



BBOLD LOGISTICS

www.bboidlogistics.com

House No. AC12/AC Community 11,
Near Data Link University, Obeneyade
Street, GT-078-2068

+233 (57) 770 6538

+233 (57) 770 6537

+233 (57) 770 6536

+233 (30) 330 9153

info@bboidlogistics.com

PORT INFORMATION TAKORADI, GHANA



ISPS | Contact Details
General Information | Security
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Berth Information

ISPS / SUMMARY

Port:	TAKORADI, GH
UN/LOCODE:	GHTK
ISPS:	Level 1
Max LOA:	300m @ Liquid Bulk Terminal
Max draft:	16m @ New Bulk jetty
Max air draft:	Not applicable for now
Water density:	1,025SW

PFSO CONTACT DETAILS

Port Facility Security officer - Harbour Master

Name: James Quayson
Address: GPHA, P.O. Box 708, Takoradi - Ghana
Phone: +233 (0) 31 24 073 (Ext. 4500) / +233 (0) 31 23220
Mobile: +233 (0) 57 22 33 744 / +233 (0) 208843236

Port Emergency Response Support - Fire / Safety:

Phone: +233 (0) 31 20 24 073 (Ext. 49000)

Police Service:

Phone: +233 (0) 31 20 22 261 / +233 (0) 31 20 25 582

Port Medical Emergency Support:

Phone: +233 (0) 31 20 24 073 (Ext. 4710)

Port control:

VHF Channel 14&16 24/7

REMARKS / GENERAL INFORMATION

- ◆ The port is operational 24 hours a day, 7 days a week except for Good Friday (Easter) and Christmas Day (25/12)
- ◆ It operates a "first come, first served" policy. RoRo/Container/ Passenger/FW call/Distress vessels enjoy priority berthing.
- ◆ The port operates on two shifts (0730-1930 and 1930-0730). Overtime applies on public holidays, Saturdays, Sundays and during lunch breaks.
- ◆ Heavy lift operations take place in daylight only, subject to the Harbour Master's approval.
- ◆ Watchmen are compulsory (supplied by the agent), two per each 12-hour shift.
- ◆ Pilotage is compulsory for all vessels entering and leaving port or shifting berths within the port
- ◆ Vessels wishing to enter the port must wait for the pilot at a position eight cables NE of starboard (change to northern or southern) breakwater (lee breakwater head) or at buoys. Alternatively, vessels should anchor at the quarantine anchorage.
- ◆ Towage is compulsory within the main port and must be ordered through Port Control or via an agent.
- ◆ Tugs
 - two tugs of 1860kw with 40 tonnes bollard pull are available.
 - tugs of up to 1,250hp are available on special application.
- ◆ All drafts are determined as per chart datum.
- ◆ An under-keel clearance of 0.2m is allowed for.
- ◆ In arriving at the tabulated LOA, it is assumed that, at all times the stern of any vessel lying on the berth will exceed the south end of the pier by 40m.
- ◆ Please note that the Ghana Maritime Authority has adopted and will enforce the IMO resolution that introduces a reduced global SULPHUR CAP on marine fuels - the current limit of 3.5% mass/mass(m/m) has decreased to 0.5% m/m effective 1st January 2020.

SECURITY

Takoradi port and anchorage area is free and safe from pirates.

- ◆ There are frequent patrols at the anchorage by marine police and Ghana Navy. The Ghana Navy port is approximately 10nm from Takoradi port.
- ◆ Occasional theft cases have occurred in the anchorage area. Vessels should keep a proper lookout during their stay at anchorage.
- ◆ We advise vessel masters to observe the guidance below during their stay at the port or at anchorage:
 - It is compulsory to have watchmen on board during the loading - arranged by the agent
 - There must be one watchman on the bridge, especially at night
 - Refrain from trading with local fishermen
 - Always keep two crew on deck watch - one aft and one forward - between 1800hrs and 0600hrs
 - Port control / Marine Police can be contacted 24/7 via VHF channels 14 and 16

SERVICES

Fresh water:	Available, delivery by truck at a cost of USD 33.64 per ton
Garbage:	Garbage collection, transport, treatment, and disposal of sludge - 25 cbm liquid waste and garbage 5 cbm solid waste is compulsory and is added to the PDA. Any additional quantity of sludge discharged will attract extra charges of \$75 per cbm for sludge and \$10 for garbage
Bunkering:	MGO mostly available locally. Can be supplied ex trucks or via ship to ship transfer.
IFO:	Supplied via ship to ship transfer, but limited availability. Minimum 7 days' notice required.
Provisions:	Available and can be delivered both in port and at anchorage

WEATHER PATTERNS

- ◆ Two rainy seasons occur within the year; April to July and September to mid-November.
- ◆ The heaviest rain in the south/coast is from April until June, with lighter rain possible from September to mid - November.
- ◆ The harmattan season is the dry season; dusty wind blows from the Sahara Desert in late December and continues until early February.
- ◆ Prevailing winds are from SW except during harmattan when NE winds are prevalent.

DOCUMENT CHECKLIST FOR PORT FORMALITIES

DOCUMENT	NUMBER OF COPIES	DOCUMENT	NUMBER OF COPIES
1. Maritime Declaration of Health	3	9. Ship's Particulars	6
2. Vaccination List	3	10. Ship Sanitation Certificate	2
3. Crew List	6	11. Medical Chest Certificate	2
4. Crew Effect	6	12. Cargo Manifest	6
5. Ports of Call List	4	13. Clearance from Last Port	6
6. Nil List	6	14. Certificate of Registry	2
7. Narcotic List	6	15. Loadline Certificate	2
8. Provision List / Bonded Store List	6		

TAKORADI PORT

Wharfs 5 - 6 - there is a GPHA mobile crane on wharfs 5 + 6

Wharfs 4 - 6 - there is a second GPHA crane

Wharfs 1 - 2 - the vessel's cranes are used.

Costs will be charged, even for opening hatches or whilst shifting cargo on board.

Exceptions are made for other wharfs; where the cranes cannot operate due to weight restrictions on the quays.

OLD PORT DETAILS



Quay	Remarks	Length (m)	Draft (m)
1	Manganese	157	8,6
2	Cocoa	153	9,0
3	Offshore	153	9,0
4	General	183	9,0
5/6	General	225	10,0
8	Oil Jetty	120	8,4

Bouy	Length (m)	Draft (m)
1	210	10,3
3	220	11,0
6	175	8,4
7	150	7,0
Gas Wharf	170	8,5



Quay	Remarks	Length (m)	Draft (m)
1	Manganese	250	16
2	Bauxite	250	16
3	Clinker/coal	250	16
New Liquid Bulk Terminal	Gas oil/Bitumen/ Gas	300	14

MANGANESE BERTH

Vessels load alongside up to draft 8.6m with shipper's conveyor.

Max air draft; 10m average.

Loading at buoy is by ship's gear /shipper's grabs / ex barge.
Max LOA 200m accepted.

The transfer station vessel "Gdansk" is located on roads out of Takoradi port limits at a distance of 3.5nm, bearing 090 degrees from the end of port's breakwater heads. The vessel is fixed by buoys and anchors.

Maximum vessel height from waterline to top of railing at vessel side or top of hatch coming: 14.00 meters.

- ◆ Single Deck Bulk carriers classed IACS 100A1
- ◆ Tween deck vessels not allowed
- ◆ Maximum deadweight 110.000 mt
- ◆ Maximum LOA 300 M
- ◆ Maximum Beam 45.0m
- ◆ Maximum 9 holds/hatches

VIKING BERTH

- ◆ Draft is 8.0m CD, LOA 110m.
- ◆ Vessel may only be brought in during daytime + on high tide morning. Daylight sailing only.
- ◆ Fire-fighting standby must be arranged.
- ◆ Oil spill boom MUST be deployed / GPHA charge.
- ◆ GPHA Pilot MUST be onboard.

- ◆ GPHA Mooring team should be requested to assist.
- ◆ Tugs should be requested to assist in movement.
- ◆ Ghana Manganese should be informed well in advance in order for them not to have any vessel at their berth during that time.

Below is a screen shot of the terminal providing better idea of the place:



SBM (SINGLE BUOY MOORING) TAKORADI

There is an SBM in Takoradi, it belongs to ABOARDZE TERMINAL, a private terminal belonging to the Volta River Authority (VRA). The crude oil is used for power generation in the Takoradi Thermal Power Plant

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

