

L.N. 101 of 1971

FEDERAL HIGHWAYS DECREE 1971
(1971 No. 4)

Federal Highways (Declaration) Order 1971

Commencement : 17th December 1971

In exercise of the powers conferred upon me by section 24 of the Federal Highways Decree 1971, and of all other powers enabling me in that behalf, I, the Federal Commissioner for Works and Housing, after consultation with the Government of each State concerned and with the approval of the Federal Executive Council, hereby make the following Order :—

1. The roads specified in the Schedule hereto are hereby declared to be federal highways.

Declara-
tion of
certain
roads as
federal
highways.

2. The Exclusive Legislative List (Federal Trunk Roads) Order 1955 is hereby revoked.

Revoca-
tion
of L.N. 73
of 1955.

3. This Order may be cited as the Federal Highways (Declaration) Order 1971 and shall apply throughout the Federation.

Citation
and
extent.

SCHEDULE

Number of Highway

Description of Highway

MAJOR NORTH-SOUTHERLY

ROUTES :

A.1 The road starting at the main entrance gate to Apapa Wharf and continuing thence via Iganmu-Western Avenue to Idi-Oro Roundabout across to Ikorodu Road-Ikorodu-Shagamu-Ibadan-Oyo-Ilorin-Jebba-Kontagora-Yelwa-Koko-Jega-Tambawal-Sokoto-Illela to the frontier with Niger Republic.

A.2 The road starting at Kongolam at the boundary with Niger Republic and continuing thence to Daura-Kano-Zaria-Kaduna. (Projected southwards via Abuja-Lokoja-Auchi-Benin City to Warri).

A.3 The road starting at the road-over-rail bridge on the Port Harcourt township boundary and continuing thence to Aba-Umu Uvo-Owerrinta-Umuahia-Umu Duru-Okigwi-Awgu-Oji River-Nine Mile Corner Otukpa-Oturkpo-Aliade-Makurdi-Lafia-Akwanga-Wamba-Jos-Bauchi-Kari-Potiskum-Maiduguri-Gaboru.

A.4 The road starting from Calabar Township (Projected Northwards via Mbarakom, Ugep to Ikom) continuing from Ikom (Projected from Ikom-Ogoja to Katsina Ala) and continuing from Katsina Ala-Jalingo-Yola-Gombi-Bama-Maiduguri.

SCHEDULE—*continued**Number of Highway**Description of Highway*

MAJOR EAST-WESTERLY

ROUTES :

- A.5 The road starting 206 feet from the south abutment of Carter Bridge on Lāgos Island and continuing over Carter Bridge and via Denton Street-Clifford Street, City Way-Yaba Roundabout-Agege Motor Road-Agege-Sango Otta-Abeokuta-Ibadan.
- A.6 The road starting from Onitsha and continuing thence to Nnewi-Ihiala-Owerri to the Junction of Trunk Road A.3 at Umu Uvo.
- A.7 The road starting from Chikanda on the frontier with the Republic of Dahomey-Yeshikere-Kosubosu-Kaiama-Kishi-Ilorin.
- A.8 The road starting from Mayo Belwa Junction with Trunk Road A.4 to Ganye (projected to Jamtari)-Serti-Mayo Selbe-Gembu on the Mambilla Plateau.
- A.9 The road starting from Jibiya at the frontier with Niger Republic and continuing thence to Katsina and to the junction with Trunk Road A.2 at approximately Nine Miles North of Kano.

SPURS AND LINKS :

- A.1-1 .. The road starting from the junction of Malu Road (Oval Interchange) with A.1 and continuing through Malu Road to Kirikiri terminating at the maximum security prison.
- A.1-2 .. The road starting from the junction of Yakubu Gowon Street with Marina and continuing over Eko Bridge to the junction with A.1 at Western Avenue (Aorta Interchange).
- ‡ A.151 .. The road starting from Iddo Railway Terminus-Iddo Flyover-Ijora Causeway and continuing to the junction with A.1 (Neck Interchange).
- A.152 .. The road about five miles north of Yaba Roundabout Junction with Trunk Road A.1 (Maryland) thence to Ikeja Bye Pass-Ikeja Airport.
- A.121 .. The road starting from Trunk Road A.1 North of Shagamu and continuing thence to Ijebu-Ode-Ore-Benin City.
- A.122 .. The road starting from Ibadan-Ife-Ilesha-Akure to its junction with trunk road A.121 approximately ten miles north of Benin (Oluku Junction).
- A.123 .. The road starting from Ilorin-Egbe-Kabba terminating at Lokoja.
- A.124 .. The road starting from Bokani Junction-Enagi-Bida-Agaie-Lapai-Izom terminating at Abuja.
- A.125 .. The road starting from Kontagora through Teginamando terminating at Kaduna.
- A.126 .. The road starting from Sokoto and thence to Gusau-Funtua to its Junction with Trunk Road A.2 at approximately five miles North of Zaria.

SCHEDULE—*continued**Number of Highway**Description of Highway*SPURS AND LINKS :—*continued*

- A.232 .. The road starting from Benin City-Agbor-Asaba-Onitsha-Awka to the Junction with Trunk Road A.3 at Oji River.
- A.233 .. The road starting from Lokoja and across the River Niger to Shintaku-Ayangba-Ankpa thence to Otukpa Junction with Trunk Road A.3.
- A.234 .. The road starting from Abuja through Keffi and terminating Akwanga on Trunk Road A.3.
- A.235 .. The road starting from Kaduna and thence to Kachia-Kafanchan and terminating at Gimi on Trunk Road A.3.
- A.236 .. The road starting from Zaria on Trunk Road A.2 to Pambegua thence to Jos junction with Trunk Road A.3.
- A.237 .. The road starting from Kano to Wudil-Foggo and terminating at a Junction with Trunk Road A.3 at Kari.
- A.342 .. The road starting from Aba thence to Ikot Ekpene-Uyo-Oron and terminating at Calabar.
- A.343 .. The road branching from Trunk Road A.3 at Nine Mile Corner and thence to Enugu-Abakaliki-Ijahe Junction with Trunk Road A.4.
- A.344 .. The road starting from Aliade Junction with Trunk Road A.3 thence to Gboko terminating at Katsina Ala.
- A.345 .. The road starting from Bauchi and thence to Gombe-Numan to Ngurore Junction with Trunk Road A.4.
- A.4-1 .. The road from Calabar-Itu (projected).
- A.4-2 .. The road starting from Calabar-Ekang-Ajasso-Yahe.
- A.4-3 .. The road starting from Takum-Bissaula.
- A.4-4 .. The road starting from Jimeta-Yola.
- A.4-5 .. The road starting from Jiberu-Sorau.
- A.4-6 .. The road starting from junction with A.4.-Mubi.
- A.4-7 .. The road starting from Bama-Dar-Al-Jimeil. (towards Morua in the Federal Republic of Cameroons).
- A.5-1 .. The road starting at the frontier with the Republic of Dahomey and terminating at Sango Otta on A.5.

MADE at Lagos this 17th day of December 1971.

L. OLUFEMI OKUNNU,
*Federal Commissioner for
Works and Housing*

EXPLANATORY NOTE

*(This note is not part of this Order, but is
intended to explain its effect.)*

The Order declares the roads mentioned in the Schedule as Federal Highways and revokes a similar Order made in 1955.

L.N. 102 of 1971

OIL TERMINAL DUES DECREE 1969
(1969 No. 9)

The Qua Iboe Oil Terminal (Establishment) Order 1971

Commencement : 20th July 1971

In exercise of the powers conferred by section 7 (2) of the Oil Terminal Dues Decree 1969, and of all other powers enabling me in that behalf, I hereby make the following Order :—

Establishment of Qua Iboe oil terminal.
1969 No. 9.

1.—(1) The oil terminal known and referred to as the "Qua Iboe Oil Terminal" is, for the purposes of the Oil Terminal Dues Decree 1969, hereby established as an oil terminal within the meaning of that Decree.

(2) The said Qua Iboe Oil Terminal shall comprise the six areas, being areas of the oil terminal which are hereby also established, lying and situated near and offshore off the mouth of the Qua Iboe River in the South-Eastern State of Nigeria and delineated as described as follows :—

(a) *Parcel A*: All that parcel of land at Ibuno in the Eket Division in the South-Eastern State of Nigeria containing an area of approximately 810.04 acres, the boundaries of which are described below :—

Starting at a concrete pillar marked PBGK 32 the co-ordinates of which are 374.51 feet South and 5,321.47 feet East of a concrete pillar marked BCS1T the origin of Big Town, Ibuno, the boundaries run in straight lines with bearings and lengths as follows :—

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
GK 32	359° 58'	524.2 feet	GK 33
GK 33	270° 00'	399.9 feet	GK 1
GK 1	00° 00'	1,144.6 feet	GK 2
GK 2	359° 58'	1,140.9 feet	GK 3
GK 3	359° 59'	999.4 feet	GK 4
GK 4	00° 00'	138.8 feet	GK 5
GK 5	89° 59'	984.5 feet	GK 6
GK 6	90° 00'	475.2 feet	GK 7
GK 7	359° 58'	287.9 feet	GK 8
GK 8	11° 12'	146.0 feet	GK 9
GK 9	33° 42'	146.6 feet	GK 10
GK 10	56° 12'	146.7 feet	GK 11
GK 11	78° 53'	146.3 feet	GK 12
GK 12	101° 12'	146.3 feet	GK 13
GK 13	123° 41'	146.2 feet	GK 14
GK 14	146° 12'	146.5 feet	GK 15
GK 15	168° 51'	146.1 feet	GK 16
GK 16	179° 58'	288.2 feet	GK 17
GK 17	90° 00'	746.4 feet	GK 18
GK 18	89° 59'	982.1 feet	GK 19
GK 19	89° 59'	985.9 feet	GK 20
GK 20	89° 57'	983.0 feet	GK 21
GK 21	89° 56'	1,091.6 feet	GK 22

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
GK 22	89° 58'	989.4 feet	GK 23
GK 23	89° 58'	982.5 feet	GK 24
GK 24	90° 17'	443.5 feet	GK 25
GK 25	180° 01'	1,140.0 feet	GK 26
GK 26	180° 01'	1,142.5 feet	GK 27
GK 27	180° 01'	1,141.1 feet	GK 28
GK 28	269° 59'	890.8 feet	GK 29
GK 29	269° 59'	899.5 feet	GK 30
GK 30	179° 56'	267.4 feet	GK 31

and thence on a bearing 179° 54' at a distance of 47.0 feet to the bank of the Atlantic Ocean ; thence on a generally Westerly direction for a distance of 5,664.3 feet along the bank, thence on a South-Westerly direction along the bank for a distance of 1,601.6 feet and thence to a point on the bank whose bearing is 00° 01' at a distance of 91.9 feet to a concrete beacon PBGK 32, the starting point.

All property beacons are concrete pillars, all bearings and lengths are approximate and all bearings are referred to Colony North.

(b) *Parcel B*: All that parcel of land at Nkpenek, Ibuno in the Eket Division of the South-Eastern State of Nigeria containing an area of approximately 11.89 acres, the boundaries of which are described below :—

Starting at a concrete pillar marked PBGK 1 the co-ordinates of which are 149.74 feet North and 4,921.34 feet East of a concrete pillar marked BCSIT the origin of Big Town, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
GK 1	90° 00'	399.9 feet	GK 33
GK 33	179° 58'	100.1 feet	GK 34
GK 34	270° 00'	1271.5 feet	GK 35
GK 35	270° 01'	1096.9 feet	GK 36
GK 36	270° 00'	983.9 feet	GK 37
GK 37	270° 01'	984.7 feet	GK 38
GK 38	270° 00'	853.1 feet	GK 39
GK 39	00° 08'	99.8 feet	GK 43
GK 43	90° 00'	852.8 feet	GK 44
GK 44	90° 01'	984.3 feet	GK 45
GK 45	90° 01'	984.7 feet	GK 46
GK 46	89° 59'	986.6 feet	GK 47
GK 47	90° 00'	981.6 feet	GK 1

(the starting point).

All property beacons are concrete pillars, all bearings and lengths are approximate and all bearings are referred to Colony North.

(c) *Parcel C* : All that parcel of land at Nkpenek, Ibuno in the Eket Division of the South-Eastern State of Nigeria containing an area of approximately 9.899 acres, the boundaries of which are described below :—

Starting at a concrete pillar marked PBGK 41 the co-ordinates of which are 775.54 feet North and 499.43 feet West of a concrete pillar

marked BCS1T, the origin of Big Town, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
GK 41	90° 03'	631.5 feet	GK 42
GK 42	180° 04'	625.2 feet	GK 43
GK 43	180° 08'	99.8 feet	GK 39
GK 39	270° 00'	472.8 feet	GK 40

and thence on a bearing 270° 00' for 50.8 feet to the bank of the Qua Iboe River and thence on a North-Westerly direction along the bank at a distance of approximately 739.2 feet to a point 34.0 feet and on a bearing 90° 03' from PBGK 41, the starting point.

All property beacons are concrete pillars, all bearings and lengths are approximate and all bearings are referred to Colony North.

(d) *Parcel D : A loading Pier* : All that parcel of land at Ibuno in Eket Division of the South-Eastern State of Nigeria, containing an area of approximately 2,704.95 square yards, the boundaries of which are described below :—

Starting at a concrete pillar marked PBGK 48, the co-ordinates of which are 670.25 feet North and 1,544.47 feet West of a concrete pillar marked ICSIS, the origin of Ibuno, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
GK 48	352° 26'	181.1 feet	GK 49
GK 49	82° 26'	109.9 feet	GK 50
GK 50	172° 23'	220.6 feet	GK 51

and thence on a bearing 172° 23' at 21 feet to the bank of the Qua Iboe River and thence generally in a Westerly direction along the river bank for a distance of approximately 117.0 feet to a point on the bank which is on a bearing of 352° 26' at a distance of 20.0 feet from PBGK 48, the starting point.

(e) *Parcel E : Tanker loading facilities* :—

(1) Berth No. 1 Conventional 7 point mooring system described as Area No. 1, being an area lying offshore off the mouth of the Qua Iboe River in the South-Eastern State of Nigeria, as follows :—

Area 1 : Starting at the point "V" whose Nigerian co-ordinates are N37,633 metres E614,564 metres and proceeding on a bearing of N90° W for a distance of approximately 894 metres to the point "X" whose Nigerian co-ordinates are N37,633 metres, E613,670 metres then proceeding on a bearing of S0° E for a distance of approximately 894 metres to the point "Y" whose Nigerian co-ordinates are N36,739 metres E613,670 metres then proceeding on a bearing N90° E for a distance of 894 metres to a point "Z" whose Nigerian co-ordinates are N36,739 metres E614,564 metres and then proceeding on a bearing of N0° E for a distance of approximately 894 metres back to point "V" first described herein ; and

(2) Berth No. 2 Standard single point mooring buoy described as Area No. 2, being an area lying offshore off the mouth of the Qua Iboe River in the South-Eastern State of Nigeria, as follows :—

Area 2 : A circular area whose radius is 750 metres and whose centre is a single point mooring an SPM Buoy whose Nigerian co-ordinates are N24,227 metres, E620,106 metres and whose geographic co-ordinates are N04° 13' 09" and E08° 02' 44".

All property beacons are concrete pillars, all bearings and lengths are approximate and all bearings are referred to Colony North.

2. This Order may be cited as the Qua Iboe Oil Terminal (Establishment) Order 1971 and shall apply throughout the Federation.

Citation,
etc.

MADE at Lagos this 20th day of July 1971.

R. A. B. DIKKO,
Federal Commissioner for Mines and Power

EXPLANATORY NOTE

(This note does not form part of the above Order but is intended to explain its purpose)

The Order establishes the Qua Iboe Oil Terminal and defines the boundaries of the areas thereof.

L.N. 103 of 1971

MERCHANT SHIPPING ACT 1962 (1962 No. 30)

The Merchant Shipping (Pilot Ladders) (Amendment) Rules 1971

Commencement : 18th December 1971

In exercise of the powers conferred by section 153 of the Merchant Shipping Act 1962, and of all other powers enabling me in that behalf, I, Russel Aliyu Barau Dikko, Federal Commissioner for Transport, hereby make the following Rules :—

1. Rule 4 of the Merchant Shipping (Pilot Ladders) Rules 1967 is hereby amended as follows :—

(a) for paragraph (2) thereof, there shall be substituted the following—
“(2) Every pilot ladder shall be positioned and secured in such a manner—

(a) that it is clear of any possible discharges from the ship ;

(b) that so far as reasonably practicable it is clear of the finer lines of the ship ;

(c) that each step rests firmly against the ship's side ;

(d) that the pilot can gain safe and convenient access to the ship after climbing not less than five feet and not more than thirty feet.” ;

(b) in paragraph (8) thereof, immediately after the words “from twisting” there shall be inserted the following words—

“so however that the lowest batten shall not be lower than the fifth step from the bottom of the ladder and that the interval between any batten and the one directly next to it shall not exceed nine steps” ;

Amend-
ment of
Merchant
Shipping
(Pilot
Ladders)
Rules
1967.
L.N. 74
1967.

(c) for paragraph (9) thereof, there shall be substituted the following—

“(9) Provision shall be made to ensure safe and convenient passage for the pilot into or off the ship, or to the ship’s deck—

(a) in between the head of the pilot ladder, or any accommodation ladder or any other appliance provided in accordance with paragraph (4) of these rules ;

(b) where the passage is by means of a gate way in rails or bulwark adequate hand holds shall be provided ;

(c) where the passage is by means of a bulwark ladder, two hand-hold stanchions shall be fitted at the point of boarding or leaving the ship and shall be rigidly secured to the ship’s structure.”

(d) immediately after paragraph (10) thereof, there shall be added the following new paragraph—

“(11) Provision shall be made to enable the pilot ladder to be used in accordance with the requirements of these rules on either side of the ship.”

2. These rules may be cited as the Merchant Shipping (Pilot Ladders) (Amendment) Rules 1971 and shall apply throughout the Federation.

Citation,
and
extent.

DATED at Lagos this 18th day of December 1971.

R. A. B. DIKKO,
Federal Commissioner for Transport

EXPLANATORY NOTE

(This note does not form part of the above Rules but it is intended to explain their effect)

The Rules have enlarged the safety devices provided for the safety of navigation at sea by—

(a) prescribing the position and situation of pilot ladders,

(b) providing for safe and convenient passage of the pilot into or off the ship.