



NIGERIAN PORTS AUTHORITY

2015 FULL YEAR REPORT

SHIP TRAFFIC

In year 2015, the total of 5,090 oceans going vessels with a total Gross Tonnage (GT) of 144,207,122 Tons called at Nigerian Ports.

In the period under review, Lagos Port Complex (LPC) recorded a Gross Tonnage of 21,348,402 T showing a decrease of 3.9 per cent from 22,219,618 gross tons achieved in the same period of 2014.

Tin can Island Port recorded a Gross Tonnage of 16,258,937 indicating 7.1 per cent decrease from the corresponding period of 2014 which was 17,503,283 gross tons.

Calabar Port complex recorded a total GT of 2,129,813 Ton showing a decline of 9.2 per cent from 2,344,511 gross tons recorded in 2014.

Rivers Port complex recorded a total Gross Tonnage of 4,457,785 a 29 per cent drop when compared with 6,285,496 gross tons achieved in the corresponding period of 2014.

Onne Port complex recorded a GT of 26,572,745, reflecting a marginal decrease of 1% as against 26,879,605 gross tons recorded in the corresponding period of 2014.

During this period under review, Delta Port Complex recorded 7,554,876 gross tons showing a decrease of 33.5 per cent from the year 2014 figure of 11,371,390 gross tons.

CARGO THROUGHPUT

Cargo throughput is the total volume of cargo (inward and outward) handled in all the port locations during the period under review.

Cargo throughput stood at 195,969,200 metric tonnes, showing a marginal increase of 0.8 per cent over the 2014 figure of 194,484,142 metric tonnes.

Cargo Traffic excluding crude oil Terminals stood at 78,322,558 metric tons, a drop of 9.6 per cent from 86,603,903 metric tons in 2014.

The Management of NPA rebased cargo throughput from the exclusion of crude oil shipment to inclusion of crude oil cargo shipment.

Based on the above, there was an upshoot in NPA cargo throughput when compared to previous publications.

The further breakdown of the throughput revealed that;

- General Cargo handled at the ports in year 2015 was 10,640,863 metric tons, indicating a drop of 26.6 per cent from the 2014 full year figure of 14,502,263 metric tons.
- The laden container traffic amounted to 929,239 TEUs, showing a decrease of 12.6 per cent from the 2014 full year figure of 1,063,380 TEUs.
- Empty container amounted to 608,847 TEUs, indicating a drop of 23 per cent from the 2014 full year figure of 790,586 TEUs
- A total of 131,328 units of vehicles were handled in the period under review showing a decrease of 47 per cent over the 2014 full year figure of 247,960 units.
- Liquefied Natural Gas (LNG) shipment handled in the period under review amounted to 22,340,277 metric tons, indicating an increase of 3 per cent over 21,679,330 metric tons of 2014 full year figure.
- The Refined Petroleum shipment handled was 20,626,722 metric tons, an increase of 0.6 per cent over 2014 full year figure of 20,495,630 metric tons.
- Dry Bulk cargo handled at the Ports in the year under review amounted to 9,381,463 metric tons, showing a decline of 4.6 per cent from 2014 full year figure of 9,843,199 metric tons.
- Crude oil lifted was 117,646,642 metric tons, showing an increase of 9.1% over 107,880,239 metric tons achieved in 2014 full year.

OBSERVATION

Generally, the operational indicators witnessed significant drop in 2015 when compared with 2014. This is obviously due to the persistent increase in exchange rate and drastic reduction in service boats operation due to the continuous decrease in crude oil prices.

Further analysis of cargo throughput revealed that 60% contribution of crude oil shipment was responsible for the overall positive variance of cargo traffic as the cargo handled at the conventional ports dropped by 9.6 per cent.

The Federal Government under President Muhammed Buhari in a bold step to erase our name from import dependent nation banned the importation of some items which can be locally produced.

Even though on the short run it has affected the overall performance at the Ports, the Nigerian Ports Authority sees a future for the nation and is positioned to facilitate export trade and improve port performance.

The Managing Director, Nigerian Ports Authority, Habib Abdullahi has said that In line with the Federal Government's efforts to diversify the economy in the face of dwindling oil revenue, the Nigerian Ports Authority has done an analysis on the volume and pattern of trade in Nigeria with a view to highlighting trade growth potentials and positioning the Nigerian Seaports for higher revenue.

According to him, the analysis further revealed the position of Nigeria as a consuming nation given the fact that non-oil export commodities contributed less than **10%** to the export volume and less than **3%** to the total volume of trade in Nigeria. This explained the reason why over **86%** of imported laden containers left Nigeria empty resulting in loss of revenue that would have accrued if they left Nigeria Laden with export commodities.

It is also important to highlight that agricultural products accounted for over **90%** of the Nigerian non-oil export commodities, basically Cocoa Beans and Palm Kernel.

Habib Abdullahi recognizes the effort of the present Government in intensifying efforts in the development of agro-allied industries (with emphasis on value adding in an inclusive environment), Mining and other greenfield industrial sectors of the economy to tap the great potentials being offered by the ports through exportation.

Sensitization programme aimed at re-orientating the Nigerian populace for more participation in the production of export commodities will go a long way in achieving the desired economic growth and development he said.

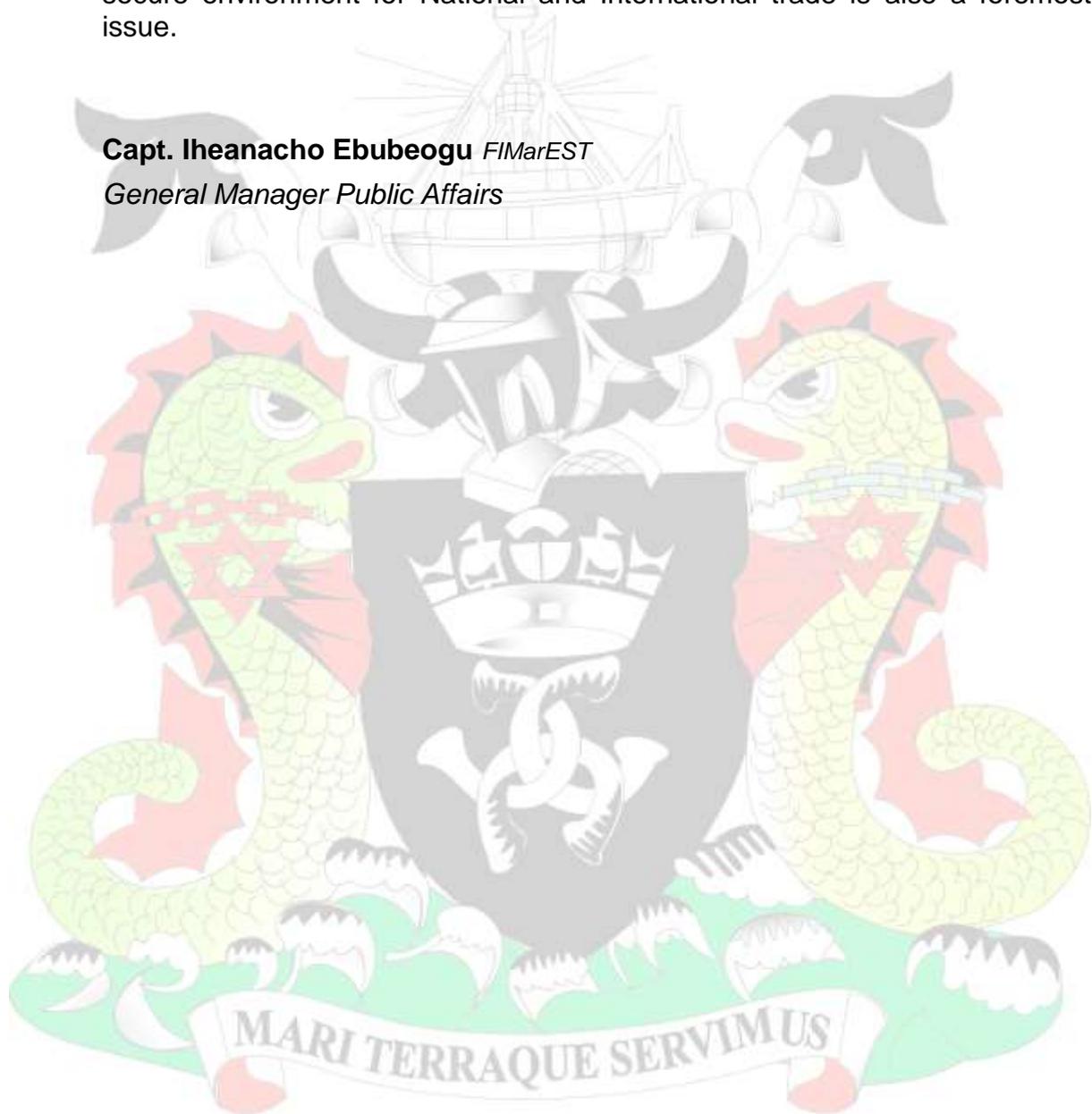
It is also important to emphasize that the Nigerian Ports Authority is fully positioned for higher operations as the port Key Performance Indicators (KPIs) have been consistently improved through various policy initiatives.

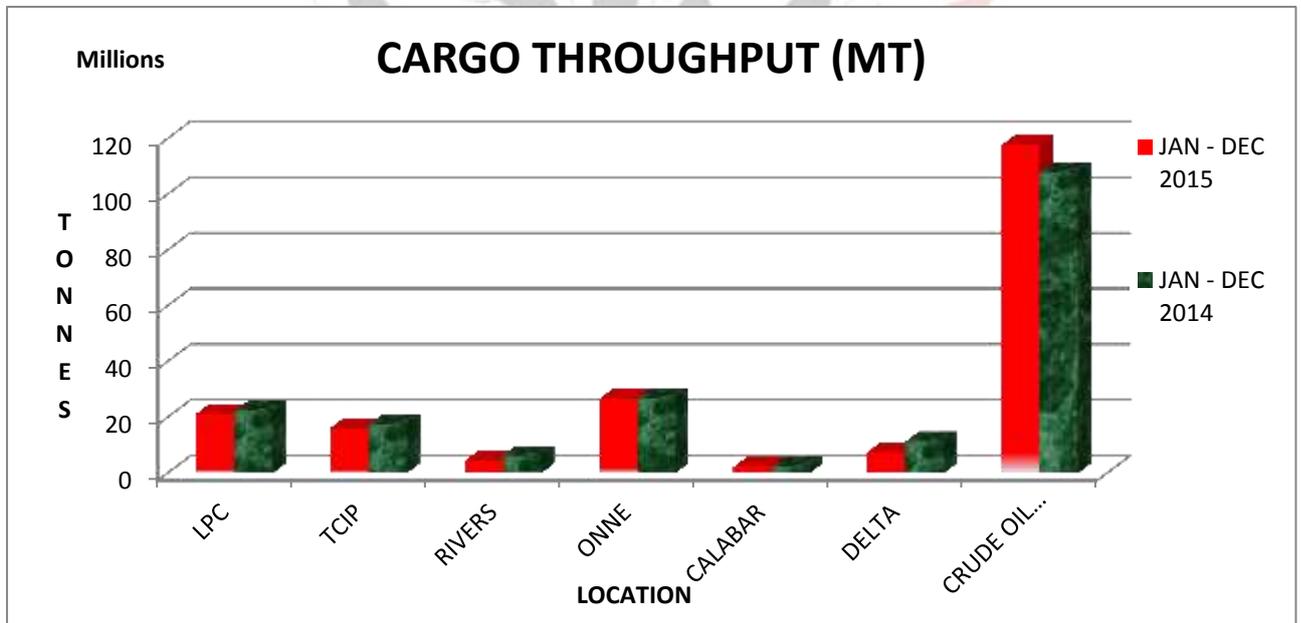
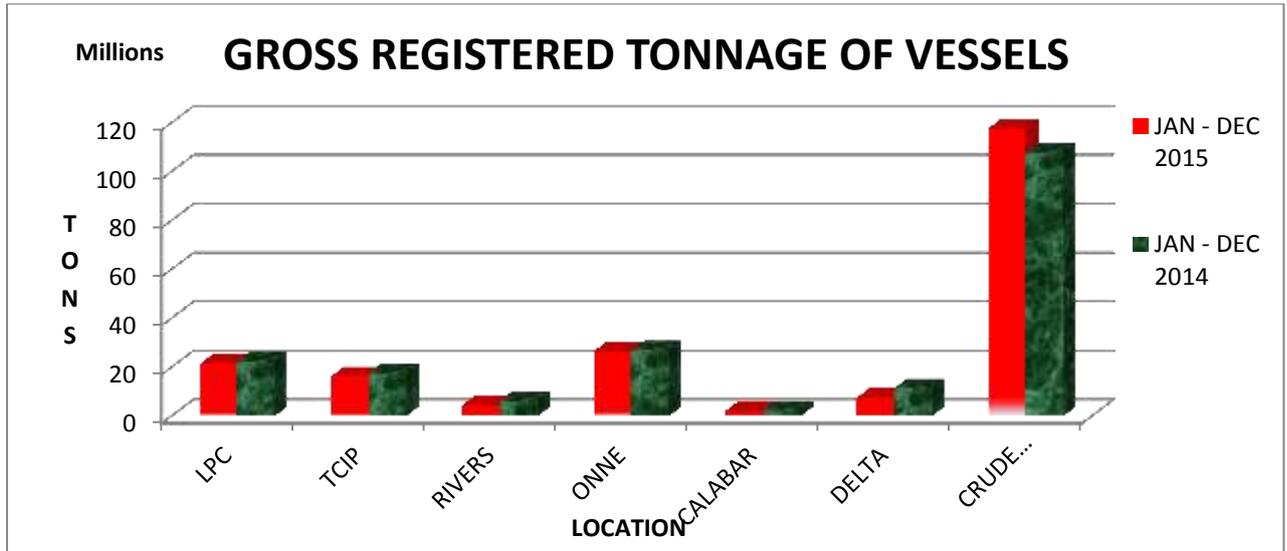
Precisely, Turn-around Time of vessels has reduced from **6.5** days in 2011 to **4.9** days in 2015 while the Berth Occupancy Rate presently stood at **43%** indicating port capacity to handle more cargoes.

The Nigerian Port Authority's leadership understands the importance of balancing business with environmental stewardship. Providing a safe and secure environment for National and International trade is also a foremost issue.

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CARGO THROUGHPUT BY TYPE

