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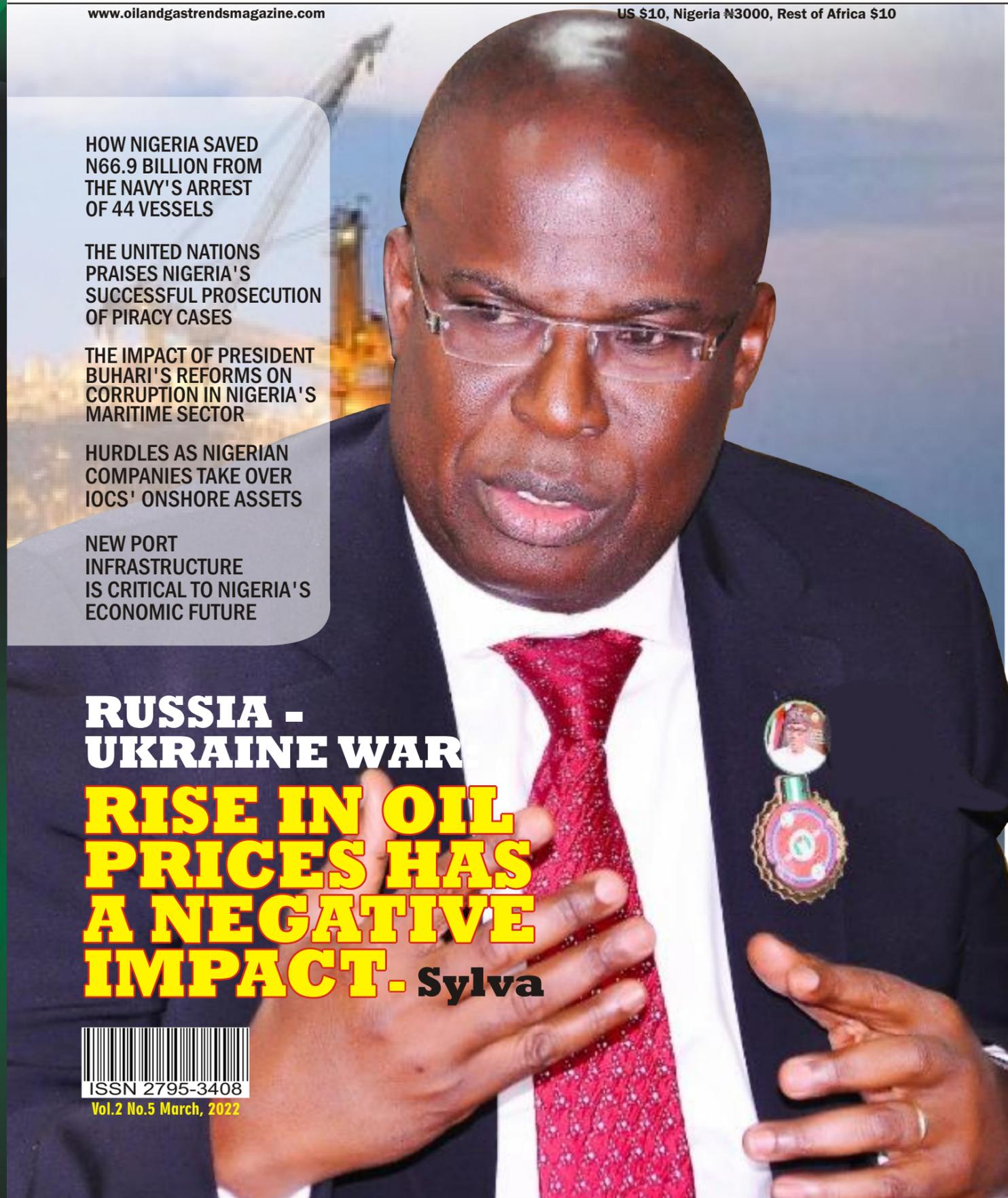
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## From The Publisher's Desk



**Otunba Olaitan J. Olutimehin**

**I**n this March edition of Oil & Gas Trends Magazine, we examine the ongoing war between Russia and Ukraine in relation to the high cost of crude oil in the international market.

Nigeria's Minister of State for Petroleum Resources has said the rise in crude oil prices was not in the best interests of Nigerians. According to him, the inability of Nigeria to reactivate the oil wells that were shut down when the Organization of the Petroleum Exporting Countries (OPEC) instructed producing countries to cut production is having an impact.

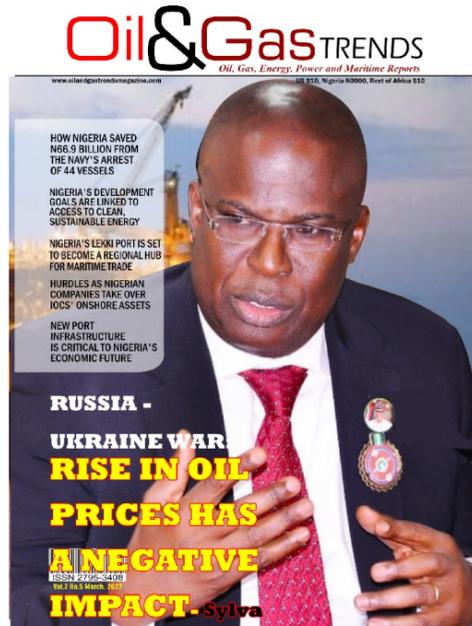
Oil & Gas Trends Magazine's latest review of the Nigerian economy discusses the impact current events are having on the nation, with particular emphasis on president Buhari's efforts to end government subsidies.

Nigeria's four refineries are still undergoing rehabilitation, meaning that the country does not refine its own crude oil. This has led to a rise in the price of crude oil on the international market. Rising crude oil prices have both positive and negative implications for Nigeria.

"The government appears to have supported and pushed the implementation of the Petroleum Industry Act for an additional 18 months". OPEC's oil production restrictions and the Coronavirus pandemic contributed to the country's declining oil output, according to Shell Companies in Nigeria (SCiN).

We welcome your feedback. Please let us know what you think of our blog, and we'll strive to make it even better.

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joint inspection before the discharge and the specification provided in the contract with NNPC meet up the Nigerian specification.

And then, some remedial actions were taken immediately, Mr Chairman, to conclude the report and give an assurance to this hon. Committee and indeed, all Nigerians that Duke Oil as a wholly owned subsidiary of NNPC and commercially driven company, we are not just in business to make money but also to guarantee the energy security of our great nation and we never compromise the quality of the product we supply to Nigeria and any other place we do business and we will always seek to maintain this positive position.

Duke Oil had no prior knowledge and was not notified by the supplier via any communication about the presence of methanol additive in the cargo procured and all relevant quality certification at ports both load and discharge ports did not attest to the presence of methanol until when the cargo has been received by NNPC, Mr. Chairman.

And as a responsible government entity, we share the pains Nigerians have gone through as a result of the subsequent discovery and quarantine of the methanol blended PMS and subsequent hardship it caused to all of us. And what we did, Mr. Chairman, as a shareholder in NNPC, we partner with them to

ensure that the quarantine process is taking place and then, as the supply of the last resort, we give back and ensure that there is continuous flow of petroleum products across the country.

We understand the hardship and inconveniences that resulted from the issue as mentioned earlier, Duke Oil had already taken necessary steps by creating additional layers. That's our submission. Thanks, Mr. Chairman".

In his ruling, the Chairman of the committee, Hon. Abdullahi Gaya said asked the company to submit all relevant documents regarding their presentation, saying they may be reinvited if necessary. We will go through the documents and if there is need to call you, we will do that", he said.

Earlier, the representative of Oando Plc, Afanga Afanga who also appeared before the committee said that their product met the Nigerian specification.

In line with our Direct Sale Direct Purchase contract with NNPC, on the 16th of January 2022, we delivered 90MT worth of PMS on board the Vessel MT Elka Apollon. It is important to note that this PMS cargo that was supplied met and was in line with all the Nigerian and DSDP contractual specifications.

This was confirmed by the mandatory tests that were conducted at the loading port in

Europe and before discharge in Nigeria by an independent NNPC quality inspectors and finally by agents of the Nigerian Midstream and Downstream Regulatory Authority. It is on this basis that the cargo was certified and accepted for discharge by NNPC.

As clearly stated by NNPC last week when they were before this honourable committee, it's current inspection protocol does not include testing for methanol content and thus was not detected by the NNPC quality inspectors. The most important thing at this juncture for us is to work with NNPC as we are committed to ensuring that what is brought into the country is well treated and the issues around the issues around the situation are alleviated for Nigerians. We have given assurances and we have also been able to show to be following the right protocol that we followed and there was nothing that was breached as being alleged", he said Ruling on the matter, the Chairman of the probe panel, Hon. Gaya asked the company to standby as they may be reinvited.

We have not digested the documents, but based on the summary you have given, I will allow members to ask questions. Then, in due course, we are going to invite you again to come and explain if there is a need for that, based on the documents that you brought", he said.



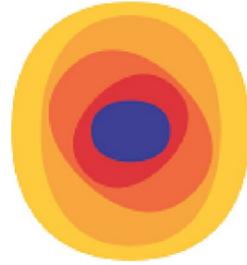
## ADULTERATED FUEL: OANDO AND DUKE OIL SAY THEIR PRODUCTS ARE SAFE

**T**wo oil companies, Duke Oil and Oando Plc, told the government that they did not import the adulterated fuel that hit the country a few weeks ago.

Representatives of the companies told the House of Representatives Committee on Petroleum Resources (Downstream) in a statement that they had met Nigerian quality standards.

During his testimony, Mr. Lawal Sade, Managing Director for Duke Oil, said that his company's imported products had been certified safe at both the point of loading and the point of discharge by the relevant authorities.

He did, however, state that they were notified by the Nigerian National Petroleum Corporation (NNPC) a few hours after the discharge that the product contained particles, forcing them to halt the process.



# Oando

had been quarantined since then. Duke Oil is a trading company that buys and sells petrol and crude oil. Duke Oil is wholly owned by the Nigerian National Petroleum Corporation, the largest petroleum corporation in Nigeria. Also, it is critical to note that Duke Oil is a highly ethical company with extensive experience in international trading."

In November 2021, NNPC issued a request as part of the strategic restocking to national energy security on board NPNote gariner, with IMO no 947720 and bill of lading dated January 7. To provide some context, in

November 2021, NNPC issued a request as part of the strategic restocking to national energy security on board NPNote gariner, with IMO no 947720 and bill of lading dated January 7.

Mr Chairman, yes, there was a delivery of cargo by Duke Oil like you have seen in the report and that cargo met up with the Nigerian spec as it is both at the loading and discharge ports.

There was a confirmation by the regulator which is the new Nigerian midstream, downstream authority to discharge that cargo within the stipulated date. The cargo discharged and the vessel sailed.

It was just after 24 hours of operation then, Duke Oil was notified by the NNPC that there was a complaint from some of their customers that the cargo has some particles

So, Mr. Chairman, with the notification from PPMC/NNPC, Immediately, the management of Duke Oil authorised the NNPC not to evacuate the cargo any further and requested for a recertification. But it is important we reiterate the fact that the cargo has been certified by the midstream and then, there is a

## PERSONALITY OF THE MONTH



*Happy Birthday*  
Engr. Fulani Ayo Fulani

**E**ngr David Fulani, also known as DF, is a Nigerian engineer who works in the oil and gas industry, Ardova Plc (formerly Forte Oil) employed him as the Head, Operations and Supply of the company.

David is a man with a passion for technology. He has made it his mission to help businesses thrive through the power of technology.

David Ayo Fulani, one of the first generation engineers at Ajaokuta Steel Company Limited, is a seasoned engineer and manager of over 23 years with experience in both the public and private sector. He started his career as a young Engineer at Ajaokuta Steel Company Limited and Dangote group (Obajana Cement)

DF, a young Nigerian engineer, later moved to African petroleum Ltd (Forte Oil Plc) to start his career in Oil and Gas. Also worked for Petrolex oil and gas and then back to Ardova Plc.

During this period he worked across a number of departments, including Engineering, Fleet & Distribution, Marketing, Supply, Depot & Terminal Operations, Customer Service, Lubes manufacturing etc. to help bring the business back on track.

Happy birthday to David Ayo Fulani, one of the greatest visionaries of our time.

May this year be the best year you have had, yet; and may all the years that follow be nothing short of extraordinary!

*21st March, 2022*



Vice Admiral Awwal Gambo

## HOW NIGERIA SAVED N66.9 BILLION FROM THE NAVY'S ARREST OF 44 VESSELS

In the Maritime sector, rising crude oil theft, piracy, and illegal refineries have remained a major challenge, sabotaging the nation's economy. TARKAA DAVID examines how the Chief of Naval Staff, Vice Admiral Awwal Gambo, has changed the oil sector's bleak trend in this report.

**T**he rise in crude oil theft, illegal bunkering, and illegal refining of siphoned petroleum products in the country, particularly in Nigeria's Niger

Delta region, is alarming, owing to the oil thieves' brazen defiance in the face of measures taken to combat the menace.

Unfortunately, because Nigeria is a mono-economy that relies solely on

oil revenues for its economic survival, these actions have a negative impact. Nigeria loses over 300,000 barrels of crude oil per day due to oil theft and other related criminalities in the oil sector,

corporations, including the Abbeycourt Trading Company Limited (ATCO), the Abbeycourt Petroleum Company Limited, and Allene Limited.

The FPSO serves as the primary production facility for OML 108, as well as a government-approved terminal for lifting operations for the entire OML 108 production. The FPSO also serves as a government-approved terminal for lifting operations for all OML 108 production.

It has been learned that approximately ten people were inside the facility at the time of the incident, but they had not been located as of the time of this publication's publication.

An official statement from Ikemefuna Okafor, the Chief Executive Officer of Shebah Exploration and Production Company Ltd (which is currently in receivership), which was obtained by THISDAY, confirmed the incident but stated that no reports of casualties had been received at the time it was preparing to make the public announcement, was received.

The incident occurred in the early morning hours of Wednesday, according to a press release titled "Fire Incident on The Trinity Spirit FPSO." The company stated that the incident occurred on Tuesday.

While stating that investigations were underway to determine the exact cause of the explosion, the organization also stated that it had already reported the incident to the appropriate government agencies, as required by law.

According to the statement, there are ten crew members, but that every precaution is being taken to ensure their safety and security.

After an explosion occurred in the

early hours of Wednesday, February 2nd, 2022, the management of Shebah Exploration & Production Company Ltd. (SEPCOL), which is currently in receivership, wishes to inform you of an unfortunate incident involving our offshore facility, the FPSO Trinity Spirit, which is located at the Ukpokiti Terminal.

"We are still trying to figure out what caused the explosion, and we are working with the right people to get the situation under control."

At this time, there have been no reported deaths, but the company said that "there were ten crew members on board the vessel before the incident, and we are prioritizing investigations with regard to the safety and security of these crew members."

In addition, SEPCOL thanked Clean Nigeria Associates (CNA) and the Chevron team that

works at the nearby Escravos facility, as well as community stakeholders and fishermen, who have been a huge help since the accident.

Statement: "We have told all the relevant authorities, and we ask people not to go near the area while our crisis management team keeps an eye on the situation and shares new information with everyone."

In the meantime, three people have been confirmed dead and eleven others have been reported missing as a result of the explosion. As of the time of filing this report, sources in Warri said three bodies had been recovered and 12 others were still unaccounted for, according to the sources. As well as this, it was reported that fire fighters were still battling to keep the incident under control because the vessel was fully loaded with crude oil when it caught fire.



Ikemefuna Okafor, chief executive officer

# NUPRC BEGAN INVESTIGATION AFTER A 22,000 BARRELS PER DAY (BPD) SEPCOL OIL VESSEL EXPLODED IN THE N'DELTA



**A**n investigation into the circumstances surrounding the explosion of a floating production, storage, and offloading (FPSO) vessel in Warri, Delta State, has been launched by the Nigerian Upstream Petroleum Regulatory Commission (NUPRC), the commission announced on Monday.

There was an explosion at an oil terminal near Excravos on Wednesday morning. A vessel that could process 22,000 barrels of oil per day and inject 40,000 tons of water into the oil each day, as well as store up to two million barrels of oil, was on the water.

This day's research revealed that the massive facility, Trinity Spirit, was built in 1976 (46 years ago), with a carrying capacity of 274774 dead weight tons (DWT), an overall length of 337.05

metres, and a width of 54.5 metres. It has an overall length of 337.05 metres and a width of 54.5 metres.

The asset is owned by Shebah Exploration and Production Company Limited (SEPCOL), which is currently in receivership. SEPCOL took over ConocoPhillips' entire 40% stake in OML 108 in 2004 and is now in receivership.

NUPRC official Paul Osu signed a statement on behalf of Gbenga Komolafe's commission, which said it was working with other government agencies to get to the bottom of the problem. The statement was made public in Abuja by NUPRC.

There was an explosion and a huge fire on an evacuation vessel at the Ukpokiti field (OML 108) in Delta State on Wednesday, February 2, 2022. This is what the Nigerian Petroleum Resources Commission (NUPRC) wants to

say.

In accordance with its statutory regulatory oversight of upstream petroleum operations in the Nigerian oil and gas industry, the commission has commenced investigations into the incident in collaboration with relevant stakeholders and will provide updates as necessary.

According to the report, "There have been no reports of casualties or fatalities, and the commission will take the necessary measures to ensure that all safety and environmental measures in accordance with global best practices to safeguard lives and the environment are put in place," the commission stated.

According to earlier THISDAY investigations, SEPCOL (now in receivership) is owned by a group of Nigerian and foreign

according to records.

To combat these maritime threats, the Nigerian Navy, led by Vice Admiral Awwal Gambo, the Chief of Naval Staff, launched an immediate campaign against crude oil theft, illegal bunkering, and illegal refinery, with a matching order to Commanders at various formations in the Gulf of Guinea to carry out this directive to the latter, through a continuous patrol of the creeks and waterways in their areas of operations.

According to all indications, this directive was carried out to the latter, as records show that the Nigerian Navy arrested 44 vessels carrying illegal goods and saved the country N66.9 billion in the process.

In the last year, the Nigerian Navy, which is responsible for protecting the maritime space that extends beyond her immediate environment to include the entire Gulf of Guinea (GoG), has had significant successes.

Experts in the maritime sector have even attributed the massive decrease in criminality in the nation's maritime space to the introduction of cutting-edge facilities and platforms during the time period under consideration.

The Nigeria Navy's responsibilities extend beyond the country's maritime domain to a 2,874-nautical-mile coastline stretching from Angola in Southern Africa to Senegal in West Africa, known as the Gulf of Guinea (GoG).

The GoG's wealth has had the unintended consequence of attracting various threats such as piracy, smuggling, and kidnapping for ransom, all of which continue to wreak havoc on the region's economies.

Because there are no narrow maritime shipping lanes, straits, or chokepoints linking major global shipping destinations, the region has a dominant share of global hydrocarbon deposits and is geographically positioned with

comparative advantage.

The Nigerian Navy has continued to beef up its operational capacity, as well as the scope and depth of its activities, both in Nigerian waters and in the Gulf of Guinea, with the introduction of these new platforms.

The Nigerian Navy's surveillance capability was further enhanced in July 2021 when Vice-President Yemi Osinbajo, representing President Buhari, commissioned the Falcon Eye state-of-the-art Maritime Domain Awareness Surveillance System at the Nigerian Naval Headquarters Abuja.

The system, which consists of various sensors installed along Nigeria's vast coastline, is being hailed as a game-changer in the fight against piracy.

Nigeria loses around \$26 billion a year to criminal activities, particularly piracy and sea robbery, according to Vice-President Yemi Osinbajo, and this fact underscores the need to





Vice-President Yemi Osinbajo during the commissioning

improve maritime security in Nigeria's waters.

Vice Admiral Awwal Gambo, Chief of the Naval Staff, said at the launch of the system that the Falcon Eye "translates to complete coverage of Nigeria's Exclusive Economic Zone."

The 4 Falcon Eye Centres in Abuja, Lagos, Yenagoa, and Calabar, he said, facilitate data monitoring and analysis from the various sites strategically located along the nation's coastline.

Gambo continued, "The coverage of the satellite aspect of Falcon Eye's Automatic Identification System extends beyond Nigerian waters to Cote D'Ivoire in the west, Cameroon in the east, and Angola in the south east." Importantly, the System, in conjunction with various sea and air platforms, well-

thought-out strategies, and strong leadership, has resulted in a steep decline in criminal activities within the nation's maritime domain and the GoG in 2021.

"44 vessels involved in illegal bunkering were arrested in 2021, leading to the recovery of 1,664,628.61 barrels of crude oil and 45,752.91 metric tons of Automotive Gas Oil valued at N55.1 billion and N11.8 billion, respectively," according to available records.

"In October 2021, the Nigerian Navy apprehended the MV CHAYANEE NAREE, a Singapore flagged bulk cargo ship, with 32.9kg of smuggled cocaine."

While the investigation is ongoing, the CHAYANEE NAREE's 22 crew members, all of whom are Thai nationals, are being held onboard

the ship at the Lagos Port Complex.

The latest Global Piracy Report from the International Maritime Bureau (IMB) on July 14 showed the lowest total of piracy and sea robbery against ships in 27 years. "There has been a significant decrease in piracy in the GoG in 2021, with 11 pirate incidents recorded compared to 44 in 2020," according to the report.

Similarly, pirate attacks and sea robberies have decreased in Nigerian waters, with only 11 pirate incidents and 3 sea robberies reported in 2021, compared to 22 pirate incidents and 16 sea robberies in 2020.

These figures demonstrate the Nigerian Navy's maritime security engagements' effectiveness. The security and economic

of signatories, which was against the law, in order for the council to have control of the finances and be able to do whatever they wanted with them. They have taken over the management of the affairs, writing letters to contractors, TETFUND, and the accountant general's office, among others, in order to resolve these issues. Because the minister isn't there, they want to get rid of me as a stumbling block in the process.

He and Mrs. Pollyn were seen at the accountant general's office in Abuja moving from table to table as they tried to change who signed for the polytechnic account on GIFMIS and REMITA platforms. This is done in order to siphon money from the polytechnic fund. In fact, the attached evidence shows that the imposed acting rector has already started directing the release of funds from the REMITA platform in less than seven days. I hope this will not have an impact on the TETFUND project fund that has been set aside for this.

In a letter dated January 4, 2022, the governing council informed me that I had been suspended from my position for three (three) months. They had previously requested that I proceed with an uninvited sick leave and annual leave, which I took on November 25th, 2021. During an emergency meeting on the 4th of January, 2022, the governing council decided to suspend me for an unjustified three months without

going through the proper steps. I was not invited to the meeting, and the decision was made without going through the proper steps.

"Hon. Minister Sir, the Federal Executive Council is unnecessarily assuming powers that belong solely to the President of the Federal Republic of Nigeria." "Sir, Hon. Minister, The Council's action goes against the letter and spirit of Section 16(1) of the Federal Polytechnic Act 2019 (as amended), which states that "if it appears to the Council that a member of the Council (other than an ex-official member), or the rector should be removed from office on the ground of misconduct, or inability to perform the functions of his office, the council shall make a recommendation to the President, and if the President, after making such inquiries, orders the removal from office."

In light of the foregoing, it is clear that only you and the President have the authority to order the suspension of a serving rector. It is only possible for the council to recommend to the Honourable Minister any observed misconduct, and the Minister has the authority to convene a panel of inquiry to thoroughly investigate the allegation and recommend an appropriate sanction. Mr. Chairman, a situation in which the council is the complainant and, at the same time, is also the judge and the body of inquiry, is a blatant violation of the fundamental principles of fair hearing

and just treatment. We implore you to establish a Panel of Inquiry on Mr. President's behalf to properly investigate and determine whether their complaint is true in order to ensure that justice is served. Prior to punishing Adam, even the All-Powerful God sought an explanation from him.

Because of this, the purported suspension and the subsequent panel, which includes members who are also on the governing council, are both highly unacceptable. A mandate for transparency and anti-corruption was given to President Muhammadu Buhari's administration when he assumed office in January of this year. The council's action serves as an encouragement for similar behavior.

But reliable confidential sources confirm that money was paid to contractors, including Omasolo, without the Bursar's knowledge in some instances. The Whatsapp message exchange between Mr. Alawari, Mr. Adedoyin and the school's bursar (Mr. Mohammed Idris) in the attachment (Annex VII) demonstrates that the bursar is fully aware of all transactions and movements of funds in and out of the school and that he has full knowledge of all transactions and movements.

It was also revealed in the WhatsApp message that some of the funds had been diverted to council members in the Otunba Dayo Adebayo-led council. These council members, in particular Dr. Musa Doshiro and Chairman Otunba Dayo Adebayo, are unable to deny receipt of funds paid into their respective bank accounts; similarly, the bursar is unable to deny receipt of funds paid into his own bank account.

In the school, all transactions require approval from the appropriate government agencies, as well as the Polytechnic Management and the Tender Board. "For your information, please find annex VIII, which contains some of these due process approvals. As much as I have been able to, I have attempted to work side by side with the members of this Council, informing them that the limited resources available should be used to further the advancement of the polytechnic. To my dismay, my efforts have consistently been met with the threat that "we were asked to come and suspend you."



Mallam Adamu Adamu, Education Minister



## RECTOR OF THE NIGERIAN OIL AND GAS POLYTECHNIC ACCUSES THE GOVERNING COUNCIL OF FRAUD

**T**amunoimi wrote a letter to Nigeria's Minister of Education, Adamu Adamu. He said this in the letter.

Prof. Tamunoimi Michael Abbey, the rector of the Federal Polytechnic of Oil and Gas, Bonny, has accused the institution's governing council, which is headed by Otunba Dayo Adebayo, of corruption and mismanagement.

Assaulting the council president, he said that he was able to get around the law and run projects in the school through his associates and private businesses.

As a result of the recently inaugurated Governing Council, headed by Otunba Dayo Adebayo, the institution has been cast into disarray, anarchy, and disharmony, and the entire system has been thrown into disarray, anarchy, and disharmony. " In Tamunoimi's view, the meeting in Abuja after the inauguration "clearly showed the purpose of the Governing Council."

The first thing they wanted to know was how much money was in the polytechnic's bank account. In

addition, they are politicians who are looking for financial gain. They started asking for contract awards, kickbacks, and the mobilization of funds almost immediately after that. To make the chairman happy, the bursar must get 20 million naira from some of the contractors to pay him and 6 million naira from some of the contractors to pay a council member, Dr. Doshuro, in the first place.

The chairman and Dr. Doshuro also refused to leave when the rest of the delegation was leaving during their second visit, which ended in September 2021 and during which they spent more than two weeks. " They insisted that money was required in order to address some fundamental issues. The amount of pressure was so great that the bursar had to bring in a contractor to raise five million naira for them, three million naira for the chairman, and two million naira for Dr. Doshuro's salary. The contractor deposited this money into their own bank accounts, which caused the institution to be in breach of its obligations.

According to the council, they moved

their visit from December 15th to December 20th, 2021, to November 15, 2021, in order to pressure the institution into raising more funds for them. Their meeting lasted two weeks. This haphazard governing council meeting, held despite the fact that the polytechnic's financial situation had been revealed to them by the bursar, was intended to put pressure on us to find additional funding for them. My objections and questions about the necessity of an unplanned meeting led to an outburst of rage from the chairman and Dr. Doshuro, who then incited some members of staff who work with them to blackmail me.

This council always stayed for two weeks or longer, which was at the expense of the polytechnic, despite the fact that the duration of the meeting, according to the regulations, should not exceed four days. Following this development, both sponsored meetings were held over the course of two weeks, with the payback scheduled for when overhead was released by the federal government.

The rector stated that the council requested that he proceed on sick leave in November 2021, despite the fact that he had not requested it.

The council illegally appointed one Ibifiri Pollyn as the acting rector on January 7, 2022, while the rectorship of the institution had not been declared vacant at the time. Pollyn was on sick leave at the time of the appointment.

In the end, the council hijacked the administrative machinery, forcing me to take uninvited compulsory sick leave and annual leave, creating committees and replacing the Director of Works and Services, as well as the Director of Procurement and the Internal Auditor, "he explained. As if that wasn't enough, they went ahead and appointed Mrs. Ibifiri Pollyn as the deputy rector and acting rector on the same day, without consulting her or seeking her consent. Mrs. Pollyn's transfer from the Federal College of Education Technical, Omuku, has not yet been approved.

She was recommended to the council by the bursar, who described her to the council as "easy to work with." They directed an immediate change

implications are enormous, not only for Nigeria but also for the sub-region, as efforts to neutralize criminal elements and economic saboteurs will stimulate and accelerate maritime trade and commerce, reduce costs, including insurance premiums, and hopefully put an end to crude oil smuggling, on which Nigeria is so reliant. Inshore Patrol Crafts (IPC) NNS ABA, NNS KANO, NNS IKENNE, and NNS SOKOTO during the period under review. Fast Patrol Boats (FPB) NNS OSUN and Seaward Defence Boat III (SDB) NNS OJI are among the others.

The NN312 helicopter was also commissioned. During the event, the Nigerian Navy also received 38 Suncraft Rigid Hull Inflatable Boats (RHIBs), 32 Paramount RHIBs, 22 Poly RHIBs, 11 SEWA Boats, 8 Epenal Boats, 4 Suncraft Manta Boats, 4 Falcon Boats, and 2 Aresa Boats.

In addition, in 2021, the Nigerian Navy, in collaboration with foreign navies, conducted three major exercises: Ex OBANGAME EXPRESS, Ex GRAND AFRICAN NEMO, and Ex SAFE DOMAIN 1.

Despite this remarkable achievement, Gambo has boldly stated that the Nigerian Navy under his command remains resolute in ensuring that Delta State and its maritime sector remain secure within the scope of their mandate, which is to ensure that legitimate socio-economic activities in the maritime space remain unaffected by would-be and existing criminals.

The Nigerian Navy established dedicated naval operations and initiatives to counter piracy/sea robbery attacks in Nigeria's maritime environment, as well as deeper consultations with maritime stakeholders, to protect

these vast resources.

These initiatives have resulted in several anti-piracy successes, including the arrest of 44 vessels carrying illegal goods worth N66.9 billion.

Records show that significant progress was made in reducing piracy to a bare minimum, particularly in the last three quarters of 2021, when several other attacks on vessels in Nigerian waters were thwarted by timely responses from NN ships on patrol using intelligence from MDA infrastructure, such as Falcon Eye

and Regional Maritime Domain Awareness (RMAC) assets.

President Muhammadu Buhari, the President and Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria, commissioned a fleet of ships and helicopters in December 2021 to supplement the country's already formidable naval assets.

This was a proud moment for the Nigerian Navy, as well as the event's pinnacle. The keel laying ceremony for SDB IV and SDB V was also performed by Mr. President.



President buhari

# NIGERIA'S DEVELOPMENT GOALS ARE LINKED TO ACCESS TO CLEAN, SUSTAINABLE ENERGY

## - Osinbajo

**V**ice President Yemi Osinbajo SAN has said that in order for Nigeria to meet most of its long-term economic and social development goals, everyone should have access to clean, renewable energy.

Nigeria's President Muhammadu Buhari, recently made an announcement at the United Nations Climate Conference (COP26) in Glasgow about Nigeria's commitment to net-zero emissions by the year 2060. The Vice President of Nigeria also spoke at the global launch of the Nigeria Integrated Planning Tool, which he virtually attended on Thursday.

The Rockefeller Foundation teamed up with Sustainable Energy for All (SEforALL), a United Nations initiative, and The Rockefeller Foundation to develop the Nigeria Integrated Energy Planning Tool.

As Prof. Osinbajo emphasized, achieving net-zero emissions as part of the global energy transition is significant, but he also noted that "Nigeria also faces other challenges, including lifting 100 million people out of poverty within a decade and driving economic growth, bringing modern energy services to the entire population, and managing long-term job losses in the oil sector that will result from global decarbonization."

"We developed a set of scenarios in our Energy Transition Plan, which was done with support from Sustainable Energy for All," the VP said, referring to Nigeria's plan and actions on addressing the various dimensions and timelines required to balance emissions reductions



with economic development. Based on these scenarios, we devised a strategy to reach net-zero energy use by the year 2060. According to the transition plan, there will be more than 250 gigawatts of installed capacity and an enormous expansion in renewable energy by 2060. Solar-driven capacity increases of up to 5 gigawatts per year through the year 2060 are required, and this will necessitate a phased approach

with credible milestones and targets.

Additionally, he believes that the shift to clean cooking will have to be phased in.

In the beginning, there will be a shift to LPG-based cooking, followed by an eventual shift to electricity-based cooking.

According to Prof. Osinbajo, achieving net-zero emissions by

On divestment, recall that, Shell is expected to divest about \$2.3 billion, ExxonMobil is expected to divest as much as \$15 billion worth of assets. Eni's figure was put at about \$5 billion.

An international research body, Rystad Energy estimated other assets including that of Total and ConocoPhillips to be at about \$27.5 billion. At the same time, Nigeria and other oil producing countries across the world are expected to expend about \$105 billion on decommissioning in the next 10 years.

According to Wood Mackenzie, otherwise called WoodMac, between 2018 and 2022, no less than \$32 billion is going to be spent on decommissioning around the world.

While the UK, the US and Norway, were ranked the top three decommissioning destinations in the next 10 years, Nigeria followed Angola as the seventh country that would be spending heavily on decommissioning in the next decade.

Decommissioning, a process of safe plugging of the hole in the earth's surface and disposal of the equipment used in offshore oil production, is reportedly becoming a rapidly developing market sector in the petroleum business, with major potential and risks.

Coming at a time when Seplat is already concluding transaction to take over a subsidiary of ExxonMobil for about \$1.3 billion, the prevailing situation is raising doubts as AITEO is currently engaged in a legal tussle with Shell, seeking over \$2.5 billion compensation over the sale of Oil Mining Licence 29.

In January 2021, Eni and the partners divested the onshore production and development block OML 17 (Eni's interest was five per cent). Depending on what Eni decides to sell, the transaction may rise from \$2 billion to \$5

billion, industry sources note.

It could also decide to keep the operations, they said. Reportedly, IOCs in Nigeria may this year consider offshore decommissioning campaign for selected fields even as industry players like Chairman/CEO of International Energy Services (IES) Ltd, Dr Diran Fawibe stressed on the need for the sector regulator, Upstream Petroleum Regulatory Commission (NUPRC) to work with the multinationals in ensuring that the offshore sites were decommissioned.

Fawibe was, however, sceptical about the capability of NUPRC to assess the level of assets that the oil firms would decommission.

"Decommissioning is one area where regulatory agencies need to properly monitor, especially the state of equipment in the Niger Delta, and then, work with the IOCs for decommissioning," he said.

Chief Executive Officer of the Nigerian National Petroleum Company (NNPC), Mele Kyari admitted that there remained issues associated with divestment.

According to him, though Nigeria understands that energy transition agenda is pushing IOCs to change their portfolio, issues on abandonment and decommissioning remain critical.

Kyari noted that while companies are leaving Nigeria not primarily because there are no opportunities in the country, the push from fossil fuels, which has in the last 10 year reduced investment in the oil and gas sector, creates very serious concerns for global energy.

"We do know that there are issues, we understand that this must take place, but also that it must be done in such a way that we are able to deal with issues around abandonment, decommissioning, and that we align with the energy transition journey," he said.

With the sector becoming extremely competitive, Kyari noted that Nigerian companies must take the lead and become more efficient to compete globally.

Executive Secretary, Nigerian Content Development and Monitoring Board (NCDMB), Simbi Wabote, who noted that about 17 new local operators entered into the sector last year despite COVID-19 pandemic said, "with ongoing divestment, we see a huge opportunity where Nigeria should take charge of their natural resources, and of course produced for their people."

According to him, the country needs to set targets where the nation would be in respect to local content development.

"It is time for us to synergise as Africa to expand that opportunity beyond the shores of Nigeria," he noted. But the Chairman of Independent Petroleum Producers Group (IPPG), Abdulrazaq Isa, noted that challenges of oil theft, which create huge losses of crude, must be addressed sustainably.

While Nigeria is reportedly losing an average of 400,000 b/d of its crude oil production to theft daily, such development will now be a concern for the independent companies as the IOCs now operate mainly in the deep waters where there are less issues of theft.

Though energy transition continues to trigger divestment concerns, most energy leaders across Africa, who were at the NIES, are not willing to let go of fossil fuels, describing the push as injustice.

The African Petroleum Producers' Organization (APPO) stressed that there's no justification to call on Africa to abandon its most affordable and reliable resources for something that has not been tried and tested. Secretary General, APPO, Dr. Omar Farouk Ibrahim, stated that Africa could continue to produce new fossil fuels without external support.

**Culled from The Guardian**

# HURDLES AS NIGERIAN COMPANIES TAKE OVER IOCS' ONSHORE ASSETS

- \$105b oil, gas decommissioning in Nigeria, others create concerns
- Shell, ExxonMobil, Eni, others to sell over \$27 billion assets
- Worries over weak infrastructure, legal battles amid energy transition



Senior Advisor Global Affairs to H.R.H. Prince Abdulaziz bin Salman Al Saud, Minister of Energy, kingdom of Saudi Arabia, Dr. Nasser A. Al-Dossary (left); CEO/GMD, NNPC, Mallam Mele Kyari; General Manager for International Relations, Raed Althukair, and Group General Manager, NAPIMS, Mr. Bala Wunti at the opening ceremony of the Nigerian International Energy Summit 2022 in Abuja.

**D**espite landmark opportunities created from divestment of onshore assets by International Oil Companies (IOCs), oil and gas experts, yesterday, raised concerns about indigenous firms' preparedness to take over these assets amid lingering challenges.

Legal battles, decommissioning worth billions of dollars, weak infrastructure, existing battles on general clean-up and compensation for oil and gas producing communities top challenges that may make or mar

most indigenous companies apart from existing issues of vandalism and theft.

Already, many of the IOCs have restated their interest in consolidating their offshore capacity, relinquishing the onshore assets to indigenous players.

Speaking yesterday in Abuja at the Nigerian International Energy Summit's (NIES) opening, where President Muhammadu Buhari insisted that with Petroleum Industry Act (PIA) in place, there should be no excuses for the

nation's oil sector not to accelerate investment, most stakeholders were worried about energy transition and divestment from the sector.

According to Buhari, who was represented by Minister of State for Petroleum Resources, Timipre Sylva there is now a level of certainty for the regulatory, administrative and fiscal framework and the legitimate grievances of host communities most impacted by activities of the industry has been addressed by the Act.

2060 will require around USD 10 billion per year in funding across the country's economy, with the majority of that funding coming from the power sector.

The Energy Transition Plan's data and evidence were crucial in helping us understand the true scope of the effort and resources required.

A robust implementation plan was ordered by President Obama to be developed in consultation with all MDAs and other stakeholders as soon as possible after the Federal Executive Council approved the Energy Transition Plan just yesterday.

"The robust and dynamic data on the Nigerian Integrated Energy Planning Tool that we are proud to be launching today is an important component of that effort as it begins to translate the Energy Transition Plan into concrete electrification, clean cooking, and productive use projects," said Prof. Osinbajo, who emphasized the tool's usefulness.

Our net-zero by 2060 ambitions can be supported by clear strategies for prioritization of regions and technology interventions towards making informed decisions that support and complement our 2030 energy

access goals in a comprehensive manner."

In addition to updated data on our population's electricity needs, including productive use, this new geospatial tool incorporates clean cooking data to guide implementation of clean cooking solutions.

According to the Vice President, "the analysis has shown us we would need an estimated 19.3 million new electricity connections across the country" for Nigeria to achieve universal access to energy by 2030.

In addition, population growth in settlements that currently have access to electricity would necessitate an additional 11 million grid densification connections."

Osinbajo added, "the tool also helps us decide the least-cost approach to achieving these targets," which is to connect 8.9 million mini-grids and connect 5.4 million utility grids, at a total cost of USD 25.8 billion.

Vice President Biden noted that the government's stated goals would be impossible to achieve without the Integrated Energy Planning tool, and he pledged that "our various levels and arms of government will promote and use it

as widely as possible."

According to Prof. Osinbajo, "international commitments of realistic and much-needed climate finance will support Nigeria's transition efforts."

Even though we've laid out a comprehensive plan for reducing emissions, we're asking for a fair exchange of promises from development partners."

Using extensive geospatial modeling and layers of data, the energy planning tool covers electrification, clean cooking, and productive use for the first time.' To ensure that Nigerians have the most affordable access to electricity and clean cooking, an interactive platform will provide actionable intelligence for government and private sector stakeholders.

Mr. Amina Mohammed, Deputy Secretary-General of the United Nations; Mrs. Damilola Ogunbiyi, CEO and Special Representative of the UN Secretary-General for Sustainable Energy for All; Abubakar Aliyu, Minister for Power; Godwin Agba, Minister of State; Sharon Ikeazor, Minister of State for Environment; Ahmad Salihijo, Managing Director of Rural Electrification Agency; Riccardo Puliti, Vice President, GE; and Mr. Ahmad Salihijo, Managing Director of Rural Electrification Agency, were also in attendance.



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## NIGERIAN MARITIME WORKERS DECLARE 14-DAY STRIKE OVER GRIEVANCES WITH OIL COMPANIES

**T**he Maritime Workers Union of Nigeria (MWUN) has declared it will embark on a 14-day strike over the International Oil Companies' non-compliance with the Extant Stevedoring Regulations, also known as Government Marine Notice 106 of 2014.

The union alleged that the International Oil Companies, or IOCs, refused to allow the stevedoring companies access to their platforms to commence operations, denying registered dockworkers and stevedoring companies access to the IOC platforms as required by law.

The union threatened to shut down port operations nationwide from March 1, 2022, until the IOCs comply with the laws.

The strike notice was contained in a letter signed by the president-general and secretary-general of MWUN, Prince Adewale Adeyanju and Felix Akingboye, respectively, dated February 14, 2022.

The letter was addressed to the Minister of Transportation and Labour and Employment and copied to the managing director of the Nigerian Ports Authority, NPA, director-general, the Nigerian Maritime Administration and Safety Agency, NIMASA, executive secretary, Nigerian Shippers Council, President of Nigeria, Labour Congress, NLC, among others.

The letter reads in part: "We bring to you the decision of the Central Working Committee, CWC, of the Union at its meeting held Monday, January 24, 2022, to embark on an indefinite strike effective Tuesday,

March 1, 2022, over the International Oil Companies' non-compliance with the Extant Stevedoring Regulations known as Government Marine Notice 106 of 2014.

It will be recalled that the Minister of Transportation, at a meeting held on Wednesday, June 30, 2021, with the IOCs, representatives of NPA, NIMASA, MWUN, Stevedoring Companies, and other stakeholders, directed that the IOCs should within seven days allow the Stevedoring Companies access to their platforms to commence operations, which, by extension, will enable the registered dockworkers, along with the appointed stevedoring companies, to operate on the IOC platforms.

It is inconceivable that up till now, the IOCs have bluntly refused the appointed stevedoring companies to commence operations and have thus deprived our members (dockworkers) in the employ of the stevedoring companies of the opportunity to work and earn a living. This is a sharp contravention of the provisions of Government Marine Notice 106 of 2014.

The government Marine Notice 106 applies to all companies and persons engaged in stevedoring work, including dock labour employers and private operators of any work location, including ports, jetties, onshore or offshore oil and gas or bonded terminals, inland container depots (ICDS), off-dock terminals, dry ports, and platforms.

Paragraph 3 of the referred

Government Marine Notice stipulates that: "All operators of ports, jetties, onshore or offshore, oil and gas or bonded terminals, inland container depots (ICDs), offshore dock terminals, dry ports, platforms, and other work locations are hereby given the notice to grant duly appointed stevedoring companies access to their premises to commence operations. It is regrettable to report that the IOCs have refused to comply with said Government Marine Notice 106 since 2014, when it was issued.

"Recall that the union had protested this unjust depredation meted out to our members by the IOCs. In 2019, the union was compelled to embark on a three-day warning strike at the expiration of a 21-day notice, which was later suspended on the intervention of the Minister of Transportation.

Also, on April 9, 2021, a 7-day notice was given via a press release, which was further extended by another seven days on the intervention of the NPA's management, which pleaded to be given time to prevail on the almighty IOCs to comply with the law. Regrettably, the NPA management's intervention did not yield any positive results as the IOCs remained recalcitrant.

In view of the foregoing, the government is hereby placed on notice to the effect that the Union will embark on an indefinite strike in all the nation's seaports with effect from Tuesday, March 1, 2022, if before then the IOCs are not compelled by the appropriate authorities to comply with the directive in this regard, the letter noted.

## OPEC AND THE NNPC TO HOLD DISCUSSION ON UPSTREAM AND GAS INVESTMENTS AT THE NIGERIA ENERGY FORUM



OPEC Secretary General Sanusi Barkindo

**I**n an effort to diversify the market for Nigeria's vast gas resources, OPEC, the Nigerian National Petroleum

Company (NNPC), the Ministry of Petroleum Resources, and other stakeholders are set to promote the upstream segment

of the country's oil and gas industry.

As part of the CERA Week in Houston, the Nigeria Energy Forum is expected to bring together OPEC Secretary General Sanusi Barkindo, Nigeria's Minister of State for Petroleum Resources, Timipre Sylva, and NNPC Limited CEO Mele Kyari.

Sunny Oputa, the managing director of Energy and Corporate Africa, said that the Nigeria Energy Forum, which is attended by investors from all over the world, will be focused on increasing upstream investments, optimizing production, and looking for new markets for Nigerian gas outside of Asia, which is why the forum is important.

There has been an investment drought in the fossil fuel sector despite the NNPC recently raising \$5 billion for key projects and despite calls for investors to stop funding new upstream projects.

With no action, Nigeria and other African countries may not be able to get their hands on the oil they already have.

Oputa said it was critical for Nigeria and other African countries to find the right investors and the right market to expand their gas reserves from 206 trillion cubic feet (TCF) to 600 trillion cubic feet (TCF).

At CERAWEEK 2022, which will bring together world leaders and experts in Houston to discuss the most pressing issues relating to energy, the environment, and climate change in light of rising global demand for natural gas, he argues that countries like his must engage in market competitiveness discussions about where gas is headed and how investors can access the resources it contains.

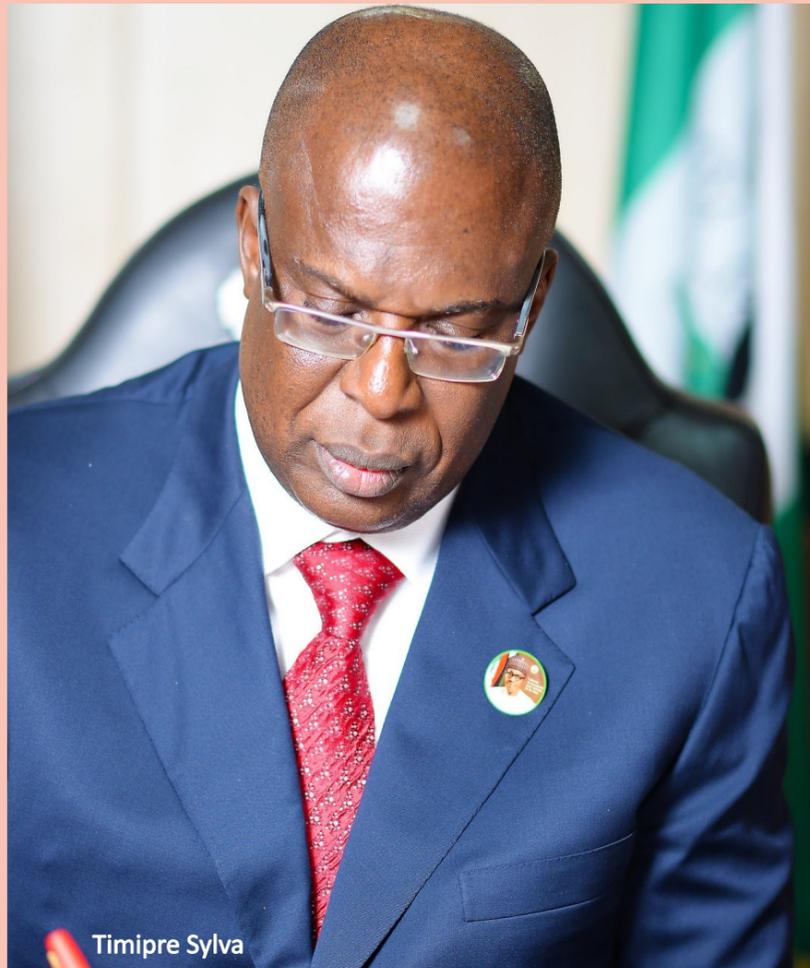
At CERAWEEK, Nigeria is represented by a high-ranking delegation that includes Sylva and Kyari, as well as Bala Wunti, the general manager of NNPC Limited's corporate planning division, and others.

Investment opportunities for Nigeria, Africa's largest producer, will be presented and sought.

At CERAWEEK 2022's Nigerian Energy Forum, Oputa says that the country's core opportunities will be presented "to a unique targeted audience and collaborated with stakeholders for business optimization."

He emphasized that Nigeria, as one of Africa's largest gas producers and with the largest proven reserves, needs to show its strategy for competing in the Asian and European markets.

According to Oputa, investment in exploration and production in the sector, as



Timipre Sylva



Mele Kyari

well as increased

gas utilization, domestic utilization, and increased LNG, are all necessary as the country continues to accelerate a development master plan for the economy. Gas has become the future.

He noted that Barkindo had been confirmed for the country, and that he would deliver a lecture at the forum on the "Future of Fossil Fuel Amid the Global Quest for Decarbonization."

The other keynote speakers were Sylva, Kyari, and Effy Okon, the Executive Director (Operations) of SEPLAT Energy.

## NIGERIA'S DOWNSTREAM AUTHORITY CONDEMNS THE POOR CONDITION OF PETROLEUM STORAGE FACILITIES IN LAGOS

The Nigerian Midstream and Downstream Petroleum Regulatory Authority (NMDPRA) has expressed concern about the state of petroleum product storage facilities in Apapa, Lagos, and has asked that they be upgraded right away to meet industry standards, so that they can be used again.

It was yesterday when Mr. Farouk Ahmed, the CEO of NMDPRA, expressed his concern during an inspection tour of some petroleum products storage facilities run by the Nigerian National Petroleum Company Limited and oil marketers who were part of the Major Oil Marketers Association of Nigeria (MOMAN).

Ahmed said that most of the facilities had not been changed in the last 25 years, and that a lot of work was needed to make them better.

He insisted that such rehabilitation and upgrading would help to improve the safety and smooth distribution of petroleum products throughout the country.

Several people have said that they don't like how the facilities look and that they need to be fixed so that petroleum products can be delivered quickly and efficiently.

"There is a lot of work that needs to be done to improve these facilities." We toured some of the marketers' facilities and discovered that the majority of them had not been upgraded in 20 to 25 years," he explained.



The head of the NMDPRA looked at the storage facilities of Ardova Plc, TotalEnergies Plc, and OVH Energy Marketing Company with the help of NNPC's Group Executive Director, Downstream, Mr. Adeyemi Adetunji, and some members of the MOMAN.

Ahmed said that Apapa was one of the main places in Nigeria where ships could be unloaded and petroleum products could be trucked to other parts of the country. He also said that Lagos is one of the main places where Nigeria gets petroleum products from other countries.

He explained that the visit was part of the agency's oversight responsibility to see what was going on on the ground, noting that some marketers were already upgrading their facilities.

He claims that "there are numerous expansion projects underway in terms of petroleum

products and liquefied petroleum gas (LPG) storage facilities, as well as truck out facilities.

"So, while it's encouraging to see the improvements in those areas, the jetty still needs a lot of work to meet the new safety requirements."

Ahmed, on the other hand, assured that the authorities would hold quarterly meetings with marketers to review areas of concern that needed improvement.

Executive Secretary of MOMAN, Clement Isong, thanked Ahmed and his team for visiting the facilities to learn more about what marketers face in real life.

This is exactly the type of regulator we've been looking for. The one who believes in us, believes in our business, works with us, feels our pain, and does everything he can to help us," According to Isong, S

## NIGERIAN POWER PROJECTS: FG FIGHTS GOVERNORS OVER WHO HAS THE RIGHT OF WAY



Abubakar Aliyu, Minister for Power

**N**igeria's federal government has confirmed that it will work with the country's governors to resolve a dispute over the right-of-way (ROW).

It has had a negative effect on many of Nigeria's power projects because of the conflict. Power Minister Abubakar Aliyu said that.

During a meeting with EKEDC's top executives in Abuja, Aliyu made a statement.

As he told me, the government of President Muhammadu Buhari was always in touch with the Nigeria Governors Forum (NGF) to

make sure that projects would be finished on time.

According to the minister, the government has kept track of ROW issues in order to come up with a comprehensive plan for dealing with them.

service and financial performance were praised. They also asked the EKEDC's customers and employees if the management could do more to build their trust and confidence in the company.

He said there is no doubt that "President Muhammadu Buhari's government is doing its best to ensure that the entire electricity

value chain is operating at its peak."

"The Transmission Company of Nigeria (TCN) has more than 100 ongoing projects that will help to combat theft and maintain grid stability," Aliyu said.

Nigerian EKEDC Chairman Dere Otubu encouraged the officials to keep up the good work toward better power supply.

Government officials should be more aggressive in their fight against power theft, says Otubu. He was joined by Fadeyibi Adeoye, who runs the company.



## NIGERIA'S LEKKI PORT IS SET TO BECOME A REGIONAL HUB FOR MARITIME TRADE - Dabiri

**N**igerians are eagerly awaiting the arrival of Lekki. Upon completion, what effect will the port have on the Nigerian economy?

Before the Lekki Port Board was formed, I spent some time with the project's original promoters (Tolaram) to gain a better understanding of the project's

complexities, particularly in terms of financing and stakeholder management. From a financial and economic contribution standpoint, I could tell that this

was a one-of-a-kind effort in infrastructure development. It was clear to us that the non-recourse, project-financing approach was the only way to ensure that Lagos State and the Federal Government would not be saddled with additional foreign debt as a result of this massive infrastructure investment. The deal was structured around this financing model.

The impact on Nigeria's economy and employment is substantial (about 170,000 jobs will be created from port operations alone). Taxes, royalties, and duties will bring in a significant amount of money, both in local currency and in foreign currency. A total of over \$400 billion in medium-term employment and revenue was predicted for all of this, as well as other related businesses, ensuring financial viability for the 45-year concession. Lekki Free Trade Zone, the flagship of Lagos State's industrial development initiative, is served by Lekki Port, which is located in a strategic location.

**What percentage of the Lekki Port is owned by the Lagos State government?**

Nigeria's Lagos State currently holds 20 percent of the quota. To account for Lagos State's expanded role in the future and in light of the agreement, we increased the percentage from 18.15 to 20% among key promoters. The Nigerian Ports Authority (NPA) has

cut its shareholding in the company from 20% to 5%. Tolaram and China Harbour Engineering Company now own the rest of the shares.

Tolaram has been in Nigeria for about 40 years, and promoting Lekki Port is their most significant infrastructure development footprint. Chairman Mohan Vaswani, the father of Tolaram, should be praised for his vision and dedication to the Nigerian project.

With the assistance of CHEC, Lekki Port advanced from the conceptual to the construction stages. In order to facilitate the much-needed debt financing from China Development Bank, we had to give up a significant amount of interest to CHEC. Because of the 10-year funding snafu, this decision was necessary. While the 2020 pandemic lockdown was in effect, CHEC made a cash injection of \$221 million toward their shareholding.

From the beginning of the project's conception to the beginning of construction, the Lagos State government has been a major contributor to the project's success, especially

during a time when the COVID-19 pandemic was at its most severe.

During the 2020 lockdown, Governor Sanwo-Olu personally coordinated with the federal government and obtained key approvals from the Federal Ministry of Aviation and the Nigerian Immigration Service to bring in Chinese technical experts and the new management team of Lekki Port from Beijing. There's no doubt that this has kept the project's schedule on track.

Whether or not Lekki Port is built and eventually used for business in the long run is up to you.

Lekki Port is going to be a game-changer. Economic and business models have shown that it will fill in the significant gaps in our country's marine infrastructure, especially in Lagos. Economic growth in the country is being slowed by restrictions on expanding our existing port infrastructure.

Technology, new thinking, and better management skills can't hurt the economy if they aren't used to deal with these problems quickly and long-

## THE UNITED NATIONS PRAISES NIGERIA'S SUCCESSFUL PROSECUTION OF PIRACY CASES



maritime safety (SUA) legal in the country where it was passed.

The Federal Government has also prioritized the provision of maritime intelligence facilities, in addition to establishing a legal and institutional framework for maritime crime prosecution.

This includes the commissioning of a high-tech Falcon Eye facility at the Naval Headquarters in Abuja by President Muhammadu Buhari last year.

As outlined in Nigeria's National Security Strategy (NSS, 2019), kidnappings of oil workers, sea robbery/piracy, and illegal bunkering, as well as hostage-taking and maritime terrorism, are all classified as national security threats. The Office of the National Security Adviser (ONSA) helped set up and run the project.

Accordingly, Nigeria has an enormous responsibility to lead innovative efforts toward the fight against maritime crimes in the Gulf of Guinea and across the continent, especially with regard to intelligence-sharing and a coordinated legal strategy," UNODC said in a statement.

As the Office of Naval Research (ONR) said in a statement, the ONR is working to improve legal and administrative efforts to support national maritime security goals.

Usman said that everyone should try to keep maritime crimes under control and prosecuted at a high level.

Following Nigeria's first-ever successful prosecution of piracy in Africa, UNODC Executive Director Ghada Fathi-Wali praised Nigeria for its leadership role and commitment to curbing maritime crimes.

The Head of Strategic Communications, Office of the National Security Adviser, ONSA, Zakari Usman, issued a statement commending Usman.

This is what he said in New York: UNODC's partnership with Nigeria is strong because of the Global Maritime Crime Program and Strategic Vision for Africa, which he said had led to UNODC's expansion into other countries and regional groups.

"The weak legal and institutional

framework for prosecuting offenders was one of the gaps found by the Federal Government of Nigeria in its fight against maritime crimes," the statement reads.

A bill to combat piracy and other maritime offenses, known as POMO, was signed into law by President Muhammadu Buhari on June 24th, 2019.

The stand-alone law against piracy was first introduced in the West and Central African sub-regions by Nigeria's POMO Act.

A new law called the POMO Act made it possible for the first time in Africa in 2021 to convict 10 piracy suspects. This law makes the UN conventions on the law of the sea and preventing illegal acts against

## GREEN ENERGY DONATED MINI-BARRACKS TO THE NIGER DELTA

Rear Admiral S.K. Ibrahim, the outgoing FOC of the Eastern Naval Command, has said that the Nigerian Navy will still protect important national assets in the Niger Delta, he hasn't said how long that will be.

All of this is done to make sure that the people who live and invest in the area can take advantage of the increased economic growth.

At the dedication of the Navy Mini-Barracks at Ekefe Junction, Ikuru Town, Rivers State, he said this. –

As part of a team, Green Energy International Limited and its partner, Lekoil Oil and Gas Limited, built and gave it to the Nigerian Navy for free.

To protect investments and safeguard the lives and properties of Niger Delta residents, corporate organizations, the communities, and the security agencies must work together in sync, according to Commodore SG Olubode Fazaz, Commander of the Nigerian Navy Ship Jubilee.

The Chief of Naval Staff, Vice Admiral A. Z. Gambo, said the Nigerian Navy has improved environmental security.

While praising Green Energy International Limited (GEIL) for always working to protect the Andoni area, he said the mini barracks would give naval personnel more space and resources to do their jobs.

As part of the company's CSR (Corporate Social Responsibility), Adegbulugbe said the mini-barracks were built for the Nigerian Navy. This was to help them do better.

It was a continuation of the construction of a navy facility and barracks in Ikuru town (Andoni) in 2015 and the donation of Hilux trucks in 2019, he said, claiming that the security network of the area would be improved with the additional provision of lodging.

For the purpose of achieving the company's goal of creating an indigenous domestic market for small-scale gas opportunities in Nigeria and Africa, the company and its joint venture partner are putting significant resources into LPG and gas-to-power projects, which are expected to be operational by the second quarter of this year.

People in the Niger Delta and the rest of Nigeria's economy will benefit from this strategy, he said. It's meant to solve a long-standing problem with associated gas flaring and help the economy grow, too.

There will be an embedded power generation strategy for the company's operations and host communities, while the excess will be injected into the national grid. The National Electric Regulations Commission has already granted GEIL a 40 MW license in order to achieve this goal, "he said.

Over the course of six years, he said, security agencies had worked together to keep his company safe, and he urged the GSF to expand its security network in the area as a benefit to the company's critical investments and the local economy.

It was his hope that this facility would help the Navy do its job better.

It includes six rooms, a security post, an observation tower, a kitchen, a store, and office space. There is also a 20kVA generator and a solar lighting system with 12 panels and six batteries.

term.

For Lagos' container terminal facilities, the shortfall of 0.8 million TEUs (Twenty Foot Equivalent Units) in 2016 is expected to rise to up to 5.5 million TEUs by 2025, which is an increase of more than two-fold. There is a pause in the flow of business and industry because of these extra shipments.

People in Nigeria will be able to use the Lekki Port because it is in the right place, has a lot of flexibility, and has modern facilities. This will make Nigeria a new hub for international maritime business in the West African region.

***Do you think Lekki Port will be able to meet the needs of investors and other users in light of the many difficulties the Nigerian port system faces?***

In order to accommodate the growing global trend in containership berthing for larger vessels, Lekki Port is constructing the best infrastructure and terminal facilities and services to attract and retain large volume shipping line customers. Container, dry bulk, and liquid terminals, as well as other marine infrastructure, will be built at the port, making it a truly multipurpose facility. Lekki Freeport Terminal, an expert in container terminal management, will operate the container terminal on a sub-concession basis. CMA CGM, the French shipping and logistics giant, owns this subsidiary. All port users will receive a world-class service standard at Lekki Port, which will in turn help unlock value for the investors who have supported the project over the years by remaining steadfast in the face of our country's peculiarities. CMA CGM is already preparing for operations at the port.

***Lekki Port may face the same difficulties as other Nigerian ports. As cargo is typically transported by road, how do you prevent this from happening again? It's been confirmed by the Transport Minister that a rail link to the port is not planned. How will this impact cargo evacuation?***

Lagos State and the Federal

Government (NPA) are shareholders in a special-purpose vehicle that governs Lekki Port. His Excellency, Mr. Governor, has been working hard to ensure that before the port goes into full operation, the road infrastructure will have been augmented to handle the additional traffic.

President Muhammadu Buhari recently ordered that Lekki Port be connected to the railway network, which has long been emphasized by the management of Lekki Port.

The Minister of Transportation stated during his last inspection visit to Lekki Port that studies will begin to determine the best way to connect the port to the national rail network. As a first step, I think this is a good one that can be built upon by future administrations.

***To what extent does Lekki Port's commercial operation rely on modern technology?***

One of the world's largest marine engineering contractors, has designed and is currently building the Lekki Port project in accordance with global best practices. Louis Berger, a member of the WSP Group, one of the world's largest multi-disciplinary infrastructure consulting firms, serves as the project manager. Contract management, design review, and construction supervision fall under their purview, ensuring a high level of quality control. Rubber-tired gantry cranes (RTG), mobile gantry cranes used in intermodal operations to stack containers, and Ship to Shore (STS) cranes are among the cutting-edge equipment being installed as part of the port's construction as a modern facility. Few African ports are prepared to handle intermodal transportation scenarios, which the port will be able to do. The terminal operating system is highly computerized and has a technological interface with regulatory agencies, so we expect a more efficient and seamless service for the end-user. In-built technology will make it possible to screen and process shipments within 48 hours. In Nigeria, this will be a first.

***When Rotimi Amaechi visited the***

“**People in Nigeria will be able to use the Lekki Port because it is in the right place, has a lot of flexibility, and has modern facilities. This will make Nigeria a new hub for international maritime business in the West African region.**”

***construction site last year, he expressed concern about the project's completion date. Can you give us an exact completion date and an idea of when the port will be open?***

More than eight months ago, the Minister expressed a similar apprehension. His last visit was in January, and he was ecstatic to see the growth. Duogang, the port's MD, and his team have worked hard to ensure that construction moves along quickly. At the end of January, construction had reached 81 percent of the planned schedule, which the minister commended given the global pandemic.

We are extremely pleased with our progress and are confident that port operations will begin in the final quarter of 2022, based on where we were when the Board was formed.

## NPA SUBSTANTIVE MANAGING DIRECTOR - BELLO KOKO APPOINTED



Mohammed Bello-Koko

**M**r. Mohammed Bello-Koko has been named the substantive Managing Director of the Nigerian Ports Authority by President Muhammadu Buhari (NPA).

Mr. Eric Ojiekwe, Director, Press & PR Federal Ministry of Transportation, announced Bello-appointment Koko's in a statement.

His appointment comes just 24 hours after the report of a committee set up to investigate allegations of financial misappropriation against Hadiza Bala Usman, the former Managing Director of

the NPA, was released.

According to reports, the committee report cleared Usman of the N165 billion she was accused of failing to remit to the Federal Government by Minister of Transport, Mr. Rotimi Amaechi.

Following Usman's suspension by the Transport Minister, Bello-Koko, the then Executive Director, Finance and Administration, was appointed on an interim basis.

It was also learned that, prior to the committee's report being submitted, there were reports that President Buhari had finalized plans to reinstate Usman as the Authority's Managing Director.

However, in a statement released on Tuesday, the Authority approved and confirmed Bello-appointment Koko's as substantive boss, putting an end to the feud between the former MD and Amaechi.

Bello-appointment Koko's is effective immediately, according to the statement.

"Mr. Koko was the Authority's Executive Director of Finance and Administration prior to this appointment.

**T**he Port Harcourt Electricity Distribution Company (PHEDC) has announced that it will start using a new business model to make sure that customers in its service area get electricity at the same time, every time, even if they move.

Akwa Ibom, Bayelsa, Cross River, and Rivers are the states where the company has franchise agreements.

This came from PHED's CEO, Henry Ajagbawa. He was quoted in a statement from the company's Head of Corporate Communications, John Anonyai, on Wednesday in Port Harcourt, Nigeria.

In the opinion of Mr. Ajagbawa, the new service models are as follows: maximum demand (MD), non-maximum demand post-paid customer (PP), and pre-paid metered customers (PPM).

There will be three product managers and commercial officers in each of six regions, as well as a number of linesmen, who will help with this new business model.

Using the new structure instead of the old one will allow for quick wins and smart goals in a changing business environment.

Apart from meeting the increased electricity demands of our valued customers, the new model will also address the challenging dynamics of our business

## TO INCREASE ELECTRICITY SUPPLIES, PORT HARCOURT DISCO INTRODUCES A NEW MODEL



operating environment, according to Mr. He said.

Mr. Ajagbawa expressed confidence that the new model would drive performance, while also keeping an eye on PHED's operations at the individual product level.

As he explained, the new plan was adopted as part of PHED's goal to become the country's leading electricity distribution company by 2025.

"The introduction of the new model will help the company

reach its goals, even though we are having problems with our operations."

The problems range from not being able to get money from a lot of our customers, including deductions from the source by the government, to employees getting angry and assaulted, among other things.

According to the managing director, one of these is the inability to meet contractual obligations as well as the payment to the Transmission Company of Nigeria (TCN) for energy that has not been sold to a specific segment of consumers.

Mr. Ajagbawa sought the support of the Senior Staff Association of Electricity and Allied Companies as well as the National Union of Electricity Employees in order to put the new model into effect as quickly as possible.

***"Our customers will benefit from the new model, but it will also address some of the more difficult dynamics in our business environment, says the company."***

Aside from a significant reduction in the number of requests for large unreceived cash payments in the course of vessel clearance, the introduction of SOPs and NPPM has increased the level of transparency around the processes that must be followed in Nigeria's ports. The introduction of the Port Service Support Portal has also improved the transparency and effectiveness of the processes for handling complaints and grievances at the port. The consistency with which procedures are followed and the predictability that results in the cost and time spent on vessel clearance through the ports are used to determine the effectiveness of a system. Prior to the implementation of the NPPM, it took an average of five hours for a vessel to arrive at its destination after receiving a pilot assignment before being born. During the vessel clearance exercise, there was a proliferation of various government manning agencies without any specified number of

officers boarding a vessel, with an average boarding time of not less than 90 minutes by each agency, during which time the vessel was cleared. All of that has now been rationalized by NPPM. According to a recent article, the PSTT has made significant progress in the first nine months of its work on the NPPM, which has the potential to correct some of these problems.

Preceding the implementation of the NPPM and the establishment of the PSTT, the maritime sector was beset by challenges ranging from

infrastructure to ports administration, which resulted in excessive delays throughout the supply chain, from vessel reception to import/export processes, excessive "red tape," human and vehicular congestion in and around the ports, and illegal charges that increased the cost of doing business.

The economic cost of these challenges, when considered in the context of the losses that result from the associated inefficiencies, has been estimated at approximately \$7

billion per year. In response to these challenges, the Nigerian government, in collaboration with the Nigerian Shippers' Council (NSC), the Technical Unit on Government and Anti-Corruption Reforms (TUGAR), and the Independent Corrupt Practices and other related offences Commission (ICPC), as well as the Maritime Anti-Corruption Network (MACN) and the United Nations Development Programme (UNDP), embarked on a process of reforms to address the challenges in the maritime sector.

As stated by the Lagos Chamber of Commerce and Industry (LCCI), the Standard Operating Procedures, the National Ports Policy Manual, and the Port Security Strategy Plan, when fully implemented, will have far-reaching implications for operations in Nigerian ports and terminals. As a result, it is expected to address annual losses of N600 billion in customs revenues, \$10 billion in non-oil exports, and N2.5 trillion in corporate revenues, as well as a 38–40 percent decrease in industrial capacity utilization.



Mohammed Bello-Koko

## NEW PORT INFRASTRUCTURE IS CRITICAL TO NIGERIA'S ECONOMIC FUTURE

### - Bello Koko

In his role as Director General of the Nigerian Ports Authority (NPA), Mohammed Bello-Koko asserted that the development of a modern and resilient port infrastructure would speed up the country's economic growth, facilitate well-paying jobs, and help maintain stability throughout the country.

Soon after a facility assessment tour of the Onne and Rivers Ports on Thursday, Bello-Koko assured port service providers that the authority was committed to

improving service quality and delivery at the eastern ports so that they could compete with Lagos' ports.

Nigerians can now work from the comfort of their own homes and earn money every day. Individuals can make as little as \$300 per day on the job. Examine the mechanism at work.

According to the NPA's chief, the agency is working with other agencies to reduce the time it takes to clear imports and the cost of handling non-oil exports in order to support the federal government's economic diversification strategy.

According to him, the Federal Executive Council (FEC) has approved a 1.2-kilometer first segment of a dual carriageway for the evacuation of cargo. The budget for 2022 anticipates that the next phase will be completed this year.

Construction of these vital roads is funded by provisions in our budget. Even though Onne has been transformed into a very busy gateway, we've noticed that intruders are finding their way in and damaging authority property.

A rise in cargo traffic at Onne has been noticed by everyone in recent months. This improvement in traffic necessitates that the access roads be kept clear of gridlocks to avoid a repeat of Lagos' traffic congestion and gridlocks.

(MD) We've come to Onne Port to inspect the port's internal road network as part of our infrastructure development and modernization agenda. We need to develop and sustain increasing cargo volumes at Onne and other ports.

The MD expressed displeasure with the degree of redundancy present at a number of the port's terminals. The authority, he said, would review the type of cargo that had been approved for the affected terminals so that they could begin to attract significant volumes of cargo.

Calabar is one of the eastern ports where management is considering granting new tariff relief, especially in light of the tariff relief for shipping companies and terminal operators.

According to him, there are plans in the works to build a truck terminal in the area and then implement an electronic call-up system for trucks in the eastern corridor, starting with Onne Port. This would prevent trucks from being parked on the access road to Onne Port indiscriminately.

## NIGERIA APPROVED THE TAKEOVER OF OGBOYEGA MINING SITES TO GENERATE ELECTRICITY FROM COAL

Ogboyege North and South Coal Blocks, Mines 769 and 772 ML, have been approved by the Federal Government to be taken over by Western Metal Products Company, WEMPCO.

Ibeh Chidi, the Bureau of Public Enterprises (BPE) Director's of Communications, announced this in a statement on Tuesday in Abuja.

Orbit Exploration and Natural Products Limited, OENPL, was approved for takeover by the National Council on Privatization, according to Mr. Chidi.

Furthermore, he said, if all goes according to plan, the company will use mined coal to power its power plants.

OENPL was approved because of BPE's due diligence on the company, which showed OENPL had the financial resources and technical expertise needed to operate the mines successfully.

According to the Asset Share Purchase Agreement, WEMPCO had requested BPE's approval to transfer mineral titles for the two coal blocks to OENPL (ASPA).

For the two coal blocks and power generation, OENPL has proposed to spend N112 billion on procuring equipment."

For a total of \$7.378 million and \$7.678 million, the Ogboyege North and South Coal Blocks were acquired by WEMPCO in 2007.

After 15 years, however, the two coal

blocks have yet to be fully operational.

That necessitated a review of WEMPCO's ASPA with the bureau, which confirmed that the request complies with those provisions, according to Mr. Chidi.

NCP/BPE must give their approval before such a transfer of shares can take place, as stated in Article 18.6.

BPE concluded that OENPL was capable of operating the mines after studying its business plan and financial situation.

Through the Public Enterprises (Privatization and Commercialization) Act of 1999, the BPE was established to diversify Nigeria's economy and strengthen its private sector.



Coal mining site

a courageous officer who deserves to be recognized (NSC). By Freight Watch Publications, he was named "Most Outstanding Man of the Year in the Public Sector (Maritime), 2021," and by the National Security Council, he was named "Star Boy of 2021." As the head of the Port Standing Task Team (PSTT), Moses Fadipe didn't act alone. Instead, he worked with other members of the PSTT, who came from the anti-corruption commission, the Department for State Security, and the ICPC.

As part of its collaboration with the Nigerian government, MACN, through its Nigerian partner, the Convention on Business Integrity (CBI), has provided direct feedback to the government on the progress being made or the lack thereof on a number of occasions since 2012. The Nigerian government has always responded appropriately, implementing new strategies and tactics as needed to keep reforms on track since that time. One such example is "Operation Mark," which was established in 2019 after the MACN complained that the levels of corruption were still unacceptably high, and which served as a forerunner to the establishment of the Port Standing Task Team (PSTT). Operation Mark conducted sting operations in order to apprehend and prosecute officials who were wilfully violating the Standard Operating Procedures (SOPs) established at the ports by each agency and terminal operator that had a presence at the location.

The Nigerian Presidency announced the launch of the Nigerian Port Process Manual (NPPM) on December 10, 2020, in commemoration of World Anti-Corruption Day. The NPPM



Dr. Bashir Yusuf Jamoh

details the specific steps that must be taken to complete each port process, identifies the stakeholders involved, and provides an indication of timelines. In 2011, M. Fadipe was appointed as the chairman of the PSTT, which was mandated to monitor and enforce conformity by all government agencies and private stakeholders with the provisions of the NPPM and to assist in the removal of opaqueness in port operations in accordance with international best practices as enshrined in the Nigerian Port Process Manual (NPPM). The Port Process Manual is intended to create a more conducive environment for users of domestic and international ports by eliminating bottlenecks and illegal demands (such as for large

unreceived cash payments).

A systemic intervention in the port sector has been chosen because Nigeria is seeking a successful, effective, and systemic intervention in the sector that will quickly change the narrative, perception, and ranking of Nigeria in the Corruption Perceptions Index (CPI) published by Transparency International. Port operations are governed by the Nigerian Ports Process Manual, which is also one of the most important interventions in the effective implementation of Nigeria's Executive Order 001, which was directed at promoting transparency, efficiency, and ease of doing business in the country's business environment and designed to make it easier to do business in Nigeria.

## THE IMPACT OF PRESIDENT BUHARI'S REFORMS ON CORRUPTION IN NIGERIA'S MARITIME SECTOR



President Buhari

**T**here have been reports of bribes being demanded from ship masters... The number of reported incidents decreased from 266 in 2019 to 128 in 2020 and 40 in 2021.

During the process of vessel clearance, illegal demands by public officials in Nigeria on ship masters for large unreceived cash payments

have decreased from 266 reported incidents in 2019 to 128 reported incidents in 2020 and 40 reported incidents in 2021. Starting in 2020, all issues reported through the Port Service Support Portal (PSSP) were typically resolved during normal ship operations of the port visit, and as of the time of writing, there were only two such issues that had not been resolved yet. Behind this

significant improvement in performance is a group of civil servants who are probably less well-known but who have been involved in the port reforms that the Federal Republic of Nigeria has been implementing since 2012 in collaboration with the Maritime Anti-Corruption Network, or MACN.

Moses Fadipe of the Nigeria Shippers Council is an example of

## ARDOVA TECHNICAL SKILLS PROGRAM GRADUATED 100 MECHANICS

**A**rdova's Mechanic and Technicians Academy (MechTech) initiative, which is run in partnership with Automedics, has graduated its third class, which totaled 100 mechanics.

Although the event was originally scheduled for 2019, it was postponed as a result of the outbreak of the COVID-19 pandemic, which occurred on February 3, 2022.

With the graduation, MechTech has reached its goal of training over 5000 auto mechanics across the country in the course of the program. This year's event saw 300 graduates, bringing the total number of graduates to over 5000.

MechTech is an initiative of Enyo's Corporate Social Investment program that aims to close the skills gap and increase the productivity of mechanics in Nigeria's automotive industry.

As he spoke at the third convocation ceremony of MechTech, Ardova Plc CEO Olumide Adeosun stressed the company's commitment to supporting the United Nations' Sustainable Development Goals (SDGs) through capacity-building initiatives such as MechTech.

As a company committed to sustainable development, we are committed to improving and expanding on this endeavor to develop qualified mechanics and provide job opportunities for

ap

economic growth.

As he put it, "the long-term goal is to promote sustainability in the oil and gas sector and adjacent industries."

In the meantime, the importance of gender inclusion was discussed at the event as a top priority.

Ardova's Head of Channel, Habiba Abubakar, stated that only two women participated in this year's celebration, which she described as "a disappointment."

"We will work to increase the number of women who participate in the program," says the program coordinator.

Some people were also in attendance to share their personal stories and testimonies with the audience.

Former student Halima Adeyemi stated that MechTech has provided her with more expertise and insight into solving automotive problems

than she could have imagined.

"I'm still putting into practice what I've learned during the training, and the results have been outstanding."

Meanwhile, Urban Garage, another alumni and founder, spoke about the importance of integrity and her own experiences as a woman in the field.

According to Tosin Okeowo, "Lack of integrity has long been a problem in the industry, but we are working to change that narrative." She also stated that "as a woman in the field, it has been fine," though "it has been tough because people are constantly afraid that something will go wrong," but that "it has been a pleasant experience throughout."

In collaboration with Auto Medics Limited, an automobile repair and fleet maintenance workshop equipped with cutting-edge diagnostic tools and equipment, and with the assistance of the Motor Mechanics and Technicians Association of Nigeria, the MechTech project is being carried out by (MOMTAN).

**RUSSIA -  
UKRAINE WAR  
RISE IN OIL  
PRICES HAS  
A NEGATIVE  
IMPACT.** Sylva



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ABC Orjiako:

owning a share in the school's subsidiary, United Capital. He has investments in the hospitality business through Transcorp Hotels, as well as an electricity company, Transcorp Ughelli Power Limited.

**Dantata, Sayyu I.:**

In 2015, Dantata founded his own oil firm and also served as the group Chief Executive Officer. MRS Holdings. The firm then acquired Chevron's upstream businesses, OMLs 83 and 85, and became a chief rival of Shell Petroleum in the country.

He is the half-brother of Aliko Dangote, Africa's richest person. He works for his brother as the Director of Engineering and Transport Division, Dangote Group.

In the company's latest annual report, the largest shareholder of MRS was listed as this man with operational offices in several West African countries, such as Nigeria, Benin Republic,

Togo, Cameroon, and Cote D'Ivoire.

**ABC Orjiako:**

Nigeria-based businessman Exxon Mobil has sold Mobil Producing Nigeria Unlimited to Seplat Petroleum Development Company. The deal awaits regulatory approval.



Michael Adenuga

The controversies surrounding Orjiako have been numerous, including a court battle with Zenith Bank and Access Bank over the Malabu Oil Block. As a result, Orjiako is stepping down from his position as the chairman of the Cement Company of Northern Nigeria Limited.

**Michael Adenuga:**

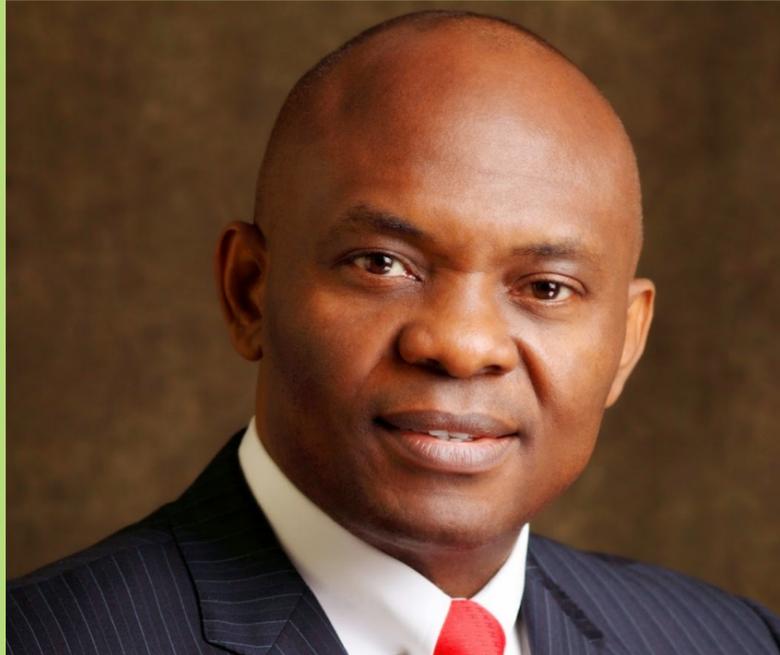
Mr. Adenuga is quite popular in the telecommunications sector, but he stays out of the spotlight when it comes to oil and gas. He founded Globacom, Nigeria's second-largest mobile phone company.

Conoil Plc, the oil firm said to be leading the bidding process for Chevron's upstream business, OMLs 86 and 88, has denied making any such offer.

His oil exploration outfit, Conoil Producing, operates six oil blocks in the Niger Delta.

Adenuga is an entrepreneur who earned his MBA while supporting himself as a student by working as a taxi driver.

## MEET THE NIGERIAN OIL FIRMS THAT HAVE TAKEN OVER IOCS



Tony Elumelu

Due to the selling of foreign oil companies assets in Nigeria's oil market, Nigerian-owned oil companies have been buying up foreign oil assets in the country and putting them back into use.

The government is concerned about the recent withdrawal of foreign investors from the Nigerian oil industry because the majority of these companies have already pulled out, and the others are planning to leave soon. The loss of jobs will have an adverse impact on the Nigerian economy.

The new policy on foreign collaboration in the oil and gas industry, however, has increased opportunities for Nigerians in the oil sector, as they now have more chances to play a role in the country's oil market than they

had before.

### Tony Elumelu:

In 2021, the famous Nigerian businessman, Tony Elumelu, bought Shell's Nigerian business, TNOG Oil and Gas Ltd., as he looks to make his mark on the



Dantata, Sayyu I

Nigerian economy.

Tony Elumelu, the billionaire businessman behind United Bank for Africa, has snatched a huge business opportunity from Shell after the oil giant decided to pull out of Nigerian operations. Now controlling one of the biggest businesses in the country, Tony looks set to expand his empire in Nigeria's economy as 2021 shapes up to be an interesting year for businesses in the African country.

Elumelu has been a major player in the financial industry for over thirty years. He has been actively involved in major mergers, like the merger between Standard Trust Bank and United Bank for Africa and the merger between UBA and First National Bank.

He completed his Master's degree in Accounting at Ambrose Alli University, also



**T**imipre Sylva, the Minister of State for Petroleum Resources, stated that the rise in crude oil prices was not in the best interests of Nigerians.

According to the minister, Nigeria would be content with crude prices ranging between \$70 and \$80 per barrel on the global market, as opposed to the rising prices of crude, including Brent, which rose to \$103.33 per barrel from \$96 per barrel on the global market.

In a specific interview with Bloomberg Television, which was broadcast and monitored by Oil and Gas Trends Magazine he stated: "I'm hopeful that the prices will move around, perhaps \$80, perhaps \$70." Ideally, it will come down to somewhere between \$70 and

\$80, which will allow us to make it through the rest of the year."

Following a meeting with the Organization of Petroleum Exporting Countries, or OPEC, and its allies in January 2021, the country agreed to voluntarily reduce its daily crude oil production by 939,000 barrels between January and March of the following year.

According to him, the inability of Nigeria to reactivate the oil wells that were shut down when the Organization of the Petroleum Exporting Countries (OPEC) instructed producing countries to cut production, as well as a lack of investment in the upstream sector, are having a significant impact on the country

We are putting in a lot of effort on that, he said (production

increase). In our case, it was due to the fact that we were forced to cut back at the time. Of course, you can't cut back mathematically in such a situation.

If you want to reduce the 100,000 barrels that you shut out, we'll probably reduce the 200,000 to 300,000 barrels that we shut down." We over-complied as a result because we simply couldn't achieve it mathematically at the end of the day.

In our efforts to reduce our carbon footprint, we ended up cutting down too much. It has not been easy for us to get the wells back into production since we returned, says the team.

He stated that a significant amount of additional investment

would be required to ramp up production, but expressed disappointment that foreign funding for the industry was drying up.

Ayodele Oni, a partner at Bloomfield Law Practice who specializes in energy law, responded to the development by explaining that rising crude oil prices had both positive and negative implications for Nigeria. The positive aspect is that our revenue is increasing, he explained. It is clear from Nigeria's budget that the country will earn significantly more money than expected from crude oil, but the downside is that we are not refining crude in the country at the moment because the country's four refineries are still undergoing rehabilitation.

Because of the current situation, we will have to spend more money importing refined products, and our subsidy payments will also rise significantly, which is a major source of concern for us. This development will have an impact on our income and revenue, as well as increasing our expenses.

Because Nigeria does not refine its own crude oil, the rising crude oil price is more detrimental than beneficial to the country. Having a sufficient amount of refining capacity in-house will be a blessing for us."

With regard to the price of crude oil, Oni predicted that it would rise further to \$115 per barrel, but that it would still fall to \$80 or lower in the future.

Bode Longe, a consultant at BL&C Limited, expressed his views on the matter, saying, Considering the oil benchmark figure and the actual price of crude on the

international market, this is positive for us as a country. This is intended to increase the amount of money in the Excess Crude Account, also known as the ECA. When actual oil revenue exceeds budgeted oil revenue, the ECA operates in such a way that it can be saved; however, when actual oil revenue exceeds budgeted oil revenue, the ECA can be withdrawn.

However, rather than proceeding with the deregulation of the PMS market on February 1, 2022, the government appears to have supported and pushed the implementation of the Petroleum Industry Act, or PIA, for an additional 18 months."

Since the Nigerian National

to support us when the oil price drops again, but the government will continue to do things the way they have been done and fritter away the money on subsidy payments, which will bring us right back to square one when the oil price drops again.

Shell provides an explanation for the decrease in output.

OPEC's oil production restrictions and the Coronavirus pandemic, according to briefing notes obtained by Vanguard, have both contributed to the country's declining oil output, according to Shell Companies in Nigeria (SCIN).

The pandemic and OPEC quota reductions imposed in response to the global economic

**“Because of the current situation, we will have to spend more money importing refined products, and our subsidy payments will also rise significantly, which is a major source of concern to us. This development will have an impact on our income and revenue, as well as increasing our expenses.”**

Petroleum Corporation (NNPC) has proposed N3 trillion for subsidy support, the real challenge is that the savings that we would have gotten from a higher price of crude will be frittered away in the form of subsidy payments."

When the alternative is to bite the bullet and resolve the subsidy issue once and for all, we can actually build up foreign reserves

slowdown have both had a negative impact on Nigeria's production, the report stated specifically.

While output from the SPDC JV and SNEPCo in 2020 fell from record highs in 2019, it remained close to the 5-year average of 625,000 barrels of oil equivalent per day, at around 620,000 barrels of oil equivalent per day."

surveillance team to some petroleum products retail outlets across the state.

"We have sufficient fuel in Lagos at this time, and we have quarantined the contaminated products in some of the impacted depots," he explained further.

Right now, our primary focus is on delivering clean products to all of the stations. we had more than 128 million litres of fuel in our depots in Lagos, which is a record high. In addition to bringing in approximately 204 million litres, we have five vessels that have been discharging since February 15, "So, in total, we are looking at approximately 332 million litres of water within our system in Lagos. As of Wednesday, we had trucked out about 37 million liters with 885 trucks. On this morning's patrol, we had seven ad hoc surveillance teams, who were sent out to assess the impact of the 885 trucks that had been deployed.

It is the monitoring team's responsibility to ensure that products are available in outlets and that they are of high quality in order to prevent the infusion of any contaminated PMS that has been quarantined by the authorities."

"The recent importation of off-spec petrol into the country, followed by the subsequent directive to withdraw the affected products from the market, has created a significant supply gap," said Clement Isong, Executive Secretary of MOMAN.

We are aware that the withdrawal of the four vessels caused a disruption in the supply chain, resulting in panic buying on the part of Nigerians. Since our last meeting on Wednesday, we (MOMAN members) have received two vessels from the NNPC, and we believe that the NNPC and other stakeholders are working tirelessly to find a solution to this problem.

In order to ensure improved supply and stability, it was critical that the downstream petroleum sector be completely deregulated, with the importation of PMS liberalized.

The TUC holds the leadership



Mele Kyari, GMD NNPC

responsible for the shortage.

The Trade Union Congress of Nigeria, TUC, on the other hand, has blamed the ongoing scarcity of petrol in the country on the failure of the country's leadership.

TUC President, Quadri Olaleye, told reporters in Abuja that the union was dissatisfied with the Federal Government's handling of the current scarcity of PMS and expressed displeasure with the reasons given by the government for the return of long queues at petrol stations.

He claims that, according to "the TUC, it is currently keeping an eye on the situation, including the actions and policy decisions of the government, and will respond when the time is right, the union said." We are keeping an eye on the unfolding situation and will respond when the time is right. The Nigerian people are being used as pawns in their game."

**Gov. Akeredolu issues a warning to marketers.**

Another warning has been issued by the Governor of Ondo State, Arakunrin Rotimi Akeredolu, who has urged petroleum marketers and fuel station owners to refrain from hoarding products, thereby creating artificial scarcity throughout the state.

Governor Akeredolu, through his

Chief Press Secretary, Richard Olatunde, issued a statement in which he "asked all petrol stations in the state to dispense fuel in their tanks at the regulated pump price to relieve the people of the long hours spent at fuel stations."

"The governor has reiterated his administration's willingness to deal decisively with any fuel station found to be hoarding products," Olatunde continued."

As a result, Governor Akeredolu has directed the Governor's Task Force to travel throughout the state to ensure that the law is fully enforced.

Numerous filling stations that distribute the product have increased their pump prices from N170–N200 per litre to reflect the higher cost of the product.

Several dealers were found to have hoarded product in an attempt to sell it above the pump price at midnight, according to Vanguard's findings.

Long lines formed at a few of the filling stations across the state that dispensed the product, and motorists were forced to pay for generators after purchasing the product at a higher price than the pump.

A large number of stations have remained under lock and key since the scarcity became widely apparent throughout the state.

# NIGERIA'S GOVERNMENT, MARKETERS, AND OTHERS DIVIDED ON THE ISSUE OF FUEL SCARCITY

It appeared that the raging petrol shortage may continue beyond next week, contrary to what the Federal Government had previously stated.

The government announced on Wednesday that it had placed orders for more than 2.1 billion liters of methanol-free gasoline in order to ensure that the queues were cleared within a few days.

In an interview with Vanguard, Mike Osatuyi, National Operations Controller of the Independent Petroleum Marketers Association of Nigeria, IPMAN, stated in an interview that: "The Federal Government, as well as other stakeholders, are working to put an end to this practice." Because of increased loading, it is possible that it will come to an end in Lagos. However, because of poor road conditions and other issues, it is possible that it will continue in other parts of the country.

"I believe we should aim to resolve issues and bring in additional cargo by the end of the month, which will allow the government to meet demand in many parts of the country."

Similarly, Tunji Oyebanji, the Managing Director/CEO of 11 Plc, stated that with increased efforts, it may be possible to end the



shortage in Lagos, but that doing so in all parts of the country may take longer due to logistics and other issues."

In addition, a depot owner who asked not to be named said that it could also end up in Abuja because of the poor road network in Minna and other areas, which causes trucks to be stuck.

While the Nigerian Midstream and Downstream Petroleum Regulatory Authority has called for more security at petrol stations in order to stop street urchins (area boys) and black market dealers from working there, a report by the organization says that this is a good idea.

In a visit to some filling stations and depots of 11 Plc, NIPCO, Con Oil and AITEO in Apapa, Lagos, yesterday, Mr. Ogbugo Ukoha, Executive Director of Distribution Systems, Storage and Retail Infrastructure, NMDPRA, made the call for greater compliance.

Several marketers, particularly in Lagos and Abuja, have complained to Ukoha that their station attendants are being harassed by black market operators because they refuse to sell fuel in jerry cans, according to Ukoha. There have

been complaints from marketers in Lagos and Abuja that their station attendants are being harassed by black market operators.

"We are appealing to the security agencies to intervene by ensuring that the stations are protected and that they are allowed to operate to the greatest extent possible," he said.

In response, Olumide Adeosun, Chairman of the Major Oil Marketers Association of Nigeria (MOMAN), said his organization's members would continue to collaborate with regulatory agencies and other stakeholders to restore normal supply of PMS to the country.

Adeosun stated that some MOMAN members had already extended their hours of operation from 18 to 24 hours in order to reduce the length of time people had to wait in fuel lines across the country.

## The NMDPRA begins its monitoring mission.

NMDPRA, on the other hand, has deployed seven ad hoc surveillance teams to monitor filling stations in the state of Lagos, as a precaution.

In Lagos, Ayorinde Cardoso, the Zonal Operations Controller of the National Mineral Development and Petroleum Resources Authority, disclosed this while leading a



# NIGERIAN NAVY SHUTS DOWN 175 ILLEGAL REFINERIES AND ARRESTS 27 VESSELS

In the last 11 months, the Nigerian Navy has deactivated 175 illegal refineries and arrested 27 vessels.

The Command also revealed that 35,384,718 metric tons of illegally refined AGO were evacuated, as well as the destruction of several pirate and kidnap hideouts.

During his handover ceremony on Friday, Rear Adm. Sanusi Kazeem Ibrahim, the outgoing Flag Officer Commanding, FOC, Eastern Naval Command, said that piracy in the Nigerian maritime domain had decreased.

"The Command maintained effective patrols throughout its maritime Area of Responsibility (AOR) and conducted several Clearance and Swamp Buggy operations in the backwaters," he said.

These operations resulted in a significant decrease in piracy in Nigeria's maritime domain, as well as the arrest of 27 vessels involved in illegal bunkering, crude oil theft, and other maritime crimes.

"Other accomplishments include the deactivation of approximately 175 illegal refining sites (and counting), the evacuation of approximately 35,384,718 Metric Tonnes of illegally refined AGO, and the destruction of several pirate and kidnap hideouts."

The recent arrest of MT PREYOR 1 on 5 January 22 for transporting approximately 2,458,350 litres of crude oil in her cargo tanks and an additional 10,000 litres of AGO in her service tanks without the required approval is of particular interest.

OP RIVER DOMINANCE, launched by NNS PATHFINDER in



collaboration with the Rivers state government, is also ongoing. In addition to establishing waterborne guard posts along the checkpoints, this operation increased riverine patrols. The arrest of 13 suspects, 14 large wooden boats laden with illegally refined AGO, and three barges each carrying about a million litres of suspected stolen crude oil were among the major achievements.

"This comes on top of the Command's anti-smuggling efforts, which have resulted in the seizure of over 3,147 bags of 50kg parboiled foreign rice and 1,184 25kg bags of fertilizers, among other things," he said.

Further, he urged the command's officers and men to rally behind the incoming FOC in order for him to outperform his own achievements.

Rear Adm Abdulahi Dewu, the new FOC of the Eastern Naval Command, has also appealed to officers to assist him in maintaining the pace set by his predecessor, saying that he cannot achieve anything on his own.

"The command's responsibilities are very high and demanding," Rear Adm Dewu said, "and we must go above and beyond the call of duty in securing the maritime domain in order to ensure the peace and security of land in order to engender the prosperity of our great nation."

"However, I must state that I am only the commander of the command, and I require the support of the entire body to achieve my objectives, so I ask for everyone's help to make this happen," he said.



# FEC APPROVES RAIL PROJECTS CONNECTING IBADAN WITH LAGOS AND PORT HARCOURT WITH MAIDUGURI

**R**ail projects in Ibadan to Kano and Port Harcourt to Maiduguri will use the money to buy rolling stock, operational and maintenance equipment for the new lines.

Ibadan to Kano standard gauge and Port Harcourt to Maiduguri narrow gauge rail projects will each need \$2.8 million worth of rolling stock operational maintenance equipment, the Federal Executive Council (FEC) has agreed to.

Rotimi Amaechi, Nigeria's Minister of Transportation, made the announcement at the end of the Council meeting, which was presided over by Vice President Yemi Osinbajo on Wednesday in Abuja, Nigeria's capital city.

Rolling stock, in his view, is merely a tool used in the railroad's upkeep and operation.

This amount, which includes 7.5% tax, has been approved by the cabinet to buy rolling stock

operational maintenance equipment for the new rail lines from Ibadan to Kano standard gauge and from Port Harcourt to Maiduguri narrow gauge. This money will be used to buy the equipment.

Rolling stock is an essential part of the railway's maintenance and operation.

We'll be able to replace all of the current rolling stock with this. "They're basically the things we use to keep the trains running," he explained.

Reports indicate that train passengers in Kogi State were attacked outside the station as they made their way to their destinations, according to Mr. Amaechi, who denies that the attack took place at the station.

It wasn't at the train station where he received his report, but rather on their way out of the station.

We have a duty to take care of

business here at the station. However, you are correct. "We've never been attacked inside the station," the station's manager said. "It's a safe place." There's no harm in trying to find out. "(As a result, I appreciate your reminding me to double-check my work. Because we have railway police, there should be an officer at every station.

"Since we haven't been attacked in the station, I shouldn't assume they're here."

According to Mr. Amaechi's confirmation, the attack did not result in any fatalities.

A report I received from them stated that they were attacked on their way home, but I had not heard of any deaths along this stretch of road between the station and the neighborhood where they lived. Nigerian Railway Corporation's CEO will tell me, he promised.



Edge-Tech 80 Tons Crane



Sampling by Edge-Tech Engineer at OML 34 Auto Sampler



Edge-Tech Staff with his Foreign Partner Exchanging Ideas



DPR, NPDC & Edge-Tech Team During Site Acceptance



### Civil Works

- Earth works
- Reinforced concrete foundations & bases
- Hard standings
- Roads & drains/Housing



### Piping Works

- Flow stations
- Piping manifolds
- Fire water system
- Flow lines (swap & offshore)
- Gas lift and injection lines
- Process interconnecting pipes

### Speciality

- Wellhead safety control systems design and upgrade
- Control panel design and Fabrication.
- Emergency shut down systems design
- Flow station process equipment installation and upgrade. Field installation of process instrument.
- Hook-up of instrument transmitters, recorders and control valves

Engineering | Procurement | Installation | Construction  
Commissioning | Maintenance of Oil Field Facilities  
Instrumentation | Laying of Pipes & Flow Lines  
Equipment Leasing | Environmental Remediation

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# OPTS REASSURES NUPRC OF SUSTAINED COLLABORATION



Osagie Okumbor Vice Chairman, Oil Producers Trade Section (OPTS), Engr Gbenga Komolafe Chief Executive NUPRC and Rick Kennedy Chairman OPTS during their visit to NUPRC headquarters office.



L-R: Osagie Okumbor, Rick Kennedy and Engr Gbenga Komolafe during the visit.



Rick Kennedy signing the visitors note while Engr Gbenga Komolafe observed with excitement.



Rick Kennedy and Engr Gbenga Komolafe in a discussion.



Engr Gbenga Komolafe and Rick Kennedy in a warm handshake

# WE DO NOT ENGAGE IN DECEPTIVE PRACTICES

Nigeria LNG Limited (NLNG) says that it is not doing anything illegal when it sends liquefied natural gas outside of the country.

**O**n the heels of a recent report that linked the company to the illegal shipment of more than \$1 billion worth of crude oil to the United States and South American countries, the company's General Manager, External Relations & Sustainable Development, Andy Odeh, gave investors the answer.

He said that the report is false and malicious, and that it is meant to put the company and its leaders in a bad light because the company didn't have a chance to respond to the allegations before they were made public.

He continued, "It is clear that the report is at best a figment of the writer's imagination." Either the author of the report was playing a joke on us, or he or she was completely ignorant of the dynamics of the global LNG industry, "says the author of the report."

As a result, NLNG's position as a significant competitive global LNG supplier, while also promoting the Nigerian brand, is ensured, according to him, by the fact that deliveries of LNG from its Bonny Terminal comply with all regulatory requirements for the export of its products. These deliveries go to places like Europe, the Far East, the Greater Middle East, North America, and South America. They are made under different term and spot sales contracts.

He said that NLNG is a



responsible company that runs its business in line with strong business principles and ethics, as well as Nigerian and international laws and regulations, among other things. In addition, he stated that "since the beginning of its operations in October 1999, NLNG has never engaged in, and continues to engage in, illegal" or "backdoor" exportation of LNG or any of its products, nor is the company a member of any international cartel, as has been alleged." It is simply not true that "... the illegal exportation is still taking place with the support of some players in the NLNG industry."

A lot of rules and regulations are in place to make sure that the company doesn't do anything illegal with the LNG it sells. "Contrary to the allegation that the company has been exporting LNG without proper documentation, records exist for every single cargo of product loaded by the company since it began operations, as well as fully

accurate accounts of destinations, quantities loaded and unloaded, and related earnings on each cargo, all of which can be demonstrated. The shareholders of NLNG, which include the Nigerian National Petroleum Corporation (NNPC) and three international oil companies (IOCs), have never reported that any cargo or product of the company has gone missing or gone unaccounted for in any of the previous financial years, including the periods mentioned in the report. Even the possibility of such an event occurring is incomprehensibly unlikely. To be clear, NLNG reiterates that the report portrays a very inaccurate picture of the company's business and LNG trade, which is at odds with the company's vision of being a globally competitive LNG company that contributes to the development of a better Nigeria.



**COMMUNIQUE ON CRITICAL STAKEHOLDERS' ENGAGEMENT BETWEEN NARTO, PTD, NUPENG, NMDPRA AND NNPC LTD ON FEBRUARY 17, 2022 AT NNPC TOWERS**

Alh. Yusuf Lawal Othman, (National President, NARTO), Comrade Williams Akporeha (National President, NUPENG), Abiodun Adeniji (ED F&A, NMDPRA), Mallam Mele Kyari, Chief Executive Officer/ Group Managing Director, NNPC Limited and Otunba S.A Oladiti (Chairman, PTD)

**VISIT BY THE SUMMIT OIL INTERNATIONAL LIMITED, TO THE NIGERIAN UPSTREAM PETROLEUM REGULATORY COMMISSION (NUPRC), AT THE COMMISSION'S HEADQUARTERS ABUJA.**



L-R: Tajudeen Jinadu, Chief Financial Officer, Summit Oil International Ltd, Kola Abiola, Executive Chairman, Summit Oil International Ltd, Engr. Gbenga Komolafe, Commission Chief Executive, Nigerian Upstream Petroleum Regulatory Commission (NUPRC) and Wura Abiola, Managing Director.



Kola Abiola, Engr. Gbenga Komolafe



Kola Abiola and Engr. Gbenga Komolafe in a discussion mode



Kola Abiola, Engr. Gbenga Komolafe posing for a photograph



Wura Abiola stressing a point while Kola Abiola and Engr. Gbenga Komolafe listened attentively



Kola Abiola and Engr. Gbenga Komolafe in warm a handshake



Wura Abiola, Kola Abiola and Engr. Gbenga Komolafe in a group photograph