



Public Private Partnership And Port Efficiency: The Nigerian Experience

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Contents

- Introduction
- Existing PPP Structures in NPA
- Impacts of PPPs on Nigerian Ports
- Investment Opportunities
- Conclusion



Introduction

Ports in Nigeria

Lagos Port Complex



Rivers Port



Onne Port Complex



Tin Can Island Port



Delta Port



Calabar Port



Introduction Cont'd

Prior to the Port Reforms in Nigeria, port services were characterised by :

- Inadequate funding
- Ineffectiveness and inefficiency
- Bureaucratic bottlenecks
- Multiple and uncoordinated security Agencies
- Decaying Port Infrastructure
- Restive dock labour
- Inadequate cargo handling equipment etc

To eliminate the weaknesses, Government embarked on the port reforms of 2006 which significantly increased the level of private participation in the port sector.



Existing PPP Structures in NPA

- Terminal Concessions
- Joint Ventures



Terminal Concessions

PORTS	NO. OF CONCESSIONS
Lagos Ports Complex	6 + 1 (ICD)
Tin Can Island Port Complex	4 + 1 (BOT)
Rivers Port	2
Delta Ports Complex	5
Onne Ports (FOT & FLT)	4
Calabar Port	3
Total	24 + 2

ICD – Inland Container Depot

BOT – Build, Operate & Transfer

Joint Ventures

MAIN ACTIVITY	NO. OF JVs
Dredging & Navigational Aids	3
Towage	1
Ship Building & Repair	1

CHANNEL DREDGING



WRECK REMOVAL

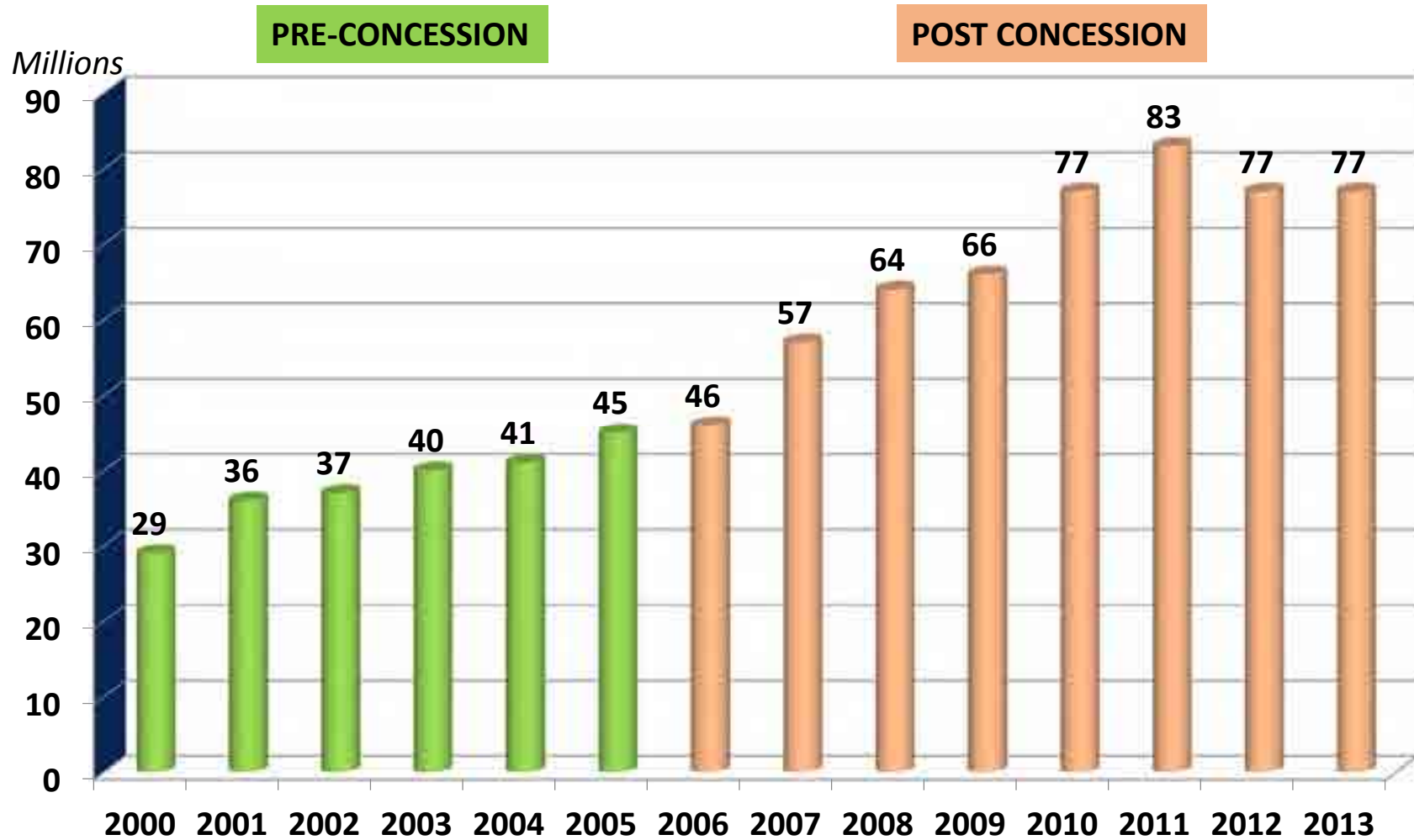


Impacts of PPPs on Nigerian Ports

- More efficient port services
- Upsurge in cargo throughput
- Reduction in cargo dwell time in ports
- Improved vessel turn around time
- Improved port infrastructure through rehabilitation, updating and greenfield developments etc



Trend of Cargo Throughput (Mt) – Excl. Crude Oil Terminals

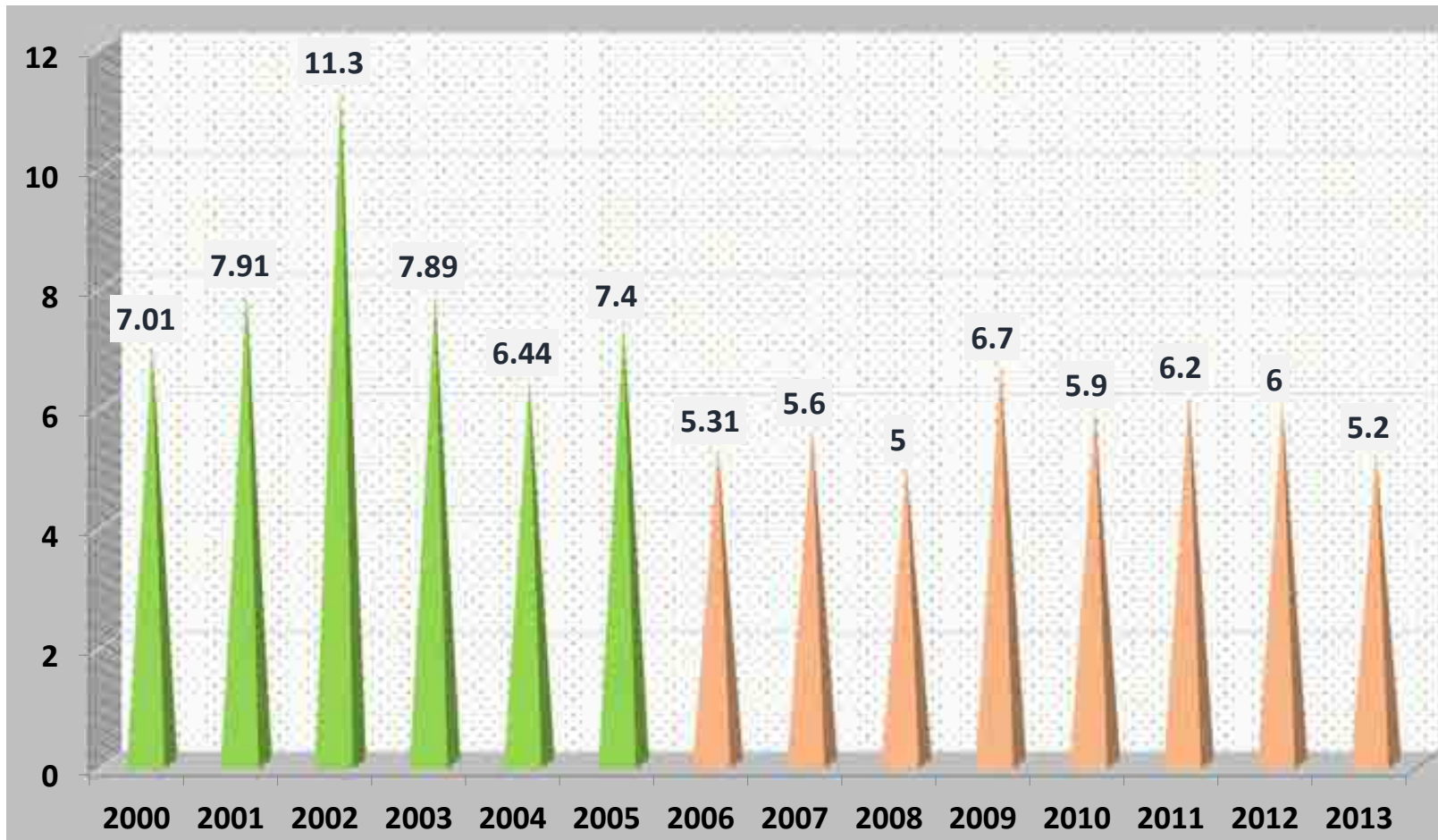


- 2012/2013 drop in throughput attributable mainly to:
 - Global economic recession
 - Security challenges in the Gulf of Guinea

Turn Around Time of Vessels (Days)

PRE-CONCESSION

POST CONCESSION



- On-going automation of processes like e-payment solution will guarantee quicker delivery
- Quest to increase private participation in the provision of towage services is bound to further impact turn around time

WAFMAX Inaugural Call at Onne Port in Dec. 2013
(the result of channel dredging campaign by one of the JVs)



Port Infrastructure/Facility Upgrades

FLT 4 DEVELOPMENT

Before Dredging – June 2005



During Piling – Feb. 2006



Port Infrastructure/Facility Upgrades Cont'd

FLT Transformation

1985



2013



Port Infrastructure/Facility Upgrades Cont'd

FOT Transformation

1995



2013



Port Infrastructure/Facility Upgrades Cont'd

Calabar Port Transformation

1985



2013



Port Infrastructure/Facility Upgrades Cont'd

Warri Oil & Gas Free Port Transformation

1990s



2013

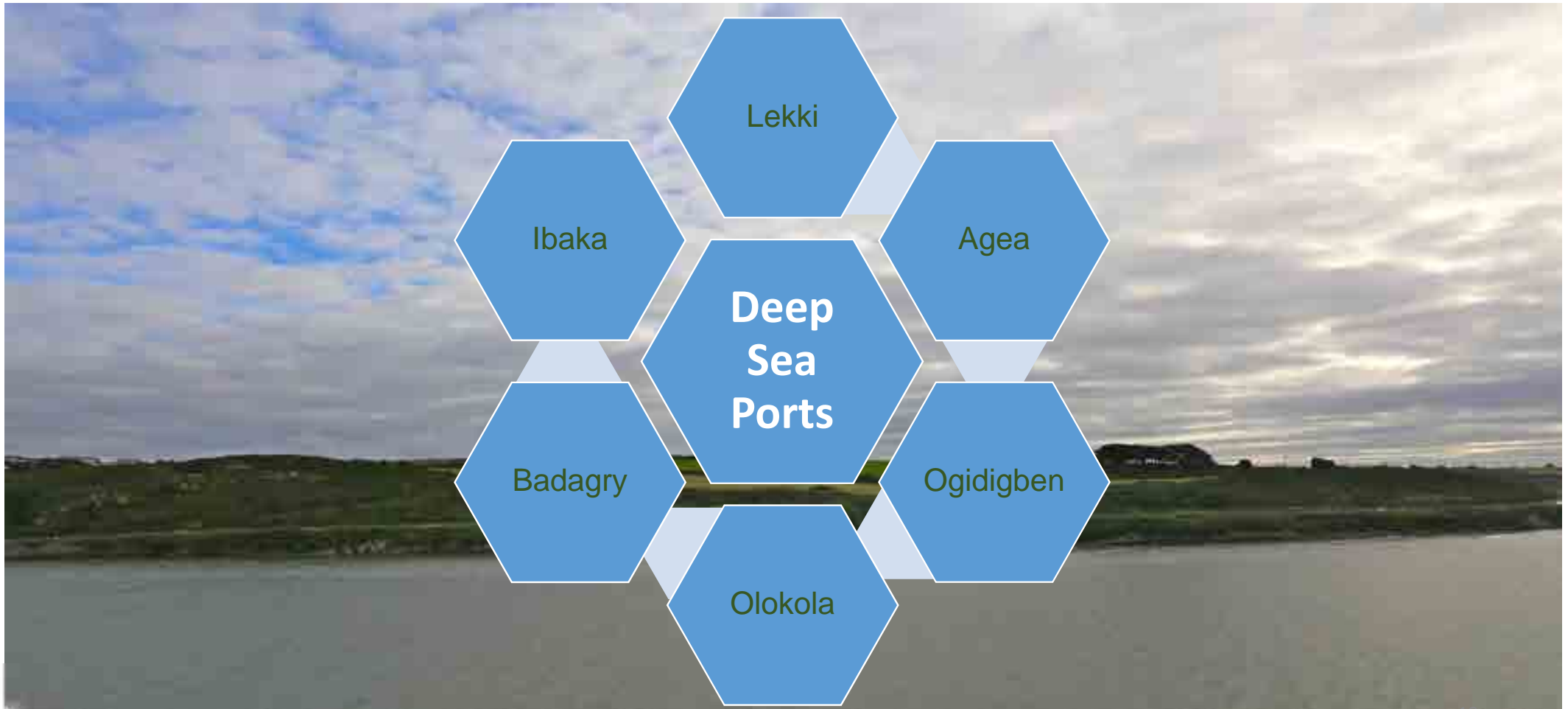


Investment Opportunities

- Channel Management; including Navigational Aids
- Pilotage and Towage
- Utilities – Water & Electricity
- Information & Communication Technology (ICT)
- Waste Reception Facilities
- Greenfield Port Developments



Greenfield Port Developments: Deep Sea Ports



Conclusion

- The increased participation of the private sector has been a key ingredient in improving the fortunes of Nigerian Ports
- Several areas still exist in the ports that are open to further private sector participation e.g. greenfield deep sea port developments
- A subsisting Act of Parliament gives backing to PPP transactions in Nigeria. This is in addition to the political will of Government.
- The Nigerian environment and its port sector in particular is thus conducive for private sector participation.





Thank you