

MARKET AND COMMODITIES MONITOR

ENERGY FUTURES					AGRICULTURE FUTURES					EXCHANGE RATE				LIVESTOCK FUTURES				
Symbol	Price	Change	%Change	Volume	Symbol	Price	Change	%Change	Volume	Currency	Buying	Central	Selling	Symbol	Price	Change	%Change	Volume
OIL	66.41	-0.44	-0.658	321,121	WHEAT	665.25	-11	-1.63	48,011	US DOLLAR	409	409.5	410	LV CATTLE	115.95	-0.4	-0.34	6,233
BRENT	69.72	+0.26	+0.37	16,633	SOYBEAN	1,531	-6	-0.39	63,385	P/STERLING	579.3894	580.0977	580.806	LEAN HOGS	119.475	+2.775	+2.38	17,880
NAT GAS	2.994	+0.036	+1.22	82,291	CORN	655.25	-9.25	-1.39	122,909	EURO	497.2213	497.8292	498.437	FD CATTLE	136.3	UNCH	UNCH	0
RBOB GAS	2.143	-0.009	-0.42	3,989	SUGAR	17.37	+0.25	+1.46	61,121	SW/FRANCE	453.4368	453.9911	454.5455	INDEX FUTURES				
METAL FUTURES					COFFEE	161.85	+6.5	+4.18	29,830	YEN	3.7162	3.7207	3.7252	Symbol	Price	Change	%Change	Volume
COTTON	82.23	-0.38	-0.46	9,451	ROUGH RICE	13.285	+0.05	+0.38	222	CFA	0.7415	0.7515	0.7615	DOW FUT	34,545	+108	+0.31	88,365
COCOA	2,457	-11	-0.45	9,687	CURRENCY FUTURES					WUAU	590.1494	590.8708	591.5923	S&P FUT	4,208.5	+9.5	+0.23	657,898
Symbol	Price	Change	%Change	Volume	Symbol	Price	Change	%Change	Volume	YUAN-	64.1801	64.259	64.3379	NAS FUT	13,712.75	+47.25	+0.35	277,431
GOLD	1,903.2	+4.7	+0.248	182,661	US IDX FUT	90.01	+0.051	+0.06	31,088	RENMINBI	109.0579	109.1913	109.3246	S&P MID MINI	2,726.5	+2.2	+0.08	5,117
SILVER	27.945	+0.005	+0.02	61,816	EUR/USD FUT	1.22	+0	+0.01	171,031	RIYAL	29.5877	29.6239	29.6601	INTEREST RATE FUTURES				
PLATINUM	1,180.4	+1.3	+0.11	12,466	USD/JPY FUT	0.009	UNCH	-0.02	107,567	S/AFRICAN R.	—	—	—	Symbol	Price	Change	%Change	Volume
COPPER	4.663	UNCH	UNCH	99,848	GBPIUSD FUT	1.419	-0.002	-0.15	83,715	DANISH K.	—	—	—	US 30YR FUT	156.438	+0.25	+0.16	360,351
										SDR	—	—	—	US 10YR FUT	131.891	+0.109	+0.08	1,617,763
														US 2Y FUT	123.828	+0.039	+0.03	821,006
														Euro\$ 3M	110.367	+0.004	UNCH	407,795



Omolistic Omobolanle

Omobolanle Ajijola is a Startup Urban Farmer and the Founder of Bina Al-Amal Foundation, an NGO that provides social and economic empowerment to survivors and victims of gender-based violence and disadvantaged communities across Nigeria. She is also an Executive Member of the African Network of Professional Counselors (ANEPKO) and NLP Practitioner. The Certified Trauma Counselor is well trained in Adverse Childhood Experiences (ACEs), Early Trauma and certified Emotional Intelligence Specialist. She is passionate about spreading awareness against sexual and all forms of gender-based violence and concerned about the total well-being of families and by extension children. Omobolanle wants you to have an 'omolistic' week.

Federal Government Targets N900bn For Petrol Subsidy In 2022

The federal government is targeting to spend N900 billion on subsidizing petrol next year as it plans to spend about N13.91 trillion as budget for the 2022 fiscal year.

The Minister of Finance, Budget and National Planning, Mrs. Zainab Ahmed, stated this on Thursday last week at the 2022-2024 Medium Term Expenditure Framework /Fiscal Strategy Paper

THE SPERM

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Port Concession Agreement Amaechi, Malami Trade Tackles

- **Five Seaport Terminals operating with expired contracts**
- **New agreement could have retroactive impact – Nwagbara**

By Kenneth Jukpor



From Left: Managing Director of SAPETRO, Mr Toyin Adenuga, MD TEPNG, Mr Mike Sangstar, GMD NNPC, Mallam Mele Kyari, Rep of CNOOC Mr. Yuguang Pan and MD Prime 130 Limited, Mr. Emeka Phil Ebasie, at the execution of OML 130 Gas Supply Agreements

A power tussle between the Minister of Transportation, Rt. Hon. Rotimi Amaechi and the Attorney General of the Federation, Mr. Abubakar Malami (SAN) has rocked the review of the concession agreement of seaport terminals in the country with five terminals in limbo with expired contracts. Despite the Nigerian Ports Authority (NPA) submitting the reviewed concession agreement to the Attorney General in 2019, the document has been sent to and fro with



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Amaechi, Malami Trade Tackles

the Minister of Transportation and the AGF picking loopholes at several instances. Amaechi is said to have faulted the omission of the port economic regulator as approved by the Federal Government in the reviewed agreement.

Recall that one of the key arguments of the terminal operators in court in the suit against the Nigerian Shippers' Council (NSC) is that NSC as the Port Economic Regulator was not a party to the concession agreement and therefore not known to them but there were mentions of a regulator.

Following this, among other things, an inter-ministerial committee comprising the Ministry of Finance, Ministry of Transportation, Ministry of Justice, Bureau of Public Enterprises (BPE), Infrastructure Concession Regulatory Commission (ICRC), NPA, NSC, was set up. In spite of the committee's position, Malami still maintains his personal position, which is not clear, our sources stated.

Sources posit that the high level of

politicking which surrounded the hushed concession review also complicated the rift between the Transport Minister and the suspended NPA boss, Ms. Hadiza Bala-Usman.

There are allegations that the recent port concession review was skewed in favour of terminals, a development which is believed to have infuriated the Minister of Transportation as he continues to pick holes in the document.

Port industry observers have also expressed worry that the lingering conflict may be linked to 2023 political aspirations as Malami and Amaechi represent varying prisms in the ruling political party, All Progressives Congress (APC).

As a politician, Malami was a one-time National Legal Adviser of the then opposition political party, Congress for Progressive Change (CPC). He actively participated in the process that led to the merger of the legacy parties and marshaled the birth of APC in 2013. After the

successful outcome of the 2015 presidential elections which was won by APC, Malami was nominated by the then President elect, Muhammadu Buhari to serve in the 19-man transition committee of APC.

Meanwhile, the five seaports terminals which are believed to have had their contracts expired are; ENL Consortium, Ports and Cargo Handling Services Limited, Ports and Terminal Multi-services Limited (PTML), Josepdam Port Services Nigeria Limited and Associated Maritime Services (AMS).

All affected terminals have concluded necessary requirements to renew their contracts but the process is being delayed by the pending concession agreement review which NPA concluded with the terminals individually while a technical partner from World Bank operated as the mediator.

When contacted, the General Manager, Corporate and Strategic Communications of NPA, Mr. Olaseni Alakija said that it would require an official letter and an approval for him to speak on the subject.

Experts, however, have opined that the absence of queries by the affected seaport terminals might be an indication that the status quo leaves them in a cozy economic environment with regards to their lease and royalties.

Speaking with MMS Plus, on the expired contracts, a veteran maritime lawyer, Barr. Emmanuel Nwagbara explained certain conditions that could see the terminals make retroactive payments to the government.

His words: "In a case where the contract is silent on renewals, what usually happens is that the conditions that were contained in the expiring contract would continue to apply until a new contract is entered into."

"In some rare circumstances the contract could specify that renewal terms will be different

from the expiring contract terms. Hence, no matter the point of renewal, the new contract would take off on the date following the expiration of the former one. In this case, the new terms that will be reached would have a retroactive impact from the time the former contract expired."

Nwagbara described the contractual terms for seaport terminals as 'very complex and long'.

"There are various aspects such as infrastructure provisions, labour, pricing for services and other issues. The contract is a huge document that is compartmentalized," he stated. According to the veteran lawyer, the delay in renewal should be a cause for worry for maritime operators and stakeholders, especially port users.

"It appears that the seaport terminals are enjoying the delay and operating on the same terms in the expiring or expired agreement because the value of the dollar is far higher than it was when the contract was entered 15 years ago," he added.

While the hushed review has been criticized widely by industry stakeholders as the process didn't allow for germane contributions by the port economic regulator, NSC and other crucial stakeholders, the ongoing contractual renewal for the affected terminals has featured NSC, NPA, BPE, ICRC and the terminal operators.

A member of the ongoing renewal deliberations and Director of Consumer Affairs of NSC, Mr. Cajetan Agu confirmed that Shippers' Council, BPE, ICRC and NPA are currently engaging the affected terminals for the renewal.

When pressed to comment on the possibility of new pricing for the services of the terminals, Agu argued that there was no link between the terms of renewal and the fiscal cost of the services rendered by the seaport terminals.

His words: "If a terminal's concession has expired, the next action to be taken is to renew it. So, that doesn't relate to pricing. The renewal process for the affected terminals is ongoing and I'm a member of the committee which is headed by the Ministry of Transportation. The committee also has representatives from the Ministry of Justice, BPE, ICRC, NPA and the terminals."

Meanwhile, he posited that there are some economic indicators to guide the team overseeing the renewals as they deliberate with the concessionaires to review the price upward or downward.

When contacted, the General Manager, Corporate Communications of SIFAX Group, Mr. Muiyiwa Akande confirmed that the Group's subsidiary, Ports and Cargo, has seen its contract elapse but the organization is working with the necessary authorities to conclude the renewal process.

Also speaking on this development, the Chairman, Nigerian Ports Consultative Council (PCC) Otunba Kunle Folarin said that the notice to continue operations despite terminal operators' expired contracts must have been approved by BPA.

"There must have been conditions for renewal and stoppage. This notice must come from the organization that handed over the terminals to the private operators and that organization is the BPE. If BPE hasn't authorized them to stop operations they have to go on because they can't leave a vacuum in port operations. A vacuum in port operations would be counterproductive for the nation."

"As long as there is cargo throughput, the terminals should continue to pay royalties on the throughput as well as the lease for the terminal. The terminals remain liable to pay because they are still operating," Folarin said. Efforts to extract reactions from the spokesperson at BPE and ICRC were futile until press time.

Continued from page 1

(MTEF/FSP) public presentation, adding that the projected budget will have a deficit of 3.05 percent.

"The total budget size will be 11.907tr but when you add the government owned enterprises, it moves to N13.91tr. This is compared to the N13.58tr for 2021. Then in 2023 the budget size moves to N15.45tr and N16.77tr in 2024. For 2022 we will have a fiscal deficit that is 3.05%. This is just 0.5% higher than what is in the Fiscal Responsibility Act. It is also an improvement on the 3.93% that is in the 2021 appropriation," she

Federal Government Targets...

stated.

She indicated that the financing items for the budget will include proceeds for the privatization, drawing multilateral/bilateral loans and new borrowings from both domestic and local markets to fund the deficit of N5.622tr in the 2022 budget and a similar amount in the 2023 budget. Borrowing will be 50% local and 50% international.

The Minister also said Nigeria may spend N900bn on fuel subsidy in 2022 if the federal government continues to subsidize Premium Motor Spirit

otherwise known as petrol.

"We must get rid of the subsidy because Nigeria is subsidizing petrol for the whole region. The price of the product is \$500 in some African countries. There are few people that can afford cars in Nigeria while some have two. The poor people that should benefit from government interventions, at most, use public transport to get to their destination

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Analyzing Malanta's Maiden Five Months At Nigeria's Premier Port

By Kenneth Jukpor

“Every record has been destroyed or falsified, every book rewritten, every picture has been repainted, every statue and street building has been renamed, and every date has been altered. The process is continuing day by day and minute by minute” - George Orwell

Like this apt saying by a legendary English novelist, George Orwell, the Customs Area Controller (CAC) Apapa Command, Comptroller Yusuf Malanta has written the history of the Command with higher revenue accomplishments and improved efficiency which appeared to have reached the peak when he received the mantle of leadership five months ago.

MMS Plus recalls that after receiving hand-over notes from his predecessor, Acting Assistant Comptroller-General, Headquarters, ACG Mohammed Abba-Kura, Malanta set higher revenue targets for the Command and he seems to be focused on this goal despite several distractions.

It was at the Apapa port that Abba-Kura distinguished himself flamboyantly with anti-corrupt practices and ever increasing revenue accomplishments. Therefore, it was seen by industry observers as unrealistic to expect more from Malanta, given the tough economic situation in the country.

Malanta has already endeared himself to the Comptroller-General of the Nigeria Customs Service (NCS) Col. Hameed Ibrahim Ali (Rtd) who commended the Apapa Controller for the seizure of container No. GESU 6642430 (1×40 FT), containing 1,427 cartons of unregistered pharmaceutical products.

In what he described as 'a sterling performance', CGC Ali praised Comptroller Malanta for exercising due diligence on the interception and arrest of the banned items.

The intercepted container was laden with 144 cartons of 200mg Tramadol tablets; one carton of 100mg Tramadol tablets, 958 cartons of Septran (Co-Trimoxazole), 180 cartons of CAC – 100 Plus Effervescent Tablets and 144 cartons of Oxytocin Injection.

In a commendation letter signed by Comptroller KA Olusemire, the Comptroller General was quoted as



Yusuf

saying: “By this act, you have demonstrated a zero tolerance attitude for corruption and other vices in line with the policy thrust of this administration.”

The letter also commended all officers of the Command for the laudable feat.

In April 2021, Malanta led the Apapa Customs Area Command to a new record of N65.5 billion which stands as the highest revenue collected in a single month at the Command. It also represented an increase of over N25 billion when compared to April 2020 revenue figures.

Meanwhile, in line with the provision of extant laws, trade guidelines and enforcement of government fiscal policy measures, the Command has been able to further strengthen its anti-smuggling operations against economic saboteurs through credible intelligence driven operations.

“This led to the seizure of 4x40ft containers laden with unregistered pharmaceuticals 674 cartons of tramadol tablets in 225mg and 120mg, and 805 cartons of codeine syrup in 100ml at APMT and SIFAX 3 Bonded Terminal respectively. These importations contravene Sections 46 & 47 of

CEMA Act CAP C 45 LFN 2004,” the Area Controller said.

Noting that these dangerous drugs pose serious threat to health of the citizenry and economic well-being of the country, he warned importers to desist from such businesses even as he encouraged shipping lines to scrutinize cargoes heading to the country in a bid to tackle the menace of drug abuse.

Speaking with MMS Plus newspaper on some of the observations at the Apapa Customs under Comptroller Malanta, the President General of the National Association of Freight Forwarders and Consolidators (NAFFAC), Prince Adeyinka Bakare posited that in terms of discipline bordering on professional conduct and integrity with regards to revenue, Malanta is upright.

Bakare also stated that he is aware that as Area Controller, Malanta goes into the terminal to observe how Customs officers conduct examination of cargoes.

“He has a hands-on approach to his job and I can say that in the short time at the helm of Apapa, he has made an appreciable effort to improve things positively. We should also note that he isn't new to the Command, because he also served there as APM. This also

gives him an advantage with regards having in-depth understanding of the peculiar situation of the port and the Customs operations. I have known him long before he became Area Controller. I knew him before he rose to the rank of Assistant Controller and Deputy Controller, but today he is the Controller in-charge of the Apapa Command,” Bakare added.

While applauding the positive developments at the Apapa Area Command under Comptroller Malanta, the Coordinator of Save Nigeria Importers, Exporters and Freight Forwarders Coalition (SNIEFFC) Dr. Osita Chukwu warned the Customs boss not to be carried away by the higher revenue also influenced by the increasing foreign exchange rate.

Dr. Osita also urged the administration of Malanta to address the multiplicity of alerts at the Command, even as he encouraged the Command to set a new standard that will see goods cleared from the Command exit the ports without interruption by other Customs units at the port environs as well as those on the highways.

His words: “The dollar rate is something that affects the revenue collected by Customs but it isn't something that the Area Commands or even the national officers allude to, when they talk about increment in revenue collected. My advice to Comptroller Malanta is to have this factor at the back of his mind because it will make him have a humble approach to his job. Recently, the exchange rate moved from N380/\$ to N405/\$ and this would also translate to increase in revenue for Customs”

“We can't talk about effective Customs operations at Apapa until the cargoes that leave that port aren't intercepted by other units of Customs at the port gate, port access roads and major highways. The recurring seizures should spur the Area Controller to address the issues of compromise by some officers who allow undervalued goods to leave the Apapa port. There have also been cases where freight forwarders pay in excess for goods cleared at the ports either by error or by following advice from overzealous Customs officers. We should begin to talk about avenues for a refund for such cases.”

In the last five months, Malanta has solicited the support of officers and port stakeholders, noting that his predecessor was able to achieve such a level of success in the Command through enormous support from stakeholders and officers.

His words: “I want attitudinal change so that we can achieve better in this premier port, Apapa. I'm a team player. I'm here to learn more, especially from the officers here. I'm here as an administrator. Most people say I'm already grounded in Apapa but I consider myself as a brand new officer in Apapa because I left here six years

ago and things have changed.” Taking a cue from Bishop T.D Jakes popular saying; “Whatever you celebrate, that's what you attract and it will activate something in your life!”, Malanta expressed excitement on the high recommendations by the immediate-past Area Controller, extolling the accomplishments of Abba-Kura in revenue generation, anti-smuggling strides and boosting officer's morale.

Speaking on the 2020 revenue collected at the Command which was more than one-third of the total revenue accrued by the Customs, Malanta said; “Last year's revenue has a little stitches following the COVID-19 pandemic. If we address the issues, we can achieve more this year. There are loopholes and lacuna that we can close to generate more revenue”

During his inaugural speech, Malanta also assured of his commitment to facilitate legitimate trade for honest and compliant practitioners, even as he warned that he wouldn't make friends or patronize non-compliant importers and freight agents. The results at the Command as well as further findings show that he has kept these promises so far.

In the spirit of sportsmanship, he noted that NCS and the Nigerian Drug Law Enforcement Agency (NDLEA) have agreed to deepen information sharing with the goal to scrutinize and seize contraband in May 2021.

The Customs Area Controller made this proposal while engaging the NDLEA official in charge of SIFAX Bonded Terminal, Mr. Austin Opiepe as NCS unveiled tramadol and codeine seizures at SIFAX terminal at Ijora Causeway.

Speaking with the NDLEA official, Malanta said: “It's important that we deepen our intelligence sharing and intelligence gathering. If you were aware of this and you didn't tell me, it doesn't speak well of both agencies of government. We should collaborate on these issues and also jointly show it to the public.”

Malanta revealed that NCS was able to trace the container carrying tramadol and codeine concealed with hotpots, from the origin through intelligence and revealed that the consignment came from India via the Mediterranean Shipping Company (MSC).

As John Quincy Adams puts it; “If your actions inspire others to dream more, learn more, do more and become more, you are a leader.”

It has been one amazing ride since Malanta's emergence as the CAC at Apapa Command, but he is expected to do more to cement a status as an amazing leader in the history of Apapa port which is the nation's premier port.

OIL & GAS

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Nigeria, Others May Raise Oil Production By 2 Million Bpd

The Organisation of the Petroleum Exporting Countries and its allies appear set to increase their combined oil production by about two million barrels per day from August to December to meet recovering global oil demand.

Ministers from OPEC and their allies, a group known as OPEC+, began online meetings on Thursday.

The alliance's joint committee, which includes Saudi Arabia and Russia, recommended the group should add 400,000 bpd each month from August to December, Bloomberg quoted a delegate as saying on Thursday.

It said the panel also suggested the expiry of the supply-cuts agreement be extended to December 2022.

If agreed, the alliance's collective production cuts would shrink by about one-third by the end of the year to about 3.76 million bpd, from July's 5.76 million bpd, according to Platts.

Responding to oil demand destruction caused by the COVID-19 crisis, OPEC+ last year agreed to cut output by almost 10 million bpd from May 2020, with plans to phase out the curbs by the end of April 2022.

Oil prices extended gains on news of the latest increase plans because some traders had expected a bigger output rise in August.

The international oil benchmark, Brent crude, rose by \$1.39 to \$76.01 per barrel as of 7:52pm Nigerian time on

Thursday.

The proposed increase "would keep the market tight this summer, with still rising demand over the coming weeks", UBS analyst Giovanni Staunovo was quoted by Reuters as saying, adding that consensus had been for an addition of 0.5 million bpd a month or slightly more.

An OPEC+ technical panel on Tuesday had said it expected oil demand to grow by 6 million bpd in 2021 but flagged risks of a glut in 2022, saying there were "significant uncertainties" including an uneven global recovery and rising cases of the Delta variant of the coronavirus.

Read the full story online
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Executive Secretary NCDMB, Engr. Simbi Kesiye Wabote; Managing Director of Nigerian Export-Import Bank (NEXIM), Mr. Abubakar Bello and leadership of the Diversity Sectoral Working Group, Nigerian Content Consultative Forum after the signing of the US\$40m Women in Oil and Gas Intervention Fund in Yenagoa.

Oil Experts List Benefits As National Assembly Passes PIB

Twelve years after the Petroleum Industry Bill was initiated, the Senate on Thursday passed and approved that three per cent of profit made by oil firms should be shared to host communities.

The upper chamber passed the PIB, 2021 after the clause by clause consideration of the report of its joint committee on Petroleum (Upstream, Downstream and Gas) on PIB.

Lawmakers from the South-South geopolitical zone however protested against the three per cent approved for the host communities and called for five per cent.

The Senate had before then held a closed session with the Minister of State for Petroleum, Timipre Sylva, and the Group Managing Director of the Nigerian National Petroleum Corporation, Mele Kyari.

The Senate also approved that 30 per cent of profits accruing from oil and gas operations by the

Nigeria National Petroleum Corporation would be set aside for exploration of oil in the frontier basin.

The proposed law stipulated that all exploration of frontier basins would fall under the purview of the Upstream Regulatory Commission.

It also clarified that the three per cent from the oil firm's profits would be reserved for the development of host communities.

However, before the Senate approved the clauses, the plenary was thrown into a rowdy session following the disagreements over the right percentage of oil revenue that should accrue to the host community.

This was because the report of the Senate Joint Committee on Petroleum which processed the bill had proposed five per cent for host communities.

However, when the Senate carried out the clause by clause consideration of the bill, it was reduced to three per cent.

The development led to a stalemate as senators from the Niger Delta region vehemently opposed the decision.

For instance, the Senator representing Delta South, Senator James Manager, proposed an amendment to retain the provision of five per cent in the report but he was defeated.

Also, another attempt by the Senator representing Rivers State, George Sekibo, to call for a division was overruled by the Senate President, Ahmad Lawan, who hit the gavel to re-confirm the three per cent host community provision.

The development led to a serious tension.

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Oil Demand Will Gain Momentum In H2 2021 -OPEC

The Organization of Petroleum Exporting Countries (OPEC) has said that the demand for crude oil will gain momentum in the second half of 2021, beginning from Thursday.

OPEC Secretary-General, Mohammad Barkindo, disclosed this at the 31st Meeting of the Joint Ministerial Monitoring Committee, which was held via videoconference.

He said, "Oil demand is forecast to grow by six million barrels per day to around 96.6mb/d on average for the year.

"Similar to the economy, growth in the second half of the year is expected to gain momentum, potentially surpassing 99mb/d in the fourth quarter.

On the supply side, Barkindo said the forecast by the organisation was that non-OPEC supply would grow by an estimated 0.8mb/d in 2021 for an average of 63.7mb/d.

He said, "We appear to be well on the road to recovery, with oil demand growth expected to accelerate in the second half of the year, however, let us be aware that there are still uncertainties that could entail risks for market stability.

"Firstly, we are not completely out of the danger zone with the pandemic. We have seen in recent days an uptick in the spread of the so-called Delta Variant.

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NCDMB, NEXIM Unveil \$40m Fund For Women In Oil Sector

Qualified women entrepreneurs in the Nigerian oil and gas industry can now benefit from the \$40m Women in Oil and Gas Intervention Fund deployed by the Nigerian Content Development and Monitoring Board (NCDMB) and Nigerian Export-Import Bank (NEXIM).

NCDMB is contributing \$20m to the pool and it will be matched by the same amount in naira by NEXIM, to be converted at prevailing official exchange rate, according to a statement issued by NCMDDB.

The Executive Secretary, NCDMB, Mr Simbi Wabote, and the Managing Director of NEXIM, Mr Abubakar Bello, signed the memorandum of understanding on the

administration of the fund in Yenagoa.

The target beneficiaries are firms where women hold majority shareholding of 51 per cent or where at least 50 per cent of management are women or where the Chief Executive Officers and at least 40 per cent of management are women.

Wabote said the roll-out of the fund would start on July 1, 2021, adding that the scheme would be availed to both startups and existing companies.

He said the scheme would cover manufacturing, oil service contracts, environment management, leasing, logistics, catering and training.

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NNPC transformed into 'limited liability company'

The Nigeria National Petroleum Corporation (NNPC) has been transformed into a limited liability company which operations would now fall within the provisions of the Companies and Allied Matters Act, 1990 as amended.

The new status was reflected in a report of the Senate joint Committee on Downstream Petroleum Sector; Petroleum Resources (Upstream) and Gas which was obtained by DAILY POST in Abuja.

The report dealt with an act to

provide legal, governance, regulatory and fiscal framework for the Nigerian Petroleum Industry; the development of host communities and for other related matters.

The report recommended a bill that segmented the Petroleum Industry into three; Upstream, Midstream and Downstream. The report also took cognizance of the commercial viability of the sector which it said was confirmed after stakeholders' engagements.

Read the full story online
www.mmsplusng.com

Assets And Financials

CBN To Issue N722.17Billion Treasury Bills In Q3 2021

The Central Bank of Nigeria (CBN) seeks to raise a sum of N722.17 billion in cash through the issuance of treasury bills in the third quarter of 2021.

The apex bank made this known through its treasury bill programme for Q3 2021, between June and August 2021.

According to the disclosure, a sum of N41.36 billion will be issued for the 91-day maturity period, N151.13 billion for the 182 days, while N529.68 billion for the 364 days maturity period, summing up to a total of N722.17 billion.

The report also shows that the offer amounts are subject to further changes at short notice and 1 unit of Nigerian Treasury Bills amounts to N1,000.

It is worth noting that the CBN sells treasury bills on a bi-weekly basis to investors and is one of the safest investments available. Interests are paid upfront and the principal paid in full upon maturity.

Read the full story online
www.mmsplusng.com

Federal Government To Unlock N500bn Auto Investment

The federal government has reiterated its commitment to unlock the potentials of the auto industry with a view to support the N500 billion investments into assembly plants.

Director General of the National Automotive Design and Development Council (NADDCC), Mr Jelani Aliyu said that as far back as 2019, the auto manufacturers had invested N500bn into assembly plants with installed capacity of 400,000 units of vehicles per annum.

Speaking at the 15th Motor Fair organised by BKG Exhibitions in Lagos, the DG said the investment had not yielded much results due to the challenges in the market and the lack of patronage from Nigerians.

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Forex, Tax, COVID-19 Top Firms' Concerns - KPMG

Foreign exchange, tax and the COVID-19 pandemic are the major concerns of Chief Financial Officers of companies operating in Nigeria, according to a new report by KPMG.

The multinational consulting firm, in its 'Nigeria 2021 CFO Outlook Survey' report, said, "Foreign exchange takes the top spot, indicating the persistent issues around foreign exchange illiquidity and volatility induced by exogenous factors, which have daunted private sector growth.

"The naira has seen further depreciation in both the official and parallel market rates by 8.2 per cent and 6.8 per cent to N410 and N502 respectively, stoking further concerns around the outlook for foreign exchange rate. Moreso,

foreign exchange illiquidity has continued to persist due to sustained pressure on foreign reserves (-4.3 per cent year-to-date to \$33.8bn)."

The report said the increased oil prices and inflows from external borrowings should provide cushioning for the central bank to achieve its exchange rate harmonisation mandate, thus providing some respite for businesses.

It said, "Furthermore, we have newcomer COVID-19 as the third most important stay-awake issue, knocking off 'profitability and cost management' from the list. As the pandemic continues to evolve, there has never been a more pressing need for businesses to rethink and reconfigure their businesses for

a changed world.

"CFOs have highlighted concerns around tax multiplicity, aggressive tax collection drive and lack of transparency in customs/excise administration as their top issues around tax policies in 2021. On tax matters, the new tax administration solution (TaxProMax) is expected to optimise the tax payment process by making it easier and faster.

The report said the CFOs identified security, infrastructure and power to be the top three matters that the government needed to address to enable ease of doing business, spur economic growth and enhance public trust in 2021.

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Officials of the Enforcement Unit of Nigerian Shippers' Council (NSC) sealing the Associated Port & Marine Development Company (APMDC) last week, over non-compliance with regulatory directives and arbitrary charges.

Afreximbank To Invest \$2.5bn In Nigeria's Economy And Infrastructure Projects

The African Export-Import Bank (Afreximbank) says it will invest \$2.5 billion in Nigeria to support critical infrastructure projects in the country.

Benedict Oramah, president of Afreximbank, announced this on Thursday when he led a delegation of the bank on a courtesy visit to Boss Mustapha, secretary to the government of the federation (SGF).

According to him, Afreximbank has done cumulative disbursements of about \$20 billion in Nigeria in the past five years.

"Today, we have the current transactions that on the implementation in Nigeria amount

to \$3.66 billion. We have another \$2.5 billion in the pipeline," he said.

He noted that Nigeria is important in terms of the share of membership of the bank, the pivotal role it plays, and also the extent of activities the bank undertakes in Nigeria.

"We decided that we should be coming periodically to brief the SGF that through him also, such briefing can be extended to the different agencies of government. So that as we implement our work, we will continue to receive the support we need," Oramah added.

Oramah said another purpose was to brief SGF on other

intervention programmes in establishing African Medical Centre of Excellence (AMCE) in Abuja and African Quality Assurance Centre (AQAC) in Ogun state.

He said the visit was to also brief the SGF about the bank's plans to support Nigeria to manufacture vaccines, given the present COVID-19 pandemic in the country.

In his response, Mustapha expressed optimism that the credible infrastructural facilities Afreximbank had put in place would help address so many issues in Nigeria and stimulate the economy.

Read the full story online
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FG, Partners Inaugurate Dashboard On Fertilizer Pricing, Others

The Federal Government and its non-governmental organisation partners have inaugurated a dashboard to provide farmers and stakeholders in Nigeria with data on fertiliser pricing, consumption and production, among others.

The Permanent Secretary, Federal Ministry of Agriculture and Rural Development, Ernest Umakhihe, who inaugurated the facility in Abuja, said the 'Visualising Insight on Fertiliser for African Agriculture Nigeria Dashboard' was developed to make fertiliser data accessible to stakeholders in Nigeria.

Other partners of the Federal Government in the development of the dashboard include Development Gateway, a technological international NGO, and International Fertiliser Development Agency, among others.

In his address at the event, Umakhihe said, "In the ministry's policies for agriculture, the importance of understanding the accurate quantity of fertiliser consumed and what is expected to be consumed in Nigeria has always been emphasised.

"To facilitate swift data collection, the ministry has established the Fertiliser Inspectorate Unit, which in addition to working as foot soldiers in the implementation of the Fertiliser Act and regulations at the state level, will be collecting fertiliser data.

"This effort has been boosted with the coming of the VIFAA Nigeria Dashboard, which can harness and analyse data from different sources aside from the ministry."

According to the permanent secretary, Nigeria presently needs accurate, adequate and timely fertiliser information to help farmers, decision-makers and other stakeholders in the planning and implementation of agricultural projects and programmes.

On her part, the Programme Manager, VIFAA Nigeria for Development Gateway, Beverly Hatcher-Mbu, said her firm worked with officials of the FMARD to come up with the dashboard.

She said the tech firm researched data ecosystems to identify incentives and barriers to fertiliser data use and built technical tools to support data analysis, visualisation, and management.

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Cowry Asset Market Update

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ECONOMY: NNPC Plans to Fund Proposed 20% Equity Stake in Dangote Refinery with Debts...

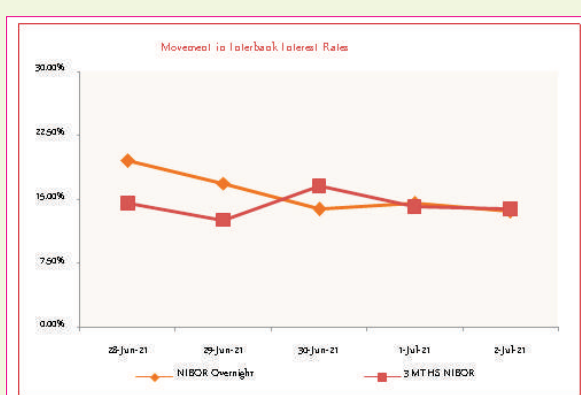
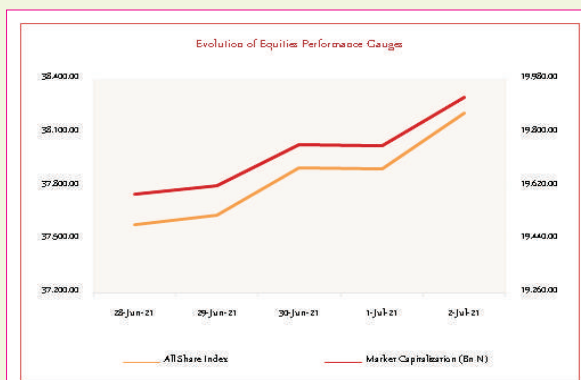
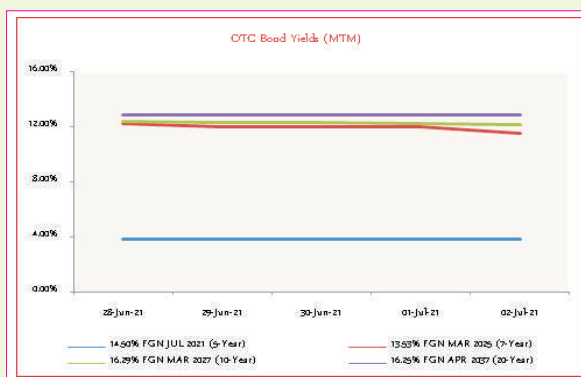
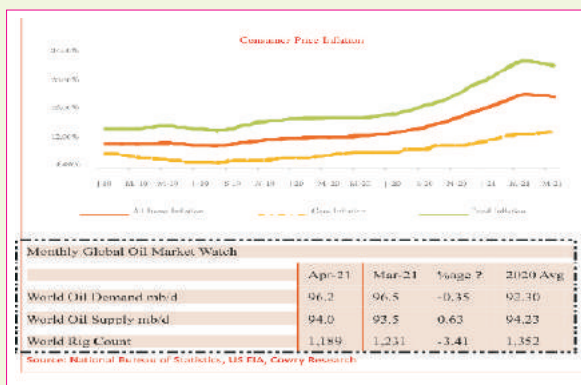
In the just concluded week, the Nigerian National Petroleum Corporation (NNPC) stated that it will fund its proposed 20% equity stake in Dangote Refinery using borrowings from financial institutions. The government owned enterprise plans to borrow up to USD3.8 billion to achieve its objective of having equity stake in the 650,000 barrels per day refinery, located in Lekki Free Zone, Lagos State. According to NNPC Group Managing Director, Mallam Mele Kyari, the refinery – estimated to produce 50 million litres of premium motor spirit (PMS) per day – is expected to come onstream in 2022 and is tentatively valued at about USD19 billion. He mentioned that repayment of the borrowed fund would be majorly from the dividends the Commission receives from its equity investment in the refinery. The NNPC boss stated that as part of government's strategy to secure its energy needs and guarantee the country's security, it would take similar equities stake in significant businesses in the oil and gas sector, such as fertiliser plants, methanol plants and small condensate refineries in excess of 50,000 barrels per day. Meanwhile, the state oil giant still wishes to go ahead to overhaul its refineries despite several failed attempt by previous administrations to get them fixed with huge amounts of money spent. Currently, maintenance work has begun on Port Harcourt refinery while the Engineering, Procurement and Construction (EPC) contracts for Warri and Kaduna refineries will be awarded this month of July 2021.

We believe the future of the national oil company (NOC) can be transformed if run as a privately-owned company – as this will increase its capacity to harness the potentials in the country's oil and gas sector. Governments in other countries that have taken this step were able to open up economic opportunities in their countries. The Mexican Government privatised its national oil company, Petroleos Mexicanos (PEMEX); currently, PEMEX is one of few completely vertically integrated oil companies in the world, involved in everything from exploration to distribution and commercialization of end products. It produces upwards of 2.55 million barrels of crude oil and 6.39 cubic feet of natural gas per day. Some of its products include petrochemicals, natural gas, liquid gas, sulphur, gasoline, kerosene, and diesel. Also, Saudi Arabia's NOC, Saudia Aramco, which was also set up as a legal entity separated from the government is also creating economic value even as it continues to spread its business operations across the globe. In another development, Zenith Bank Plc emerged as the number one bank in Nigeria by Tier-1 capital, for the third consecutive time, in the 2021 Top 1000 World Banks' Ranking published by The Banker Magazine – a publication of the Financial Times Group of the United Kingdom.

It was also ranked as the 454th bank globally even as it maintained the only Nigerian bank in the Top 500. Tier-1 capital which speaks to the capital adequacy of a bank, is the core measure of banks' financial strength. Its composition as determined by the Central Bank of Nigeria include: Paid-up share capital; Irredeemable preference shares; Share premium; General Reserves (Retained profit); Small and Medium Enterprises Equity Investment Scheme Reserves (SMEIS); and Statutory Reserves. The ranking was based on bank's Tier-1 capital as at FY 2020.

We feel that NNPC's proposed use of debt to fund its equity stake in Dangote refinery appears to be economically justified given the lean purse of the federal government and its growing expenses even at a time insecurity has reduced government capacity to generate more income. However, the state oil giant's move to overhaul the other refineries appears to be another round of waste of resources. Instead, we expect NNPC to sell off those refineries to private players and take up minority stake in them.

FOREX MARKET: Naira Weakens against the USD at



Most FX Markets...

In the just concluded week, Naira appreciated against the USD at the Investors & Exporters Window by 0.42% to close at N411.25/USD despite the external reserves declining w-o-w by 0.71% to close at USD33.28 billion as at July 1, 2021. However, Naira continued to weaken against the USD at the Bureau De Change and Parallel 'black' market by 0.40% and 0.60% to close at

N498.00/USD and N503.00/USD respectively. Meanwhile, NGN/USD exchange rate closed flat at N380.69/USD at the Interbank Foreign Exchange market amid weekly injections of USD210 million by CBN into the forex market: USD100 million was allocated to Wholesale Secondary Market Intervention Sales (SMIS), USD55 million was allocated to Small and Medium Scale Enterprises and USD55 million was sold for invisibles. Elsewhere, the Naira/USD exchange rate rose (depreciated) for all of the foreign exchange forward contracts: 1 month, 2 months, 3 months, 6 months and 12 months exchange rates rose by 0.08%, 0.27%, 0.23%, 0.45% and 0.51% to close at N413.43/USD, N416.17/USD, N418.11/USD, N424.09/USD and N435.74/USD respectively. Meanwhile, the spot rate remained flat at N379.00/USD.

In the new week, we expect Naira to weaken against the greenback at most FX Windows amid declining external reserves which suggests a weakening capacity of the apex bank to continue to defend the local currency.

MONEY MARKET: Stop Rate for 364-day Bills Falls to 9.15% amid Huge Subscription...

In the just concluded week, CBN sold more T-bills (worth N163.62 billion) than the matured T-bills worth N81.74 billion in the primary market with a decline in stop rate at the longest end of the curve given the high subscription amount worth N435.85 billion. Specifically, stop rate for 365-Day bill fell to 9.15% (from 9.40%) in line with our expectation. However, stop rates for 91-Day and 182-Day bills remained at 2.50% and 3.50% respectively. In tandem with the declining stop rate, NITTY declined for most maturities tracked amid buy pressure. Notably, NITTY for 1 month, 3 months, 6 months and 12 months maturities moderated to 3.13% (from 3.70%), 4.01% (5.03%), 5.78% (from 6.87%) and 9.52% (from 9.71%) respectively. Elsewhere, activity at the OMO space was muted as there were no auctions. Nevertheless, NIBOR rose for most tenor buckets. NIBOR for 1 month, 3 months and 6 months rose to 12.75% (from 9.86%), 13.94% (from 11.28%) and 15.59% (from 13.45%) respectively. However, overnight funds rate fell to 13.67% (from 25.10%).

In the new week, treasury bills worth N30.00 billion will mature via OMO; hence, we expect interbank rates to move in mixed directions amid marginal inflow of matured OMO bills.

BOND MARKET: FGN Bond Yields Fall for Most Maturities Tracked on Buy Pressure...

In the just concluded week, sentiment was positive in the market as bond prices appreciated while the FGN yields decreased for most maturities tracked. Specifically, 7-year 13.53% FGN APR 2025 and 10-year 16.29% FGN MAR 2027 gained N2.17 and N2.14 respectively; their corresponding yields fell to 11.54% (from 12.26%) and 12.16% (from 12.17%) respectively. However, the 5-year, 14.50% FGN JUL 2021 lost N0.21 while its corresponding yield rose to 3.82% (from 3.80%). The 20-year, 16.25% FGN MAR 2037 closed flattish as its yield flatlined at 12.90%. Meanwhile, the value of FGN Eurobonds traded at the international capital market fell for most maturities tracked; the 10-year, 6.375% JUL 12, 2023, the 20-year, 7.69% FEB 23, 2038 paper and the 30-year, 7.62% NOV 28, 2047 debt lost USD0.15, USD0.88 and USD1.07 respectively; their corresponding yields rose to 2.79% (from 2.75%), 7.47% (from 7.38%) and 7.66% (from 7.56%) respectively.

In the new week, we expect local OTC bond prices to increase (and yields to moderate) as long term yields remain relatively attractive amid declining yields in the money market.

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...Speed and Delivery Redefined

Continued from back page

for their ships. The government will understand the needs of the ship owners and the training institutions will also fall in line with regards to the training needs. The requirements for certification will be spread out to the training institutions; the requirements of government quality and the ship owners' requirements in terms of quantity and quality but we don't have that body in Nigeria. So, all of them are independent and everyone is begging each other to do what is entrusted. I've said this for more than 20 years but here we are. Every arm is struggling; the ship owners will blame the quality of training, the institutions do not know what the ship owners really want, the certification also is not getting the required interpretation of international standards.

If we don't get the foundation right, we might not get the harmonized system where everyone will be satisfied. We'll keep preaching for a board to be constituted, I used to call it different names but its main objective is to coordinate all the needs responsible for successful training of seafarers. That is the major issue.

Another problem is having Nigerian owned vessels. In Nigeria, we generate a lot of cargo so we just need to find a way of owning ships like every other nation that has developed its maritime sector or we will continue to have the gaps that ship owning is creating. If we have a gap it cannot be filled by magic or wishful thinking, but if we own ships we can develop our insurance sector, our management capacity, seafaring, shipyards and repair yards, our ship registration will be strong and we'll have respect among the committee of shipping nations.

However, if we just generate cargoes for other countries to ship into our country, it's as if we don't know what we're doing. He who owns the sea owns the world power; if you don't fly your own flag in the oceans of the world then you're an underdog. These are things the government should be focused on, you cannot be a big person when you can't do little things. If we take little things for granted, then definitely we can't do the big ones successfully.

What's your opinion about the Deep Blue project and to what extent would be the impact in the Nigerian maritime sector and the global shipping community?

The Deep blue project is a gigantic one. It's a high profile project but I think the fundamental issue is that we have a good foundation of security and safety in the coastal areas. Flying aircrafts and drones, arresting

Addressing Root Causes Of Piracy Is Vital



Akinsoji

people, mobilizing speed-boats and mother ships etc, to me the world will embrace and applaud us because we're buying all these equipment from them but the important thing is that we need to address the fundamental institutional base.

We're going to arrest people that are sea pirates and robbers. Do we have a solid instrument and procedure to prosecute them and liquidate their spoils and discourage them from doing it again? What is the root cause of these individuals going into sea piracy and robbery? Who are the people that are responsible for these acts? Where do they come from? Where do they take their spoils? When they finish their illicit businesses on sea they come back to shore, how do we handle this? Is the institutional instrument reliable to handle the matter?

These are issues that look very simple but they're complex in a

way and they're municipal in nature. We need good understanding as a sovereign nation to handle this. We must have a good law and structure to implement and interpret the law. We must be able to test and enforce it. We need to train the people that are going to interpret and implement it also. I know some few people have been arrested in the past but how far do they go in prosecuting them? Who are the lawyers involved? Are they trained? Even the law that was made could not be copied correctly for the unlawful acts against ships, it was not properly edited and proofread. The objective should be to stop piracy so we need to really look at the objective and focus on how we go about it to make it a success.

If we spend money on all these equipment such as the Deep Blue assets, we'll still rely and come back to the fundamental issues

like the fact that people need to be self aware, to be knowledgeable, to be responsible and law abiding citizens etc. These are Nigerians that are connected and related to the coastal areas, if we're not able to carry them along and make them understand the benefits or consequences of the Deep Blue project, then what we're doing is a waste. If they're trained to be a coast guard they'll not be involved in sea piracy to destroy what they're supposed to guide.

You find coast guards in England, all the villages along the coast have coast guards who are proud that they protect their area and when you're proud of protecting your area, you'll go against people that want to destroy it. So, we need to have an orientation that is well sponsored and cared for along the coast where these people are emerging from. Once we're able to do that, we won't find people that will get themselves involved in sea robbery and piracy.

It's not easy to be a sea pirate, they go into a lot of planning, they borrow money to hire boats and take a lot of risk to commit such crime; but the truth is that they don't want to do this and sometimes, they don't have alternatives. They have not been shown that there are better alternatives that can lead to a better future. So, I think we should be more humble in handling our matters; we need to have a lot of passion, patriotism and commitment for our country. We need to look at ourselves and say that we want to do it for ourselves by ourselves. It's not only money that does everything.

How can Nigeria achieve the removal of war risk insurance on ships heading to our shores?

Since we have spent a lot of money on infrastructure to keep our waters safe, we can start advocating for the removal of war risk insurance. However, the war risk toga is not as if the globe hates us, we're good friends because of the economic provision we offer to world trade. We're an important

link but it's the hostility they face along the territorial waters they're trying to prepare themselves for. If they want to take a risk against armed robbery or sea piracy then they must charge for the risk.

Nevertheless, if we're able to utilize this Deep Blue project in a way that the suppression of crime is achieved, they will consider taking away the war risk on cargoes and ships. It has been there for a very long time. It used to be a hidden charge on Nigerian cargoes, it's just recently that it came to light. I've always said that these are hidden charges that importers and exporters don't know about and the agencies are not efficient enough to understand it but now they've come out and it is time to end it.

There are also concerns that if the war risk charge is removed, it will be inserted somewhere else. The only way the global shipping bigwigs can be happy to trade with us is when we have a serene environment that is friendly. By the laws of the United Nation, these are innocent vessels, they're supposed to be peaceful, they're not supposed to encounter any problems but there are so many problems around us; ships come in and we're not able to provide them water, sometime they have to buy water, we can't supply bunker, there's delay in Customs releasing them, they spend more time at the port unnecessarily, agencies asking for documents that don't really count, many officials boarding a vessel as if they are all from different countries.

With the current ICT innovations, one official can board a vessel and all the documents required are available online whereby all agencies can access and extract what they need. They don't have to physically meet the ship captains and distract them. We need to make a friendly environment for merchant ships to come visit us. They don't have to be afraid when approaching our waters and they don't have to start tightening their security etc. When they put extra charges on our cargoes they have justification for it. We just need to address the fundamental issues and place a good foundation to shipping development and interaction with other nations. We also need to consider seriously participating in the carriage of goods. It's very shameful and painful that we generate a lot of cargoes but we don't fly our own flag on the seas.

“It's not easy to be a sea pirate, they go into a lot of planning, they borrow money to hire boats and take a lot of risk to commit such crime; but the truth is that they don't want to do this and sometimes, they don't have alternatives. They have not been shown that there are better alternatives that can lead to a better future.”



NSC: Jime's Choice And Uncertainty

Two roads diverged in a
yellow wood,
And sorry I could not
travel both
Abend one traveler, long I
stood
And looked down one as
far as I could
To where it bent in the
undergrowth;

I shall be telling this with a
sigh
Somewhere ages and ages
hence:
Two roads diverged in a
wood, and I—
I took the one less traveled
by,
And that has made all the
difference.

-Robert Frost

Emmanuel Jime is at the crossroads of diverging roads at this moment as an individual in his life's journey. In the above first and last stanzas, *Robert Frost* in his poem, **"The Road Not Taken"** captures the dilemma of a lonely traveler torn in between choices and uncertainties. His decision or choice of future action is of utmost significance since the decision decides his destiny. The poet, *Robert Frost*, through this poem asserts the importance of the right decision at the right time. In life we have to make our choices; sometimes we have to make these choices without the full understanding of the state of affairs. Even then, we should arrive at a decision only after carefully considering all the crucial moments that will determine and change the path of our



Jime

life. Hence, the poem stresses the need for deep and critical analysis of the situation before we arrive at a life-transforming decision. The maritime industry makes or mars political careers, so there is a decision to be made and a life will be changed, perhaps forever. Examples of victims of political career misadventure in the industry abound. It is, therefore,

expected that Jime will take the road less travelled by that will make the difference. How can he achieve this? Last week, this column, *The Sperm* espoused the modest contributions of the Nigerian Shippers' Council (NSC) to the economy under the immediate past Executive Secretary/ Chief Executive Officer (CEO), Mr. Hassan Bello and his dynamic

leadership style that attracted the fortunes, as a reference for the in-coming CEO of the Council, Rt. Hon. Emmanuel Jime and many other public servants. Jime was urged to strive to surpass the gains or sustain the tempo, at worst. However, as he assumes office this week, many of the Council's members of staff are curious and asking too many questions wrapped in uncertainties that resonate in choices. Unfortunately, their choices are cast on Jime's choices of either making a positive difference with them or drifting away with political dreams.

Jime's profile as a formidable politician in his state has thrown up fears that he might be contesting another election in 2023. And if this fear is anything to go by, it simply means that the performances of the Council will be jeopardized or derailed and focus blighted. He will be torn between reality and shadow. It also means that between his time of resumption and 2023, NSC will be, at best, a 'dangling modifier' because the entire 2022 is invariably a political year by Nigeria's political calendar. Governance usually takes flight for politics in parastatals and ministries, especially where the sitting minister or agency head aspires for a political position.

Former Director –General of Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside and the sitting Managing Director of National Inland Waterways

Authority (NIWA), Chief George Moghalu, are good examples of parastatal heads whose political aspirations eclipsed their agencies performances. Dakuku came highly rated in his state, engendering high hopes and expectations from industry stakeholders. Today, all that have become castles built in the air. Back in his state, his political rating took a break.

From the day he took office as the head of NIWA on 7th October, 2019, Moghalu did not hide the fact that he had his eyes on becoming the governor of Anambra State. This aspiration of his left NIWA rudderless at best. With his unfortunate outing at the just concluded All Progressives Congress (APC) governorship primaries, NIWA may find its direction soon. What he lost, NIWA gains in choice and uncertainty.

NSC is in search of advancement and positioning to deliver its brief as the port economic regulator and so it needs a man who can seize the day, to make a remarkable difference even if on a lonely route divided by an accretion of choice and chance. The Council offers eight years of unbroken leadership with certainty which is divorced from that next political gambling.



A Guide to Cybersecurity In Maritime



As the maritime industry's reliance on computer-based systems increases, so do the cyber-attacks. From the almost-accidental NotPetya ransomware attack on Maersk, to the hacks of the ports of Barcelona and San Diego, cybercriminals are increasingly targeting the maritime industry.

Nanyang Technological University's Cyber Risk Management (CyRiM) Project estimates a single cyber attack on major Asia-Pacific ports could cost \$110 billion. That's roughly equivalent to half of all losses from natural catastrophes globally in 2018. Of this, insurance would only cover about 8%.

Critical safety and security systems that rely on computers are an invitation and a challenge to cybercriminals. Old systems, out-of-date software, operating systems and firmware, and increased connectivity for remote monitoring present tempting targets for attackers.

What is a cyberattack?

Before you can secure your area or defend against an attack, you need to understand the situation and the enemy's resources.

Like physical attacks, cyberattackers have a variety of motivations and methods. For a script kiddie or amateur hacker, hacking may be a puzzle game or competition, while black-hat hackers and organised attackers aim for financial gain, cyber

espionage, or ideological goals. Cyber attacks are constantly evolving. Broadly speaking, they can attack either information technology (data on computer systems) or operational technology (computer-controlled physical systems) for one of four objectives: copy data; modify data; deny access to systems or data; or take control of systems.

Data theft or alteration are hard to spot. Would you notice if criminals sell or change your data? Are pirates interested in your route planning data or your crew list? Would you notice any unauthorised additions to your cargo manifest?

Ransomware, like the NotPetya attack on Maersk, is a growing problem. It encrypts the data on a computer, denying you access unless you pay a ransom. Denial-of-service attacks deny access to the data on a site by overloading the servers with requests.

These are a problem, but attacks on operational technology (OT) can cause greater physical damage. A hacker who controls a ship's ballast system or loading computer could capsize the ship. Introducing errors in the hull stress monitoring system could break the ship in half. Do your crew plug mobile phones or USB devices into your critical systems?

What is cybersecurity?

Security results from the

measures taken by a commander to protect their forces. Cybersecurity is the same. To protect your people, systems and organisation, you need to know and understand the threats and plan adequate security measures to counter them. Under Resolution MSC.428(98), the IMO encourages Administrations to ensure that cyber risks are appropriately addressed in safety management systems by the end of 2021.

In MSC-FAL.1/Circ.3 Guidelines on maritime cyber risk management, the IMO advocates a five-step risk-based approach to cybersecurity: identify the systems, assets, data and capabilities that, when disrupted, pose risks to ship operations; implement measures to protect against a cyber-event; develop and implement measures to detect a cyber-event in a timely manner; develop plans to respond to a cyber-event; and identify measures to back-up and restore necessary systems after a cyber-event.

1. Identify your critical and vulnerable systems

Whether you're a ship, a port, or a shipping company, your industrial control systems (ICS), human machine interfaces (HMI) and databases are tempting targets. According to Pen Test Partners, the main shipboard targets are physical

security, communications, industrial control systems, loading and stability systems, ship and crew networks, navigation systems, and updating and remote administration systems.

The ENISA Port Cybersecurity Report lists common port target systems as vessel berthing, loading and discharge, temporary storage, distribution and transfer, support, security and safety, and authorities. To complicate matters, port systems are usually operated by different companies, so they need to interface with other companies' systems.

Even if we disregard databases, modern ports constantly add new ICS to their networks. Computer systems manage port security and access, RFID and optical recognition of containers, and many cranes. Many of these systems are online; even those that are not are vulnerable to malware from an infected portable device.

Several governments, organisations and classification societies, including the UK Government (ships, ports), DNV-GL, ClassNK, and a consortium including BIMCO, OCIMF and the ICS have issued guidelines for cyber security in maritime. These provide an excellent starting point to assess the threat landscape and identify measures to protect your systems.

2. Protect your systems

Even among the less technically inclined, basic cyber hygiene practices such as strong passwords, up-to-date anti-virus and firewall software, regular scans, software updates, and appropriate user privileges are becoming common knowledge. But it's not enough just to protect the network. Network segmentation helps, but if an attacker gets into the network every individual system needs its own defence to slow or prevent the attack from spreading.

Your employees are your primary weakness – and your first line of defence. They're the ones who will click a link in a phishing email, or plug an infected USB device into the network. They're also the ones who will detect early warning signs of a cyber attack, or notice

an unusual device plugged into the back of a computer. Training your crew and employees is critical, and the regular Phish and Ships newsletter is an effective way to get started.

3. Detect a cyber attack

The basic steps to detect a cyberattack are: be aware of all devices connected to the ship systems and networks; establish procedures to detect unusual activity on the ship or port systems; and constantly scan the network for problems, including signs of physical tampering with network-connected devices.

Non-technical folk can check the company website for odd changes, monitor alerts, and use automated threat detection software. Professionals can monitor and review logs for suspicious activity, or set up honeypots to trap attackers.

Again, it's not all up to the cybersecurity professionals – although they're definitely important! Train your crew and employees to detect early signs of attack, and take their reports seriously. They use the systems regularly, so they'll often be the first to notice changes.

4. Respond to the attack

Detecting a cyberattack is not enough – you have to know how to respond. Cybersecurity professionals can help you develop and implement a comprehensive response plan. Your response plan should identify the scale of the attack, assess the impact and limit the damage.

5. Recover from the attack

Backups are critical in recovering from a cyber attack. Data backups, system images and backup systems help to restore critical services. When creating your backup strategy, it's important to ensure you isolate your backups, preferably off-site. This helps to prevent malware from corrupting your backups, or a fire in one location from destroying them completely. Recovering from a cyber attack is not only about getting your systems up and running. If you don't find out what happened and learn from it, it will happen again.

Read the full story online
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Edo Inland Dry Port: Promoters seek stakeholders' collaboration

Following the signing of a Joint Venture Agreement (JVA) on the AMES-Edo Inland Container Dry Port between the Edo State government and the Atlantique Marine and Engineering Services (AMES), promoters of the project, the firm last week met with stakeholders and prospective port users in Edo State to seek improved partnerships ahead of commencement of operations.

Managing director of AMES-Edo Inland Container Dry Port, Charles Akhigbe, at the stakeholders' sensitisation meeting at the Government House, Benin City, said the port would improve economic activities in the state and create thousands of jobs for Edo people, as well as Nigerians.

[Read the full story online
www.mmsplusng.com](http://www.mmsplusng.com)

NRC, NSE, FIIRO To Produce Railway Spare Parts

The Nigerian Railway Corporation (NRC), the Nigerian Society for Engineers (NSE), and the Federal Institute of Industrial Research, Oshodi (FIIRO) have announced a plan to partner for the local production of railway spare parts.

This effort, the group said, would see to the creation of end-to-end framework from analysis and identification through test to patenting and commercialisation and production of critical spare parts for the maintenance of the railway infrastructure. They said this last week at NRC's headquarters in Ebute Metta during a meeting themed, 'Local manufacturing of spare parts for railway maintenance' and the formal inauguration of the team called the 'tripartite working group'. The Ikeja Branch Chairman of the NSE, Tosin Ogunmola, in his opening remark emphasised that this was the third visit of NSE to NRC on the proposed partnership.

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Retired Naval Officer Unveils Book On Leadership, Maritime Security

By Yusuf Odejobi

In a bid to impact generations of naval officers, military officers and other heads of maritime agencies, a retired naval officer, Rear Admiral Francis D. Akpan has unveiled a book titled "An Admiral's Compass (reflection on leadership, military strategy and maritime security). The book launch held on Thursday last week at the Admiralty Conference/Event Centre, Naval Dockyard, Lagos.

According to the author, the book is meant to set the course for those who will be responsible for leadership nationally and those who will manage the various

maritime organizations.

His words: "It's like a plea to say that we have to cooperate so we can have a conducive maritime environment for the economy to thrive and for the country to develop."

"We cannot do anything without good leadership either in the services or within other maritime organisations, so we must fit in the right kind of leaders in the 21st century that we are."

The author also called for the adoption of grooming leaders from cradle as it is done in the Navy.

"If we adopt this, we should be able to breed the kind of

leadership we expect in the service and the nation at large from the Counsellor to the President," he stressed.

The book reviewer and former Director General, National Maritime Authority (NMA), now Nigerian Maritime and Safety Administration, (NIMASA), Mr. Ferdinand Agu, noted that the central message in the book is the call for all naval officers and maritime agencies involved with maritime security to adapt to change as maritime strategic thoughts evolve and practice of maritime strategy change with time.

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L-R: Rear Admiral Francis Akpan (Rtd), Anthony General and Commissioner for Justice, Mr. Uko Udom, SAN, and Mrs. Akpan; during the unveiling of Francis Akpan's book titled "An Admiral's Compass" (Reflections on Leadership, Military Strategy and Maritime Security) in Lagos, last week.

Dakuku Charges Blue Economy Group To Attract Investments, Boost Employment

By Kenneth Jukpor

The immediate-past Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Dakuku Peterside has charged the newly inaugurated Blue Economy Coordinating Group to explore strategies to attract investment, deepen wealth creation and employment opportunities in the sector.

Dakuku, who was speaking while inaugurating the Coordinating Group yesterday, noted that the private sector driven initiative is an acknowledgment that government alone cannot achieve the vision of a vibrant Blue Economy sector that addresses the issue of sustainable development without the private sector.

He stressed that the responsibility of optimizing the benefits of the Blue Economy is a shared one between the government, private sector, civil society, communities, professionals, and other actors.

"Robust partnership by all actors has proven to be the master key to unlocking the line benefits of sustainable development of the Blue Economy. The private sector is uniquely positioned to market the potentials and attract investments to the Blue Economy sector and create limitless opportunities for us especially in employment, protection of our communities and wealth creation," Dakuku said.

Noting that the Blue Economy is a new frontier that requires more understanding and further studies on how to integrate all sub sectors, he posited that professionals and

private sector players are better suited to lead the research and advocacy.

"It is time to set a coherent National agenda for the nation to benefit from our coastal endowment. Everything about the blue economy is about collaboration. This group exist to drive collaboration and integration, promote the sector and champion a coordinated approach to the pursuit of blue economy agenda."

"I am glad that some government agencies, multi-lateral and financial institutions have already expressed willingness to partner with this group to advance the beneficial impact of Blue Economy.

[Read the full story online
www.mmsplusng.com](http://www.mmsplusng.com)

Air Travellers Risk \$3,500 Fine, FG Bans India, Others' Flights

The Federal Government last week Wednesday reviewed the quarantine protocols for travellers coming into the country. The protocol is expected to be effective from July 2.

According to a statement by the Chairman, Presidential Steering Committee on COVID-19, Boss Mustapha, non-Nigerian passport holders and non-residents who visited Brazil, India, Turkey or South Africa within 14 days preceding travel to Nigeria would be denied entry into the country.

He said the regulation did not apply to passengers who transited through these countries.

Mustapha stated that defaulting airlines would pay \$3,500 as fine for each defaulting passenger; adding that passengers on board who are non-Nigerians would be denied entry and returned to the country at cost to the airline. He also said passengers must perform COVID-19 PCR test not more than three days before boarding, adding that a PCR test done more than 72 hours before departure was not valid and such person would not be allowed to board.

Mustapha added that intending passengers (including diplomats and children less than 10 years old) must register via an online national travel portal and proceed to fill in the online Health Declaration/Self-Reporting form located on the portal.

He further said, "A negative COVID-19 PCR test administered within three days (72 hours) of departure. Airlines have been directed not to board passengers with non-PCR COVID-19 tests (such as antigen/or antibody tests), a positive COVID-19 PCR test result or tests performed beyond 72 hours of boarding.

"Permit to Travel Certificate/QR Code - generated from the Nigeria International Travel Portal on completion of a health questionnaire, uploading of a negative COVID-19 PCR result and schedule of PCR test at Day-7 of arrival in Nigeria.

[Read the full story online
www.mmsplusng.com](http://www.mmsplusng.com)

Deep Blue Project Addressing Root Causes Of Piracy Is Vital — Akinsoji

Engr. Olu Akinsoji is a maritime expert and former Pioneer Alternate Permanent Representative of Nigeria to the International Maritime Organization (IMO), London. He is also a former Rector of the Maritime Academy of Nigeria (MAN), Oron and former Director-General, Office of Government Inspector of Ships.

In this exclusive interview with MMS Plus newspaper, he bares his mind on how Nigeria can solve the pertinent challenges facing Nigerian seafarers, ranging from piracy to training and employment opportunities. Excerpts:

By Yusuf Odejobi

The world celebrated Seafarers' Day recently; what does the future hold for Nigerian seafarers amidst the numerous challenges in the nation's maritime space?

Sea-time is one of the biggest challenges for Nigerian seafarers, but everything revolves around the institutional framework that exists in the country. All the arms of seafaring are independent from one another. The training is independent, the Ministry of Transport is independent, and



Akinsoji

Nigerian Maritime Administration a Safety Agency (NIMASA) is independent, ship owners are also struggling, so there is really no coordination.

There is a missing gap in the sector that yearns for coordination. Every nation that I know that has gone through development in the maritime sector always had a body that coordinates all the arms responsible for good operation of ships and particularly when it comes to the human element but Nigeria seems to want to handle the matter without going through the fundamental issues.

Ordinarily the ship owners, training institutions and the agency that is responsible for the certification of seafarers should have a body where the three of them meet on a regular basis so that the ship owners will say their needs and the qualities of training that is required

8

The ORACLE He Wasn't An Expressive Boyfriend 4

Iwent back to my home country about a month after the break-up, and even six months after that, I still have the faith that we would see each other again. And it happened. We met again two months ago. We spent times together. Before I took off back to home, I told him that *if by any chance we meet again and we still feel the same, I hope that we'll be brave enough to take another chance on us*. At this point, I am not that sad anymore about us, I do really

wish him all the best, and happiness and contentment in his life. And I literally just gonna let fate works for us, if we are meant to be, I don't know how, when, or where, I'm sure we'll find our way to be together again. But if not, I hope we will only cherish the time we had together, and be truly happy with ourselves and with the one that is meant for us. I am not gonna lie, but I think he will always have a special space in my heart. He is **my everglow**.

Since I broke up with him, whenever I think about love or what I am looking for, all I know was that I need more time to be in a serious relationship, to be in love with someone again. I wasn't looking for a boyfriend, I wasn't expecting someone's full attention. But I guess they are right when they say that you'll find it when you're not looking for it. I met this guy, this unexpected and amazing guy, the reason for my aching heart because he is so freakin far away.

Continued next week



Tardy APFFLON!

African Association of Professional Freight Forwarders and Logistics in Nigeria (APFFLON) entertained journalists as well as its members with a delicacy of tardiness last week.

The event was an inauguration ceremony for four chapters of the association and the programme was scheduled to commence by 10am, yet it didn't commence until 1:19pm.

According to the APFFLON President, Otunba Frank Ogunjemite the delay was to allow the inaugurated members who pleaded for more time to get to the venue as they were converging from diverse locations in Lagos State.

While the APFFLON boss passionately apologized to guests and newsmen, the truth is that all guests were preinformed about the event and if an offer of N10million cheque was to be collected by those who arrived before 10am, no one would have arrived late.

It is pertinent that APFFLON works towards correcting this scourge of tardiness.



Mr. Truthful

Last week, the Head of Corporate Communications at the Nigerian Maritime Administration and Safety Agency (NIMASA) Mr. Philip Kyanet bided farewell to NIMASA amid positive sentiments from his colleagues, journalists as well as the NIMASA Director General, Dr. Bashir Jamoh. Philip was described as too 'truthful' and too 'polite' for the job.

One of the speakers at the event labelled Philip as too courteous to be either a politician or a public servant.

This seemingly genuine appraisal of Mr. Philip Kyanet lays bare the shocking, yet, generally accepted norm that liars make better politicians and public servants in today's Nigeria.

Whattabombshell!

ON THE Spot MANAGER

Nigerian Airport SEZs: Catalyst For Growth Or Security Threats

A new debate bothering on economic growth and national security risks has been birthed as Nigeria recently announced the designation of four international airports as Special Economic Zones (SEZ). The four airports comprised the Murtala Muhammad International Airport, Lagos, the Nnamdi Azikiwe International Airport,

Abuja, the Port-Harcourt international Airport, and the Mallam Aminu Kano International Airport, Kano.

The Minister of Aviation, Senator Hadi Sirika also said that the facilities at these airports would be upgraded to meet international standards in order to compete effectively with the best facilities in Africa.

Federal Government identified the SEZ scheme as a key policy instrument in the realization of the industrialization agenda following a visit by President Muhammadu Buhari, to the Peoples Republic of China in

2016. This is in the context of the experience in China where the deployment of SEZs in 1980 propelled her GDP from \$191 billion at the time to \$11 trillion in 2016, a staggering increase of 5,764%.

SEZ or Free Trade Zone (FTZ) are special geographical creations that propel the growth and advancement of many economies worldwide. The SEZ's usually have different economic regulations than other regions within the same country and are used as a means to increase the employment and trade balance of a nation's

economy, increase Foreign Direct investment (FDI) etc.

Despite it's economic gains, some industry observers and stakeholders are of the opinion it could also aid economic sabotage and can be a risk to national security and economic development. They opined this based on the petition written by a former Managing Director/Chief Executive Officer of the Nigerian Aviation Handling Company (NAHCO) FTZ, Mr Baba Yusuf following his resignation from the firm.

Read the full story online
www.mmsplusng.com