



OMA BENIN

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: F

DC: 10/02/2017

DA: 23/11/2021

Page 1 sur 5

PORT CONDITIONS

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.

All vessels which have completed their cargo operations at Cotonou port must free the pier immediately and head directly to their next port of destination. Anchoring at Cotonou roads after cargo operations in port is no longer accepted and is prohibited.

CUSTOMS RULES

When alongside it is forbidden for vessel crew to engage in smuggling activity 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 is dredged -15 meters. 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 sceptor 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: F	DC: 10/02/2017	DA: 23/11/2021	Page 2 sur 5
----------------------------	---	------------	----------------	----------------	--------------

ISPS

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)	Captain Akim BAKARI Tel: +229 95859317
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 Frank SAIZONOU Tel: +229 96331323

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.

SECURITY

Navy guards are compulsory for all vessels calling Cotonou port and anchored on roads awaiting berth readiness. 4 navy seals are usually deployed. However, depending on the threat level the number of guards can be increased. The service is free of charge if vessel is awaiting a berth availability in the port.

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: F	DC: 10/02/2017	DA: 23/11/2021	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.

ILLEGAL PRODUCTS

It is forbidden for vessels to get involved in transportation or smuggling of any illegal products especially drugs, firearms and ammunition, counterfeit bank notes etc. Offenders and co-perpetrators are subject to the rigours of the law in force in Benin.

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

BERTHS N°1 AND N°2

Maximum permissible LOA & draft are respectively 190 metres and 9.5 metres 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 subject to good weather conditions.

BERTH N° 3 AND N°4

Maximum permissible LOA & draft are respectively 190 metres and 10 metres salt water. Both berths are dedicated to general cargo vessels - bulk or bagged cargo. Berthing & sailing are always subject to good weather conditions.

BERTH N°5

Maximum permissible LOA & draft are respectively 190 meters and 11 metres salt water. The berth is dedicated to general cargoes - bulk or bagged. Berthing & sailing are always subject to good weather conditions.

RORO & CONTAINER JETTIES

BERTH N°5

Maximum permissible LOA & draft are respectively 240 metres and 11 metres salt water for roro and container vessels where there are no general cargo vessels queuing. Berthing & sailing are always subject to good weather conditions.

BERTH N°6

Maximum permissible LOA & draft are respectively 240 metres and 11 metres salt water. Berthing & sailing are always subject to good weather conditions.

NORTH CONTAINER JETTIES

BERTH N°7 & 8

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

SOUTH CONTAINER JETTIES (BENIN TERMINAL)

BERTH N°9 & 10

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

SOUTH TANKER JETTY (ORYX, PUMA, OSPP)

PETROLEUM & LPG BERTH

Maximum permissible LOA & draft are respectively 190 metres and 9.5 metres salt water. Berthing & sailing are always subject to good weather conditions.

EAST JETTIES

BERTH P2 (tankers, gypsum, clinker, wheat, coal,..etc)

Maximum permissible LOA & draft are respectively 200 metres and 10 metres salt water. Berthing & sailing are always subject to good weather conditions. The berth is a multipurpose one and dedicated to bulk cargo and petrotankers. Congestion at this berth is frequent.

BERTH C (reefers, salt carriers, vegetable oil carrier, wheat..)

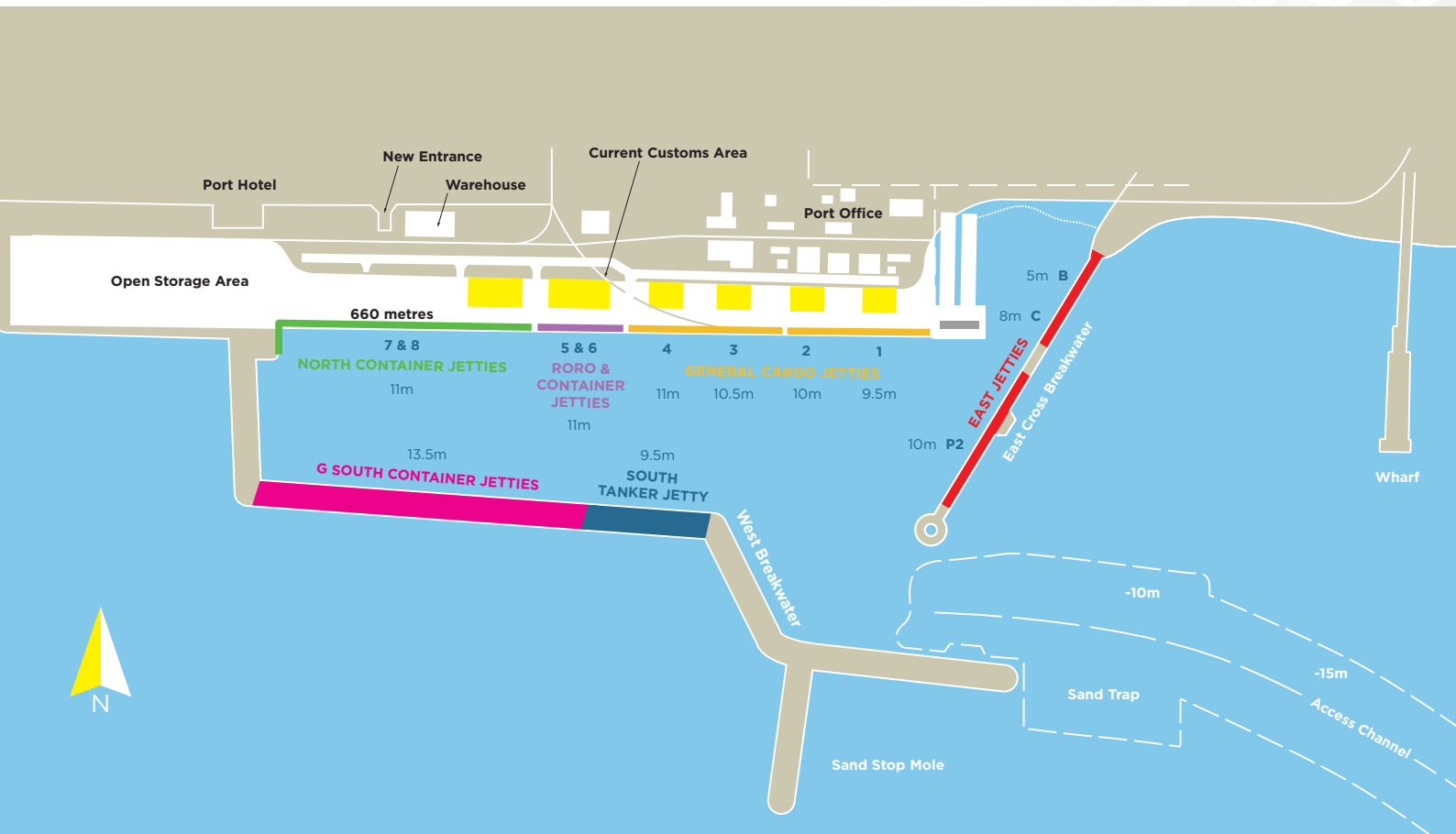
Maximum permissible LOA & draft are respectively 130 metres and 8 metres salt water. Berthing & sailing are always subject to good weather conditions.

BERTH B (reefers, salt carriers, passagers vessels....etc)

Maximum permissible LOA & draft are respectively 80 metres and 5 metres salt water. Berthing & sailing are always subject to good weather conditions.

Doc.#: OMABJ/DRC/PR01-PICB	Auteur: Pilote processus Approbateur: CM	Version: F	DC: 10/02/2017	DA: 23/11/2021	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: F	DC: 10/02/2017	DA: 23/11/2021	Page 5 sur 5
----------------------------	---	------------	----------------	----------------	--------------