



OMA BENIND

www.omagroup.com

3, Rue du Gouverneur Fourn
08 BP 799, Cotonou, Benin

T +229 21 31 52 88 / 99

F +229 21 31 54 21

E shipagency.bj@omagroup.com

E logistics.bj@omagroup.com

PORT INFORMATION COTONOU, BENIN



- ◆ Port Information
- ◆ ISPS
- ◆ Procedures and requested documents when vessel berths in port
- ◆ Prohibitions
- ◆ Respective Jetty Restrictions
- ◆ Tanker Berths ORYX & SONACOP clean products
- ◆ Port Map

Doc.#: OMABJ/DRC/PR01-PICB

Auteur: Pilote processus
Approbateur: CM

Version: D

DC: 10/02/2017

DA: 31/05/21

Page 1 sur 5

PORT RESTRICTIONS

BERTHING / SAILING

Cotonou port applies a first-come first-served rule for vessels calling at the port with some exceptions. Berthing and sailing are performed on a 24 hour basis weather and technical conditions permitting. Navy ships, cruise ships, vessels carrying military cargo or strategic government cargo are usually granted priority to berth.

CUSTOMS RULES

When alongside it is forbidden to vessel crew to perform smuggling with shore people. Vessel crew members are not allowed to sell anything to shore people unless they have received Customs approval.

PORT STATE CONTROL INSPECTION

It is advised to Master to have valid vessel certificates and officers licenses available on board. Failure to comply with this means that the vessel is exposed to a fine.

IMMIGRATION

Crew members are not allowed to leave the vessel before immigration officers board the vessel for formalities. During the formalities, all crew passports should be released to immigration against receipt of shore passes. Crew will go to shore after immigration boarding formalities and must make sure they are carrying immigration shore pass duly filled.

CHANNEL

The access channel dredged on the coast to 11.00 meters and to meters let in vessels of 10 meters maximum draught. Benin Coast is characterized by a very high rate of sand transit: West-East (1.2 up to 1.5 CBM meters each year); the coastal current is about two knots with a dominance of the South-West wind. The most important winds move from South to West through the year (force 3-6 Beaufort; 4-12 m/sec).

TIDE AND WATERSTREAM

Tides of spring water reach the amplitude of 1.80 meters but the raisings or lowering of waters level may happen under particular weather phenomena. The tide is semi diurnal.

SPRING TIDES	High tide	Low tide	Amplitude
Neaptides	+ 1.80 m	- 0.20 m	2 m
	+ 1.00 m	+ 0.40 m	0.60 m

SWELLS

The tide currents are not considerable, and subject to the regimes. Apart from coastal currents connected to the swell, they are low: less than 0.2 - 0.3 m/s. The following information can be noticed: Crossing current two (02) knots (0.3m/s general current + 0.7 m/s coastal current).

Periods

Swells frequencies generally occur between 10 and 16 seconds and the most frequent period is 12 seconds. The high swells frequencies vary from 5 to 8 seconds.

Heights

The average heights of the swell occur most of the time between 1 and 2 metres. Swells have a high scepter narrow enough varying between 0.50 and 2.50 meters for considerable heights. Few swells are very low or very high). Their direction by the coastside is South-West and South.

COLDNESS

It is cold from half December to the end of January. During this period the Harmattan reduces visibility considerably (less than 0.5 nautical miles on Cotonou roadstead, which makes miloting quite hard).

WATER DENSITY

Inside the port's basin, the water density is between 1020 and 1024.

COTONOU LIGHTHOUSE

Position: 06°21'02" N; 002°26'03" E
Altitude: Z = 30.97 meters high above the sea level
Characteristics: Ashing light: white color; rate: 05 seconds
Nominal range: 26 nautical miles.

LANDING BUOY

Position: 06°20'02" N; 002°26'08" E
Characteristics: White light, Morse letter: A, every 10 seconds.

Port entrance **green light:** It is located on the East jetty head. It is a fixed green light of one (01) nautical mile range.

Port entrance **red light:** It is located on the East pier head of the west jetty. It is fixed red light of one nautical mile range.

Sand trap **jetty light:** It is located in the extreme South of sand stopping groyne. It is a fixed red light of one nautical mile range.

Positioning light: It is located on the West Jetty head and approximately on the central axis of the entrance channel. It is a fixed white light of one nautical range.

Port basin entrance light: It is located on the beach on the EST side of the port basin and on its axis. It is a fixed red light of 0.5 nautical mile range.

Doc.#: OMABJ/DRC/PR01-PICB	Auteur: Pilote processus Approbateur: CM	Version: D	DC: 10/02/2017	DA: 31/05/21	Page 2 sur 5
----------------------------	---	------------	----------------	--------------	--------------

Geographical positions:	6°21'2" North 2°26'3" East
Density:	High tide: 1.021m Low tide: 1.025m
Security level:	1
Status:	Port Open
Port ID Number:	16450
UN Locator Code:	BJCOO
Port Security Officer (PSO)	Tanko AROGOUN Tel: + 229 95632390
Harbour Master:	Captain Akim BAKARI Tel: +229 95859317

Cotonou port ISPS Data base:	www.imo.org/ISPS Code
Harbour Office:	+ 229 21 31 55 82
Police Station:	+ 229 21 30 40 64
Port Control:	+ 229 21 31 40 33
Lighthouse:	+ 229 21 31 26 15
Emergency:	+ 229 21 30 73 36
Coast Guards (BENIN navy):	Commandant Emile SAMA Tel: + 229 96074613

Cotonou Port has complied with the ISPS Code since July 1st, 2004.

PROCEDURES & REQUESTED DOCUMENTS WHEN VESSEL WILL BERTH IN PORT

ROADS APPROACH

All vessels nominated to perform commercial operations alongside in port are requested to approach 3NM and Cotonou port control through VHF CH 14/16 for arrival information exchange and request for a contact anchoring position.

PILOT BOARDING

Pilot boarding time is notified to vessels scheduled to enter the port by port control through VHF CH 14/16. It is important for the Master to keep watch on the port control channel to avoid any delay or berthing cancellation and strictly follow berthing instructions given by port control officers. Pilot is reachable on CH 12. Once pilot is on board, Master will fill out the pilot yellow declaration sheet including the maximum summer draft. Once vessel is alongside, following Authorities will board vessel: Agent, Port Security, Merchant marine inspectors, Quarantine, Immigration, and Customs.

DOCUMENTS TO BE PREPARED IN ADVANCE PRIOR VESSEL PROCEEDING ALONGSIDE:

Immigration

- ◆ 1 copy ship particulars
- ◆ 2 copies of port of call list
- ◆ 3 copies of crew list
- ◆ 2 copies of NIL list
- ◆ 2 copies of narcotics
- ◆ All crew passports to be made ready

Agent

- ◆ 1 copy of Vessel Particulars
- ◆ 1 copy of Maritime health declaration
- ◆ 1 copy of Nil list
- ◆ 1 copy of Dangerous cargo list if any
- ◆ 1 copy of Crew list
- ◆ 1 copy of Crew effect declaration list
- ◆ 1 copy of Vaccination list
- ◆ 1 copy of Port of call list
- ◆ 1 copy of Ship store and bond store list
- ◆ 1 copy of Cargo manifest
- ◆ 1 copy of Cargo plan (stowage plan & Cotonou discharging plan)
- ◆ 1 copy of Narcotics list

Customs

- ◆ 1 copy of crew list
- ◆ 1 copy of port of call list
- ◆ 1 copy of cargo manifest
- ◆ 1 copy of bonded stores and provisions list
- ◆ 1 copy of crew effects declaration
- ◆ 1 copy of narcotics

- ◆ 1 copy of stowage plan
- ◆ 1 copy of quantity
- ◆ 1 copy of origin
- ◆ 1 copy of quality
- ◆ 1 copy of nil list

PSC (Port State Control)

- ◆ 1 copy of ship particulars
- ◆ 1 copy of crew list
- ◆ 1 copy of port of calls list
- ◆ All vessel certificates to be made ready and be valid

Port Security

- ◆ 2 copies of ship particulars
- ◆ 2 copies of port of call list
- ◆ 2 copies of crew list
- ◆ 2 copies of NIL list
- ◆ 2 copies of narcotics

Health Authorities

- ◆ 1 copy of vaccination list
- ◆ 1 copy of crew list
- ◆ 1 copy of port of call list
- ◆ 1 copy of SSECC + original
- ◆ 1 copy of the Medical chest certificate + original
- ◆ 1 copy of NIL list
- ◆ 1 copy of narcotics
- ◆ 2 copies of Maritime declaration of health

All vaccination cards to be made ready and available

Doc.#: OMABJ/DRC/PR01-PICB	Auteur: Pilote processus Approbateur: CM	Version: D	DC: 10/02/2017	DA: 31/05/21	Page 3 sur 5
----------------------------	---	------------	----------------	--------------	--------------

PROHIBITIONS

WELDING ON BOARD

Welding on board is prohibited without port authorities' permission. Writing request must be submitted to Harbor Master office for approval.

ANCHORAGE PROHIBITED?

It's forbidden to anchor in the West of the meridian passing through the centre of the head of the West pier or the port entrance channel. Any anchor dropped in the port must be raised.

DANGEROUS CARGO REGULATIONS

Dangerous cargo regulations are in force.

RESTRICTED CARGO

Cargo of class 7, IMDG code (Radioactivematerials) must not be imported to Benin.

JETTY RESTRICTIONS

GENERAL CARGO JETTIES

BERTH N°1

Maximum permissible LOA & draft are respectively 190 meters and 9.5 meters at salt water. The jetty N°1 is a multipurpose one and receives tankers discharging FUEL OIL and general cargo vessels. Berthing & sailing are always subjected to good weather condition.

BERTH N° 2 UP TO BERTH N°3

Maximum permissible LOA & draft are respectively 190 meters and 10 meters salt water. Berthing & sailing are always subjected to good weather condition.

BERTH N°4

Maximum permissible LOA & draft are respectively 190 meters and 10.5 meters salt water. Berthing & sailing are always subjected to good weather condition.

BERTH N°5

Maximum permissible LOA & draft are respectively 190 meters and 11 meters salt water. Berthing & sailing are always subjected to good weather condition.

RORO & CONTAINER JETTIES

BERTH N°5

Maximum permissible LOA & draft are respectively 240 meters and 11 meters salt water for roro and containers vessels in case there are no general cargo vessel queuing. Berthing & sailing are always subjected to good weather condition.

BERTH N°6

Maximum permissible LOA & draft are respectively 240 meters and 11 meters salt water. Berthing & sailing are always subjected to good weather condition.

NORTH CONTAINER JETTIES

BERTH N°7 & 8

Maximum permissible LOA & draft are respectively 275 meters and 11 meters salt water. Minimum 1 bow thruster in good working condition having 1,200 KW is required and compulsory. Berthing & sailing are always subjected to good weather condition.

SOUTH CONTAINER JETTIES (BOLLORE TERMINAL)

BERTH N°9 & 10

Maximum permissible LOA & draft are respectively 275 meters and 13.5 meters salt water. Minimum 1 bow thruster in good working condition having 1,200 KW is required and compulsory. Berthing & sailing are always subjected to good weather condition.

SOUTH TANKER JETTY (ORYX, PUMA, OSPP)

PETROLEUM & LPG BERTH

Maximum permissible LOA & draft are respectively 190 meters and 9.5 meters salt water. Berthing & sailing are always subjected to good weather condition.

EAST JETTIES

BERTH P2

(TANKERS, GYPSUM, CLINKER, WHEAT, COAL,..ETC)

Maximum permissible LOA & draft are respectively 200 meters and 10 meters salt water. Berthing & sailing are always subjected to good weather condition.

BERTH C

(REEFERS, SALT CARRIERS, VEGETABLE OIL CARRIER, WHEAT..)

Maximum permissible LOA & draft are respectively 130 meters and 8 meters salt water. Berthing & sailing are always subjected to good weather condition.

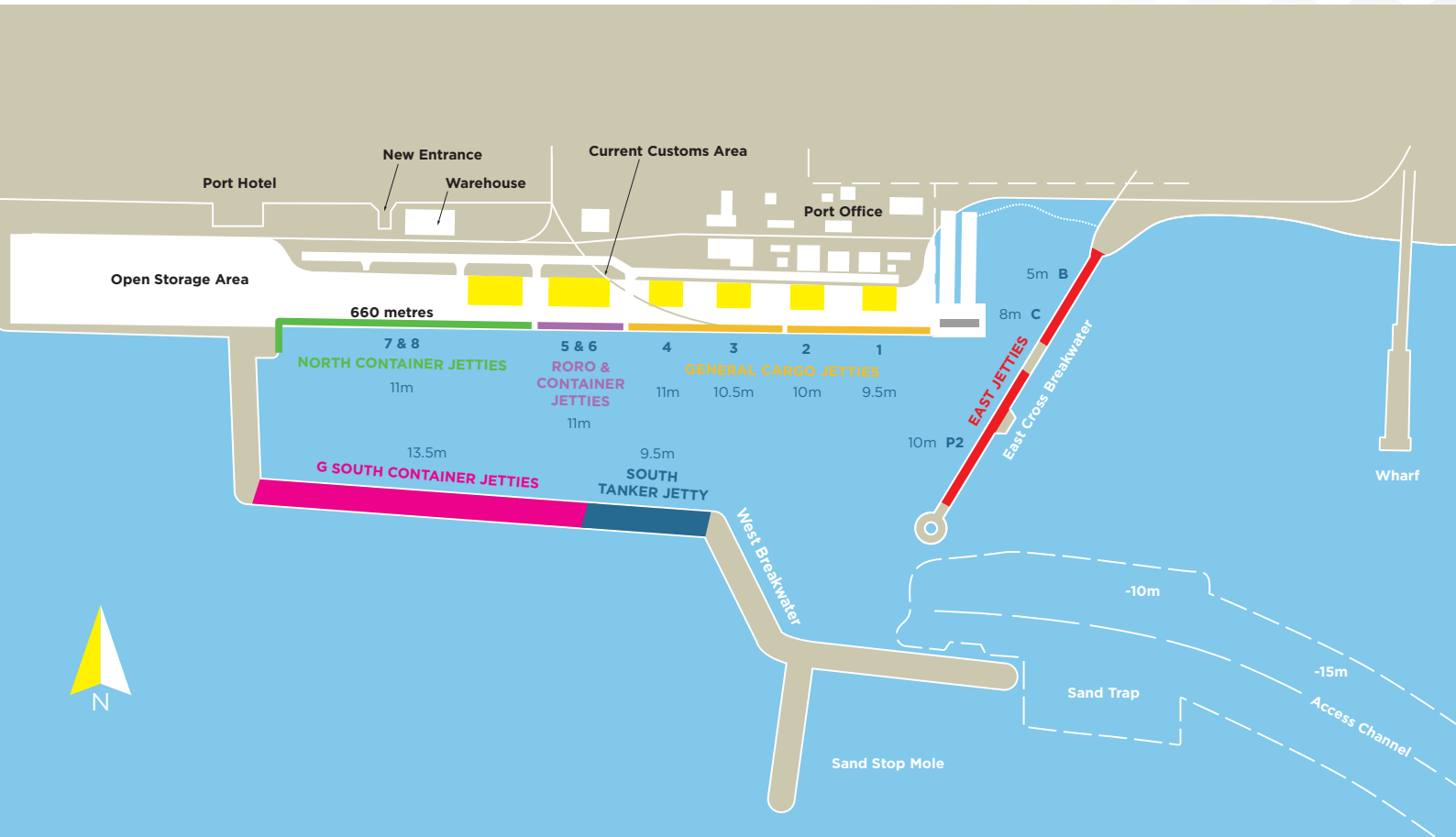
BERTH B

(REEFERS, SALT CARRIERS, PASSAGERS VESSELS....ETC)

Maximum permissible LOA & draft are respectively 80 meters and 5 meters salt water. Berthing & sailing are always subjected to good weather condition.

Doc.#: OMABJ/DRC/PR01-PICB	Auteur: Pilote processus Approbateur: CM	Version: D	DC: 10/02/2017	DA: 31/05/21	Page 4 sur 5
----------------------------	---	------------	----------------	--------------	--------------

PORT OF COTONOU MAP



GENERAL CARGO JETTIES

BERTH N°1

LOA: 190m
Draft: 9.5m at salt water.

BERTH N° 2 UP TO BERTH N°3

LOA: 190m
Draft: 10m at salt water.

BERTH N°4

LOA: 190m
Draft: 10.5m at salt water.

BERTH N°5

LOA: 190m
Draft: 11m at salt water.

RORO & CONTAINER JETTIES

BERTH N°5

LOA: 240m
Draft: 11m at salt water

BERTH N°6

LOA: 240m
Draft: 11m at salt water

NORTH CONTAINER JETTIES

BERTH N°7 & 8

LOA: 275m
Draft: 11m at salt water

EAST JETTIES

BERTH P2 (tankers, gypsum, clinker, wheat, coal,..etc)
LOA : 200m
Draft: 10m at salt water.

BERTH C (reefers, salt carriers, vegetable oil carrier, wheat..)
LOA : 130m
Draft: 8m at salt water.

BERTH B (reefers, salt carriers, passagers vessels....etc)
LOA : 80m
Draft: 5m at salt water.

SOUTH TANKER JETTY (ORYX, PUMA, OSPP)

PETROLEUM & LPG BERTH
LOA: 190m
Draft: 9.5m at salt water.

G SOUTH CONTAINER JETTIES (BOLLERE TERMINAL)

BERTH N°9 & 10
LOA: 275m
Draft: 13.5m at salt water.

We are certified for TRACE
ISO 9001:2015
ISO 14001:2015
ISO 45001:2018



Doc.#: OMABJ/DRC/PR01-PICB	Auteur: Pilote processus Approbateur: CM	Version: D	DC: 10/02/2017	DA: 31/05/21	Page 5 sur 5
----------------------------	---	------------	----------------	--------------	--------------