



From The Editor's Cabin.

With great pleasure and delight, I bring to you in this anchor month of "December" 2022, the latest edition of the **Ofianyi Chambers' Newsletter.**

This edition is informative, well-researched articles, glossary of shipping terms, and the latest updates from the maritime industry.

This December edition will engage our readers even in this season of celebration and joy.

Have a pleasant reading and Happy Christmas in advance!

Jimi Peter Ojo. Esq.

Editor-in-chief

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OGONILAND CLEAN OUT; THE \$1BILLION UNFINISHED AFFAIR.



Introduction

Oil production has negatively impacted the Niger-Delta region, due to unprecedented oil spillage which has been ongoing for the past 5 decades making the region one of the most polluted in the world. The carelessness of the oil industry has contributed to creating this situation.

The resultant environmental degradation from gas flaring, dredging of larger rivers, oil spillage and reclamation of land due to oil and gas extraction across the Niger -Delta region costs about \$758 million every year. Regrettably, 75% of the cost is borne by the local communities through polluted water, infertile farmland and lost biodiversity (Ayanlade, 2015).

Shell Plc and Ogoniland part Ways:

Since Shell Plc abandoned Ogoniland in southern Nigeria more than 25 years ago, oil has continued to leak from active pipelines and dormant wellheads, leaving the 386 square mile

kingdom's wetlands sparkling with a greasy rainbow sheen, its once-luxurious mangroves coated in crude, well water smelling of benzene, and farmlands burned and desolate.

As a result, when the \$1 billion Ogoniland cleanup project got underway in 2019, it was hailed as the most ambitious project of its kind in the entire world; thanks to Shell's finance commitment and assistance from the UN. However, new information from UNEP records obtained by Bloomberg and revealed for the first time, shows that the initiative is far from being admirable and it is actually contributing to increased pollution in one of the world's most polluted locations.

Expectations were that the Ogoniland cleanup process would set the bar for the cleanup that will have to take place in the Niger Delta as a whole. But this has been far from the realities in the region.

The Hydrocarbon Pollution Remediation Project, or HYPREP, has been in charge of the Ogoniland cleanup efforts. In a



damning assessment of those efforts, the UN group portrays a picture of rife mismanagement, incompetence, waste, and lack of transparency. It draws attention to the careless storing of oil-soaked soil that allows toxins to leak into clean areas and waterways, contracts given to companies with little background in environmental remediation, and plans for millions of dollars' worth of unnecessary labor.

Bloomberg looked through six UNEP documents from the previous year, some of which were given to the Environment Ministry of Nigeria, HYPREP, and its regulatory bodies. They comprised a review of ongoing cleanup initiatives, an investigation into HYPREP's tendering procedure, and a set of suggestions for reorganizing the organization.

The Governing Council and Board of Trustees of HYPREP, are both occupied by SPDC, the locally based firm with its headquarters in London. The majority of the endless spills that afflict the Delta are attributed to oil theft and

sabotage; but Shell claims that regardless of the cause, it always cleans up the regions affected by leaks coming from its installations.

Finally, residents of Ogoniland and its International representatives argue that the European energy giant and others who pumped oil there should be held to higher standards as HYPREP's methods and efficacy are called into question. The oil firms should be held accountable for cleaning up the environment in Ogoni community, as they have virtually avoided their legal responsibilities and established this parastatal that has not performed.

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High Revenue Target Paradox by Customs

For its operations year 2022, the Nigeria Customs Service (NCS) has set a revenue target of approximately N4.1 trillion. This came after it contributed N2.24 trillion to the government's Consolidated Revenue Account (CRA) in 2021.

The recent assertion by the Comptroller General of the Nigerian Customs Service (NCS) that the organization will make every effort to achieve the projected revenue targets for the years 2022, 2023, 2024, and 2025 of N2.272 trillion, N2.873 trillion, N3.540 trillion, and N3.752 trillion has sparked a lot of responses and debate from the key players in the sector.

While some contend that increased revenue could help the economy expand quickly, others argue that even while Others contend that even though increasing revenue leads to economic growth, the high

goal set by the Nigerian government for the Customs is absurd and could cause economic disruption if adequate steps are not taken to address pertinent issues, such as trade facilitation and the ease of doing business, which is also a Federal Government policy.

There are additional functions that the Customs Service should fill in addition to its primary responsibility of generating money in order to maintain the health of the entire economy and advance economic development and growth. Findings indicate that, among the many functions played by the NCS, it holds a crucial position in both the export and import sectors of global trade.

In this way, customs safeguards the environment in terms of security by preventing the importation of illegal items and the spread of subpar goods. In addition, the Customs "protect the nation's natural heritage from being explored illegally, the prohibition of unhealthy trade among business owners, the collection of data for the purposes of national planning,



interrelationship with other government agencies to ensure security efficiency for the well-being of the nation as well a.

Unanswered is the question of whether the NCS is still carrying out these duties fairly or if they have abandoned other duties to focus on revenue generation in order to reach the goal the Federal Government has set for them. Are the other functions neglected if money development is the NCS's primary priority? What effects would there be on the economy and the general welfare of the population if the response were yes?

The government's deliberate measures to limit importation and foreign exchange encumbrances have resulted in a significant decline in importation, which has had an influence on the flow of revenue to the economy. It is naive to think that the recent increase in income announced by Customs as generated by duties can be sustained if the value of the naira rises against other world currencies on the forex market.

It is a proven fact that the customs lines that are established at the ports during cargo delivery cause price increases to occur. The main goal of conducting business is to maximize profits, and after an importer determines the cost of bringing the goods into the country, the pricing of the various imported products are set. The hefty import tariffs that importers pay at the various ports have an impact on the market prices for these commodities.

Additionally, it has been claimed that NCS employs many techniques that go against widely acknowledged international best practices in order to assure that income is collected and to achieve the high revenue objective.

The Nigerian Customs make money through "hook or crook" methods, in violation of international best practices. It has been established by the World Trade Organization (WTO), is co-signed by the World Customs Organization (WCO), and Nigeria is a signatory to this law to the extent that Nigeria domesticated what is referred to as the "Agreed



Customs Valuation" in 2003, which is a universal practice under the General Agreement on Tariff and Trade (GATT). Additionally, CAP 45 of the Customs and Excise Management Act (CEMA) 1958, schedule 4 which deals with the international. One of them is the commercial value on imported items, for which the exporter from the nation of origin issues the value, the man stated.

"In this step, if an importer or shipper presents a specific commercial value to a Customs officer and the Customs officer rejects it, then the Customs officer has shifted the burden of proof to the importer or shipper. If the importer or shipper then goes to attest to the price at which the products were purchased, then he pushes what is known as the "burden of integrity" to the Customs officer. The decision as to which value will be used at this time will be made by either the shipper or the importer. The shipper or the importer will now choose the value that will be applied to the products' valuation.

What do we have in Nigeria, though? Each item has been benchmarked by container denomination after it enters the country and approaches the pass system. A twenty-foot container is benchmarked at two million Naira, while a forty-foot container is benchmarked at four million Naira. Where do you now bring up the fact that the importer instructed you to determine the commercial value of the imported goods using a certain methodology? The Nigerian system does not offer a venue where importers can show themselves and verify their legitimacy beyond a shadow of a doubt. He is being cowed and coerced to accept a benchmark", he posited

It is incorrect for the CGC to place a high priority on income production, who further emphasized that such a statement is highly unprofessional. He said, "That's not right. You take no action that may possibly increase revenue. As a result of the exchange rate in the global economy, imports are declining. Where on earth are we discussing a



target? We are discussing sincerity and other things. What kind of revenue is being discussed when a non-secure nation mentions it? That statement is not appropriate for a professional setting, and Nigeria Customs shouldn't make it. Nigeria Customs is only there to carry out government policies, and when the policies are favorable, there would be more importation, the purpose of customs is to maintain economic balance and promote economic growth. What happens if you kill the system while attempting to reach your goal? The Nigerian Customs should not be evaluated on the basis of revenue generation alone. What is revenue when businesses are closing and the employment rate is declining?"

The current Customs administration is not doing what it should be in terms of facilitating trade and making conducting business easier. He stated that it is the responsibility of the next government, which is expected to take office early next year, to relocate the Nigeria Customs to its proper location. He claimed that the current administration of the

Nigerian Customs lacks professionalism and solely works toward the goals that have been set for it and each individual official.

"The aim is incorrect and does not follow the government's stance on business accessibility. We should stop messing around with trade facilitation and stop prioritizing targets all the time. This even contradicts international best practices, which is why we believe the new government, which will take office the following year, should focus on trade facilitation going forward. Once we encourage good trade, more revenue will follow, not this issue of prioritizing trade facilitation over revenue, we believe. Additionally, he added, the high income target set for the Nigeria Customs is a role in the nation's present high inflation rate.

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THE ROLE OF ELECTRICITY IN NIGERIAN PORTS.

Introduction

The History of Nigeria's Power Sector

Nigeria's power sector has a dynamic industry. Over its 120-year-old history, the industry has evolved from producing 60 kW of electricity, through several stages of government ownership to its privatization in 2013. Privatization was introduced to enable the private sector to provide efficient services to meet electricity consumers' needs. Presently, the power sector is working through the challenges of creating a competitive electricity market.

England's Electric Lighting Act was introduced in 1892; only four years before Nigeria's first power plant was built in Lagos. The total capacity of the generation plant was 60 kilowatts (kW). Between 1928 to 1939, eight more power plants were built across Nigeria, including Port Harcourt (1928), Kaduna (1929), Enugu (1933),

Maiduguri (1934), Yola (1937), Zaria (1938), Warri (1938) and Calabar (1939). The Public Works Department managed the pioneer Lagos power plant, while several native authorities independently managed the other power plants in their respective towns.

The Electricity Corporation of Nigeria (ECN) was established in 1950 and assumed responsibility for electricity generation and distribution for the country in 1951. The central government consolidated and managed all the revenue from electricity supply operations into a single account. This mode of operation persisted for the next 21 years. Meanwhile, the Niger Dams Authority (NDA) was formed in 1962 to construct and maintain dams in the River Niger, improve navigation, promote irrigation and oversee hydropower generation.

The NEPA Era

There was a major restructuring in the sector in 1972. All electricity generation, transmission, distribution, and utilization responsibilities were assigned to one organization. The rationale for



this reform was to improve effectiveness, minimize operational risks, and share financial obligations. As such, the ECN and NDA were merged to become the National Electric Power Authority (NEPA).

Although the term “NEPA” remains popular, its era never really lived up to the hype. The NEPA era was synonymous with a government monopoly, high transmission and distribution losses, low electricity supply, low revenues, high-level losses, power theft, under-investments, meager infrastructure, and an overall poor organizational structure. By 1999, only 19 out of the 79 existing generation plants were operational, and an average of 28 percent of the installed capacity (6,200 MW) was generated daily. There were barely any investments in electricity infrastructure between 1991 and 1999, leaving over 90 million Nigerians in total darkness. Electricity was considered to be a social service to be provided to all, whether they could pay for it or not. This thought was not only accustomed to Nigeria but occurred in most

developing countries at the time, and even today.

Power Sector Reform

Challenges faced in the NEPA era called for the power sector reform. This proposed reform coincided with Nigeria’s return to democracy in 1999 and provided an opportunity to review the power sector. The approval of the National Electric Power Policy (NEPP) was the first significant move toward power sector reform. The policy which was approved by the Federal Executive Council in 2001, intended to establish a long-standing market structure where the private sector will provide efficient services in a competitive and regulated environment. NEPP commenced the unbundling of NEPA into 18 successor companies, including 6 generation companies (GenCos), one transmission company (TCN), and 11 distribution companies (DisCos).

In 2005, the assets and liabilities of these companies were transferred to the Power Holding Company of Nigeria (PHCN) to attract investors in preparation for



privatization. During the same period, the Electric Power Sector Reform Act (EPSRA) was established to address issues concerning tariffs, policies, value chain operating standards, market rules and stages, electricity trading, and metering. The EPSRA enabled the incorporation of the Nigerian Electricity Regulatory Commission (NERC) to regulate the power sector. NERC was initially tasked to regulate tariffs, but it was envisaged that over time, more responsibilities were to be assigned to the Commission. Some of these additional responsibilities include protecting consumers' interests, issuing licenses to operators or investors, settling market disputes, penalizing defaulters, and above all, creating a competitive electricity market in the power sector. NERC was expected to find its feet in the coming years. The current state of the electricity market is not sustainable to provide adequate electricity to Nigeria and this has put the country as non-industrialized nations; three critical activities must be effectively achieved to improve the nation's power supply:

- i. **Adequate power must be generated;**
- ii. **The power must be effectively transmitted to all parts of the country;**
- iii. **Efficiently distributed to the consumers.**

Population growth and development of any country are highly dynamic. These three activities must also be carefully addressed in a systematic, creative and logical manner. Adequate power supply is an unavoidable prerequisite to any nation's development; and electricity generation, transmission, and distribution are capital-intensive activities requiring huge resources of both funds and capacity.

Maritime Sector Electricity

The Maritime Transportation Industry in Nigeria is that which is undeniably important to the economic growth of the nation. Its role can affect the economy positively or can also be a setback to the economy. The growth and progress of a nation are closely tied to the development of the maritime



sector. The Nigerian economy is classified as a mixed economy and the maritime industry of Nigeria is a Major sector of the Nigerian economy putting into consideration that the country is a major oil-producing and exporting country. Maritime trade has played a key role in Nigeria's economic development. 95% of international trade done in Nigeria is done through the Maritime sector. An adequate and efficient power (Electricity) distribution to this sector will play a vital role in developing a country's market, especially the market of international trade by transforming local markets into national, regional, and international focus. This allows economies of great scale in areas that have a promising comparative advantage with a concomitant generation of huge employment opportunities.

The former Minister of State for Transportation, Sen. Gbemi Saraki, engaged Flour Mills of Nigeria Plc to provide uninterrupted power supply to the Apapa business community as an alternative

means of power generation following the breach of power provision clause on the part of the Federal Government in the port concession agreement. Power supply has been one of the major challenges the terminal operators have had to contend with since the port concession in 2006 as they spend millions of naira daily to procure diesel and power their generators for operations, a development that increases their cost of operation, especially with the prevailing cost of diesel.

Committees have been set up for this purpose and the committees are working closely with the Nigerian Ports Authority (NPA) to see its crystallization; but with the recent briefing of the Minister who showed immeasurable interest in the project, it is expected that soon, Apapa business community will have another source of power.

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CAMA 2020: THE INNOVATIONS AND THE LATEST REFORMS AT THE CORPORATE AFFAIRS COMMISSION (CAC).

It is now a reality that since the 31st day of December, 2021, the workings and operations of the Corporate Affairs Commission (CAC), Abuja has been given a new dimension and reformed standard pursuant to the passing into law of the new Corporate Allied Matters Act (CAMA), 2020. The 2020 CAMA is considered a ground breaking legislation, which has completely overhauled company law regulations in Nigeria as it were, and paved the way for improved efficiency and flexibility of business operations in Nigeria.

The Act in its new structure towards achieving reformations in the business operations in Nigeria is divided into seven (7) parts, comprising of a total of Eighty Seven (870) sections. The parts are structured as follows: Part A of the Act makes provisions for the establishment and composition of the Corporate Affairs Commission and its Governing board. It specifies the functions of the commission, tenure of office, remuneration and proceedings of



its board members amongst other ancillary matters; Part B provides for incorporation of companies and all matters incidental to it such as the right to form a company, types of companies, single member companies, Association and partnership of more than 20 (twenty) members when permitted, Memorandum of Association and model articles, re-registration of companies, disclosure of persons with significant Interest, minimum issued share capital, company voluntary arrangements, administration of companies; the process and effect of such administration, winding up, types and effect of winding up etc.; Part C introduces two novel business models into Nigeria's corporate law space, namely: Limited liability partnership and the Foreign Limited Liability partnership. And also provides extensively for their registration and modus operandi; Part D provides for the Limited Partnership, registration of limited partnership and other incidental matters; Part E provides for

registration of Business names, establishment of business name registries in each state, removal of name from register and other miscellaneous; Part F deals with all matters concerning the registration, administration, powers, merger and dissolution of incorporated Trustees; Part G makes general provisions covering the establishment of the administrative proceedings committee, a quasi-judicial body saddled with the responsibility of settling disputes involving companies. The chapter also provides for restricted and prohibited names, electronic documents, penalty for false statements or information, power to compound offences etc.

SOME NOTABLE NEW INNOVATIONS AND REVIEWS BY CAMA 2020

Some of the trail blazing innovations and reviews introduced by the new Corporate Allied Matters Act (CAMA) 2020 worthy of note are to wit:



- i. It herald a new era of electronic registration of companies via electronic channels, electronic signatory and execution of documents. Also electronic transfer of shares, Electronic register of transfer and electronic share certificate are admissible under the act. Section 101 and 175;
- ii. It lifts the prohibition of share buyback. Hence, limited liability companies (both public and private) can now exercise the option of repurchasing their issued shares provided they comply with the provisions of the act. Section 184;
- iii. Prohibition of non-voting and weighted shares. Section 140;
- iv. The act recognizes virtual meetings held by private companies provided such meetings are held in accordance with the articles of the company. Section 240(1);
- v. Content of memorandum and article of association now specified. Sections 27, 30, 33 and 34;
- vi. Establishment of the Corporate Affairs Commission in place of the cursory attention given by the Department of Trade in the Ministry of Commerce;
- vii. The introduction of a single member company and single director under section 18 and section 271 respectively. The act



allows a single individual to form and incorporate a company. In the same vein a small company is permitted to have one director;

- viii. Compulsory right of first offer and other restrictions on a company's sale of its assets, An increase in the minimum issued share capital of a private and public company respectively;
- ix. Disclosure of persons in significant control or beneficial ownership of a company.

LATEST REFORMS AT THE CORPORATE AFFAIRS COMMISSION (CAC)

Cashing in on the Companies and Allied Matters Act, CAMA 2020, the CAC has recently introduced many reforms. Some of which

include the launching of a new self-service portal for company registration that allows for end-to-end electronic submission by customers. The new law provided a robust framework towards reforming identified legal, regulatory and administrative bottlenecks, which had hitherto slowed down the wheel of doing business for over three decades.

Another reform by the CAC is the introduction of two business ownership types: Limited Liability Partnerships (LLPs) and Limited Partnerships (LPs). The LLP is a partnership arrangement with a legal personality, separate from the partners, while the LP is a partnership arrangement with at least one general partner and at least one limited partner.

In furtherance of the Federal Government's ease of doing business initiative, the commission had introduced an interface in the CAC company registration portal whereby business owners wouldn't have to visit the Federal Inland Revenue Service, FIRS, for generation of Tax Identification



Number, TIN. The numbers would be generated by the portal and even get printed on the certificate of incorporation.

As major implementers of the CAMA, the CAC has been able to keep tab with the global practices by introducing many reforms in keeping with the law. One of it is that all documents issued by the Commission after registration now come with a QR Code that allows one to scan to confirm their authenticity. Without sounding arrogant, I make bold to say that there is no registry that uses QR Code for validation in the country apart from the CAC for now.

CAMA 2020 enabled individuals to register their businesses with the CAC, without going through a lawyer or any other stipulated professionals. It is also possible for an individual to form and incorporate a private company, unlike before when sole membership of a company was impossible.

Furthermore, the CAC has recently been able to develop an app to make customers have easy access

in registering companies. The app would help customers to navigate from account creation opening to the final stage of the company registration. With this, CAC is one of the few government agencies that have recognized the importance of ICT in company registration activities. Over the years, the CAC had continued to improve and refine its processes and standards in line with global best practices through its integrated ICT system, code-named.

Considering another noteworthy reform, we will see that the CAC has opened itself up for partnership and intergovernmental support, considering its strategic position as the repository of companies and their operators. The Commission is in partnership with the Economic and Financial Crimes Commission (EFCC), Department of State Security Services (DSS), ICPC and INTERPOL. The commission had established a dedicated unit to expeditiously handle requests for information and other services.



The Nigeria Extractive Industries Transparency Initiative, NEITI, in partnership with the Commission, inaugurated a National Beneficial Ownership Register which will be filled in with information and data on who owns what in the oil, gas and mining sectors. With this, financial excesses and illegalities will be kept in check. The Commission had also granted the Code of Conduct Bureau, CCB, access to its database to probe fraudulent companies.

In the final analysis, it will be deduced that Corporate Affairs Commission (CAC) has lately witnessed tremendous progress through implementation of various reform initiatives and policies of the Federal Government through the instrumentality of the CAMA 2020.

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News and Events

INDUSTRY PLAYERS ON HOW TO TACKLE CARGO BOTTLENECKS, HAULAGE



To improve cargo and haulage movement in Nigeria, there must be establishment of standard repair plants, outsourcing development of standard low-cost transit parks, and increase in warehouse and storage capacity.

Others are further expansion of the pre-gate space and equipment, creation of more holding bays in and outside Lagos, corruption-free licensing procedure and development of inland waterways through Public Private Partnership (PPP).

These were the submissions of stakeholders in the maritime transport sector at the Council of Maritime Transport Unions and



Associations (COMTUA) 2022 yearly congress held in Lagos.

According to them, cargo movement and haulage business in Nigeria have been bedeviled with multiple factors, which include, inadequate and ineffective security of cargoes and its handling capacity as well as equipment/technologies, poor service delivery and cargo processing.

Others, they listed are, high costs of purchasing trucks, which have promoted the use of rickety trucks as well as absence of resting parks for haulage drivers and poor intermodal integration, especially railway transport.

A Professor of Transport and Logistics, School of Transport and Logistics, Lagos State University, (LASU), Odewumi Samuel, while presenting a paper titled: "Cargoes and Haulage Movements in Nigeria: Issues and Solutions," said the establishment of road authority, which will aid enforcement of urban and regional planning laws, decongestion and proper maintenance culture of the

roads to ease movement of cargoes, more investments, public-private partnerships and tax for infrastructure, were solutions to the problems ravaging the business in the country.

(News called from MMS Plus)

SMART BORDERS WILL BOOST BUSINESS EFFICIENCY, SAYS GROUP



A maritime group, Strategic Professional, has said that the evolution of smart borders by the Nigeria Customs Service will ensure timely delivery of raw materials to industries.

The group said this in a statement signed by its spokesperson, Eugene Nweke, after a consultative meeting in Lagos recently.



Nweke in the statement said that the meeting was prompted by noticeable absence of professionals at the global discourse by the comity of global freight forwarding nations.

He also said that the concept of 'smart border' was in line with the Sustainable Development Goals of the United Nations.

Nweke, who was the president of the National Association of Government Approved Freight Forwarders, further said that 'smart borders' would not only reduce unfair business competition but could also open opportunities for all business interests to access raw materials.

He said, "The smart borders concept is in support of the Sustainable Development Goal of the United Nations Agenda 2030. The concept makes room for customs to ensure timely delivery of raw materials to industries, reduce unfair business competition, open opportunities for all business interests to access raw materials, create a transparent, conducive and predictable

conditions for trade/passengers, facilitate legitimate trade that will in turn contribute positively to economic growth as well as job creation," he noted.

He said that the meeting resolved to carry out a robust review of the level of compliance to the Sustainable Development Goals from the Nigeria freight forwarders perspective and document the same for a global representation.

According to him, "Afterwards, the consultative meeting narrowed its reflection for the day on the following global concerns. Today, freight forwarding practices revolve around a growing e-commerce logistics solution where information communication technology drives the international trade security and value adding supply chain. Notably, both the World Trade Organization and the World Customs Organization now focus attention on exploring the integrated e-commerce logistics solutions."

The group stressed the need to choose the right kind of customs



procedures that would open new potential for improvement and advancement of the evolving new market concepts.

(News called from MMS Plus)

Glossary of Shipping Terms and Safety Tips in Festive Season.

- I. APPELLANT**
One who make an appeal to a higher court.
- II. APPROACH VOYAGE**
To come near to, in time, or come within range of a long journey involving travel by sea, rail, road, air/space; to draw nearer or to make advances to such long journey.
- III. BENCH**
A seat of judgment, or number of judges composing a court or body of judges.
- IV. BENEFICIAL OWNERSHIP**
National ownership of ships registered under flags for convenience. The world's main beneficial owners are

the United States, Greece, Hong Kong and West European Countries.

- V. ENVIRONMENTAL PROTECTION AGENCY**
An agency charged with protecting the environment from known pollutants, including those emanating from the shipping industry.
- VI. EQUIDISTANCE PRINCIPLE**
In maritime jurisdiction, the median line drawn at an equal distance from the coasts of opposite states.
- VII. DELIVER**
To hand over a ship by a shipowner to the charterer at the agreed place and time at the beginning of a charter period, or, as carrier of cargo, to convey goods to the receiver of bill of lading holder at the place or port of destination mentioned in the contract of carriage.
- VIII. DELIVERED**
This sales term makes the seller of an imported good responsible for the arrangement and paying for



the carriage of the goods to the place agreed in the contract. The seller bears the risk of loss and damage to such goods until they are delivered to the name place.

IX. CARRIER

Vessel, person or party who enters into a contract of carriage is normally the shipowner or charterer of a ship, a company that owns the means of transport in which the goods are to be transported, such as vehicle, rail, e.t.c

X. CARRIER'S DUTY

Involves seaworthiness of a vessel, duty of care of goods or cargo on board the vessel and safe delivery of the cargo to the destination.

SAFETY TIPS IN FESTIVE SEASON.

The rate of accident, kidnapping, robberies and killings going on in Nigeria, makes it important to know some safety tips that can keep you and your loved ones safe.

ONE: MINIMIZE THE USE OF GENERATORS

During this period, people should minimize the use of generators as it might not help them know when something is going on that they need to protect themselves from. Long time usage of generators should be discouraged to avoid deaths by generator fumes and also fire incidents.

TWO: SECURE YOUR HOMES FROM BREAK-INS

It is very important that families should be security conscious at this time. A lot of crimes take place during Christmas and New Year celebrations because people let their guards down. Lock your doors and windows well. Check your surroundings for strange movements before you sleep. Make sure you and your family are safe at home.

THREE: DON'T SHARE YOUR TRAVEL PLANS

This is a bad habit some people possess. Don't share your travel plans with strangers or even your friends because you don't know who is who. Some people are not to be trusted. Keep your flight and travel itinerary to yourself. You



may think some people are your friends but you don't know that they sell information to criminals around. Be wise.

FOUR: MEMORISE YOUR NEXT OF KIN'S NUMBER

Doing this can make a difference in a life-or-death situation. Memorise one or two numbers of trusted family members that you can call during any emergency. Knowing these numbers by heart will get you help faster than when you start looking for your phone book. It will also help you get help easily if your phone is stolen.

FIVE: AVOID KEEPING LATE NIGHTS

People should stop playing with their safety by keeping late nights during the Christmas period.

A lot of people are desperate and will do anything to make money off gullible people. Be sensitive about your surroundings. Don't engage in unnecessary disagreements and fights, especially with strangers. It might be a ploy to rob you. If you must go out, do so quickly and get back home on time.

SIX: DON'T LEAVE VALUABLES IN YOUR CAR

People shouldn't leave laptops, expensive phones and gadgets in their cars. Let your possessions be at home. You don't have to take them everywhere you go. Make sure you lock your cars well, especially if you are in an unfamiliar environment. Don't leave your car in a hurry. Make sure you wind up your glasses and lock your car. Check your car door to make sure it's locked before you leave. This is very important.

SEVEN: BE CAREFUL WHEN MAKING CALLS IN PUBLIC

At this time, you have to be careful whenever you are making calls in public. Don't talk about money or possessions or a recently successful business because you don't know who might be listening. Don't divulge sensitive information when you are making calls in public. Don't allow strangers know your plans, movements or that you have money. You can text whatever you want to do next to the person on the line. You have to be hyper-sensitive of your environment.

EIGHT: DELETE BANK TRANSACTION MESSAGES



Insecurity is on the rise and it is not wise to leave bank transfer transaction messages and emails on your phones or devices. Delete them immediately they come in, for security reasons. Don't leave your phone or device carelessly for people to access and find out your financial capacity. Always be on the alert and protect yourself.

NINE: AVOID NIGHT TRIPS

If you are travelling to your village or to somewhere else to celebrate Christmas and New Year, avoid night journeys. It is better to leave early so that you can get to your destination on time. And if you are going in groups, make sure others are security conscious too. Be cautious of where you are and where you are going. You don't have to leave your safety to chance.

TEN: MAKE SURE YOUR CAR IS IN GOOD SHAPE

If you are driving, make sure you fix your car so you won't become a victim of touts or robbers if it breaks down on the road. Make sure your tires are good. Check your engine to make sure it's working perfectly. Have fire extinguisher in your car and make sure it's functional. Don't pick up

strangers on your way to your destination. Stay safe and alert.

ELEVEN: DON'T WALK WITH BOTH HEADPHONES IN

It's common for some people to travel with headphones. Going about with headphones and completely blocking out the sounds surrounding you is dangerous. If someone is approaching you from behind, your ears are your warning. If it's not necessary to have headphones or earphones on, don't use them.

TWELVE: CONTROL WHAT YOU POST ON SOCIAL MEDIA

In this age of social media, it's easier than ever to let the world know what you are doing at any given moment. Never underestimate how far what you post online can travel. Discussing your holiday plans on social media could potentially lead predators to your location, or even burglars to your empty home. Don't be tempted to broadcast your location to the world. You don't know who is watching you.

THIRTEEN: DON'T GO TO PARTIES WITHOUT KNOWING HOW TO GET BACK HOME



Its party season and many people will be enjoying nights out with friends and family, or going out into town to celebrate Christmas and New Year.

Make sure to plan ahead. Know where you are going, who is going to be there and how you are going to get home. It's good to carry extra money (hidden) in case of emergencies.

FOURTEEN: DON'T ACCEPT DRINKS FROM STRANGERS AT PARTIES

Keep an eye on your drinks to help prevent someone from spiking them, and if someone you don't really know offers you a drink, be sure to watch that nothing nasty gets added.

With the festive spirits high, don't be tempted to drink more than your limit. Alcohol can cloud your ability to make good judgements, and it can put you in an extremely vulnerable position.

FIFTEEN: USE TAXIS THAT ARE LICENSED ONLY

Share your taxi ride with a friend if you can, and always sit in the back. If you are travelling on your own, be sure to tell a friend that you are leaving, and send them a message

letting them know you are home safe, so there is someone looking out for you.

Be sure to not give any personal information to a chatty driver, no matter how friendly they may seem. Always make a note of the driver's name, and also the make and colour of the car.

(Tip called from <https://www.sunnewsonline.com/how-to-keep-safe-in-the-festive-season/>)

Season's greeting from All of Us @ Jean Chiazor & Partners. (Ofianyi Chambers)!

