)</td>
</tr>
<tr>
<td>Port’s Complete Name:</td>
<td>Port Autonome de Lomé</td>
</tr>
<tr>
<td>Latitude:</td>
<td>6° 07’ 00” N</td>
</tr>
<tr>
<td>Longitude:</td>
<td>1° 12’ 36” E</td>
</tr>
<tr>
<td>Managing Company or Port Authority:</td>
<td>Lomé Port Authority</td>
</tr>
<tr>
<td>Management Contact Person:</td>
<td>Contre-Amiral Fogan Kodjo ADEGNON</td>
</tr>
<tr>
<td>Nearest Airport and Airlines:</td>
<td>Gnassingbe Eyadema International Airport</td>
</tr>
<tr>
<td><strong>(Airlines with frequent international arrivals/departures)</strong></td>
<td>Air Burkina, Air Cote d'Ivoire, Asky, Air France, Ethiopian Airlines, SN Brussels, TAP, Kenya Airways, CEIBA, Rwandair</td>
</tr>
</tbody>
</table>

**Port Picture**

![Port Picture](image)

**Description and Contacts of Key Companies**

For information on Togo Port of Lomé contact details, please see the following link: [4.4 Togo Port and Waterways Companies Contact List](#)
Port Performance

The channel draft is between 12 to 15m and the port is rarely congested.

Vessels are granted posts at quay according to the date of arrival (first arrived, first discharged). However, a priority is often awarded to container vessels, Ro-Ro and small vessels. Humanitarian cargo (chartered vessels) shall also benefit from a priority to berth upon request before the arrival.

The traffic of goods within the port of Lomé has constantly increased over the period between 2010 and 2015. From over 8 million mt in 2010, the overall traffic (all type of traffic and packaging) was estimated over 15 million mt in 2015, which represents an increase of 87% in five years. In 2016, there was a slight decrease to about 14 million mt of goods. The theoretical capacity of the port of Lomé can be moderately estimated around 15 million mt per year.

<table>
<thead>
<tr>
<th>Year</th>
<th>Importation</th>
<th>Exportation</th>
<th>Transhipment</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>6 301 254</td>
<td>1 143 932</td>
<td>326 561</td>
<td>7 773 759</td>
</tr>
<tr>
<td>2013</td>
<td>6 575 567</td>
<td>963 571</td>
<td>1 159 386</td>
<td>8 700 537</td>
</tr>
<tr>
<td>2014</td>
<td>6 616 763</td>
<td>959 815</td>
<td>1 703 426</td>
<td>9 282 018</td>
</tr>
<tr>
<td>2015</td>
<td>6 308 675</td>
<td>1 002 066</td>
<td>8 102 746</td>
<td>15 415 502</td>
</tr>
<tr>
<td>2016</td>
<td>5 254 789</td>
<td>920 261</td>
<td>7 808 537</td>
<td>13 985 603</td>
</tr>
</tbody>
</table>

Global Traffic Lomé Port (Source: Lomé Port Authority)

In 2016, the percentage of traffic by packaging mode:

- Dry bulk: 1,794,699 mt (13%)
- Liquid bulk: 1,032,697 mt (7%)
- Conventional cargo: 548,846 mt (4%)
- Containerized cargo: 10,607,545 mt (76%)

The traffic of containers is constantly increasing. The below graph shows the traffic trend for the period between 2014 and 2017. The overall traffic raised from less than 400,000 TEUs in 2014 to more than a million TEUs in 2017. This is due to the massive investment by MSC and Bollore in Container Terminals in terms of size of vessels that can be discharged, sophisticated handling equipment and fully computerised operational systems.

Seasonal Constraints

<table>
<thead>
<tr>
<th>Season</th>
<th>Yes / No</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rainy Season</td>
<td>Yes</td>
<td>March to July</td>
</tr>
<tr>
<td></td>
<td></td>
<td>September to October</td>
</tr>
</tbody>
</table>
Major Import Campaigns

| Yes | Fertilizers (80-90,000 mt/year) May to September |

Note: It is recommended to avoid bulk cargo during the main rainy season from September to October, as the port is not well equipped against rainy conditions.

<table>
<thead>
<tr>
<th>HANDLING FIGURES 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Calls</td>
</tr>
<tr>
<td>Container Traffic: (TEU’s)</td>
</tr>
</tbody>
</table>

Discharge Rates and Terminal Handling Charges

For information on port rates and charges, please see the following link: [https://www.togo-port.net/services-pal/bareme-des-redevances-lome-port/](https://www.togo-port.net/services-pal/bareme-des-redevances-lome-port/)

<table>
<thead>
<tr>
<th>Discharge rates (mt/day)</th>
<th>Bulk</th>
<th>Bagged</th>
</tr>
</thead>
<tbody>
<tr>
<td>To warehouse</td>
<td>Not available</td>
<td>1,200</td>
</tr>
<tr>
<td>To trucks</td>
<td>3,000 as bulk, by grabs and hoppers</td>
<td>1,200</td>
</tr>
<tr>
<td>To rail-wagons</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
<tr>
<td>To barges</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
<tr>
<td>To bagging</td>
<td>600 mt per bagging machine per day</td>
<td>Bagging machines are available with PortServ and Nectar</td>
</tr>
</tbody>
</table>

Berthing Specifications

(Courtesy of the OMA GROUP, Lomé Togo)
LCT expands the existing facilities of the harbour to enable large container carriers, up to 14,500 TEU to enter the port of Lomé and deploys state-of-the-art container handling equipment. It is part of the MSC network and act as the major transhipment hub in the region (MSC operate a container feeder service from San Pedro to Takoradi to Lomé to Douala every 15 days).

Port Handling Equipment

The Port authority is managing the handling of clinker, wheat and hydrocarbons. The handling of conventional and bulk good as well the handling of containers is performed by private operators: LCT, LMT and Manuport (see below).

The LMT controls berths 5,6 and 7 for all other container lines and the Grimaldi RO-RO vessels, as well as the conventional berths 1 to 4 (see above). Although the facility is a little older, it is just as sophisticated as LCT. Currently, they are discharging 10,000 containers per month but have a capacity of 50,000 containers per month. Grimaldi is discharging 5,000 cars monthly.

### Container Facilities

As described above, the handling of containers is carried out by the following companies:

- **TOGO TERMINAL**
- **LOME CONTAINER TERMINAL (LCT)**

Togo Terminal is part of the Bollore Ports Group. They aim to make Lomé into the gateway of choice to the hinterland countries and a prime transhipment platform, operating to highest international standards.

LCT is a new built terminal in the port of Lomé. Togo. It is a joint venture project of Terminal Investment Limited S.A. and China Merchant International Holding. It will be part of the MSC network and act as the major transhipment hub in the region.

The port of Lomé offers over 200,000 m² of open storage facilities for containers. In addition, there is an open yard of about 100,000 m² at Togblekope, north of Lomé. It is called the ‘Sahel Terminal’ and is dedicated to the traffic towards landlocked Mali, Burkina Faso and Niger.

Technical specifications of both facilities are summarised below:
<table>
<thead>
<tr>
<th>Berthing &amp; capacity</th>
<th>2 berths</th>
<th>36 hectares of ground surface</th>
<th>3 to 5 berths</th>
<th>50 hectares for storage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Storage for more than 10,000 TEUs</td>
<td>Theoretical annual capacity: 1.1 million TEUs</td>
<td>Theoretical annual capacity: 2.2 million TEUs</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Handling Equipment</th>
<th>2 wharf gantry cranes</th>
<th>8 Mobile harbour cranes</th>
<th>12 wharf gantry cranes</th>
<th>8 Rubber Tired Gantries</th>
<th>22 yard gantry cranes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Take Off Capacity (Containers per day)</td>
<td>1.1 million TEUs /Year</td>
<td>2.2 million TEUs /Year</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Customs Guidance**

The single window for foreign trade enables the various actors involved in trade and transport (shippers, shipping agents, freight forwarders) to use a centralised database to quickly go through all administrative formalities for imports, export and transit.

Goods in transit to neighbouring and landlocked Burkina Faso, Niger and Mali, Benin are exempted from customs duties in Togo. However, there is guarantee fund (Fonds de garantie) of 0.85% of the CIF value which should be paid.

**Documentation required**

The following documents (original copy), mentioned above, should be attached to the Etat Modèle A (for both food and non-food item):

- The transport document (bill of lading, air waybill, etc.)
- The packing list, where available
- The commercial invoice or the Attestation de Valeur
- The phytosanitary certificate
- Health or non-radiation certificate, where available
- Non-GMO certificate, where available
- The donation certificates

The above documents should be transmitted to the clearing agent as soon as possible to allow the obtaining of the exemption and the finalization of the customs clearance before the arrival of the vessel.

Customs clearance is completed within 3 days.

**Contact**: Division Douanes Port de Lomé : Tél : +228 22 27 04 87 / 22 27 06 46

**Terminal Information**

**Multipurpose Terminal**

As described above, the handling of conventional goods is carried out by:

- LOME MULTIPURPOSE TERMINAL (LMT)
- MANUPORT

**Grain and Bulk Handling**

The bulk and break bulk berths (1 to 4) are fewer in number and subject to congestion during the fertiliser season. The maximum draft is 10 metres. PortServ and Nectar are the companies responsible for bagging.

**Main Storage Terminal**

The storage space is made up of warehouses, ground surface and parking spaces:

**Warehouses**

The storage facilities available at Lomé Port are summarized hereafter.

- 4,500 m² of quay-side warehouses,
- 4 transit warehouses of 7,500 m² each,
- 2 warehouses of 10,000 m² belonging to Togo and Burkina Chambers of Commerce,
- 1 warehouse of 5,000 m² belonging to the Republic of Niger
- 1 warehouse of 5,000 m² belonging to the Republic of Mali
It should be mentioned that the state of these warehouses is good, although a check of the roof is recommended before storing foodstuffs, especially during the rainy season from July to October.

Ground Surfaces

More than 200,000 m² dedicated to the storage of containers and other goods such as building materials.

Parking Spaces

The Port of Lomé has several parking spaces for trucks and second-hand vehicles:

- 600,000 m² for second hand vehicles
- 20,770 m² buffer parking space juxtaposed with the port round about to enable trucks to load within the port
- 30,000 m² space for the stripping of containers
- 40,000 m² Sahel Terminal for the parking of trucks and vehicles heading to Burkina, Mali, Niger and Nigeria.

Main Silo Terminal

There is a steel silo opposite the main gate of the port. But this facility belongs to a private milling company which is S.G.M.T (Société les Grands Moulins du Togo). Another silo is available at about 10 km from the port. It is used by the Government.

Stevedoring

There is continuous loading and unloading. Stevedores are working 24 hours 7 days per week with three shifts:

0700 to 1400
1500 to 2200
2300 to 0600

Hinterland Information

The successful construction of roads for bypassing the city of Lomé facilitates the timely movement of goods out of the port mainly to the hinterland. The Togolese corridor roads from Lomé to the border with Burkina Faso are all asphalted and in good condition with regular maintenance. There are no delays during the rainy seasons. There is no shortage of trucks as there is enough capacity.

Port Security

The Port of Lomé offers high level security and safety for goods and facilities. It meticulously applies the provision of the International Ship and Port Facility Security Code (ISPS Code) by putting in place proven mechanisms and systems: access control, systematic patrolling, container scanner, video surveillance of facilities. The scanner is operated by inspection company, COTECNA.

The Port of Lomé was certified on 8th August 2014 as following the requirements of 2008 Version of ISO 9001 concerning pilotage, towing, berthing and docking of ships.

<table>
<thead>
<tr>
<th>Security</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ISPS Compliant (Yes / No)</td>
<td>Yes</td>
</tr>
<tr>
<td>Current ISPS Level</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional</td>
</tr>
<tr>
<td>Police Boats</td>
<td>n/a</td>
</tr>
<tr>
<td>Fire Engines</td>
<td>n/a</td>
</tr>
</tbody>
</table>