



TERMS OF REFERENCE: MARITIME STAKEHOLDER CONSULTANT

SUBMISSION DEADLINE FOR ASSIGNMENT: June 1, at 12noon.

LOCATION: LAGOS OR ABUJA

BACKGROUND:

The Convention on Business Integrity (CBI), a Company Limited by Guarantee is the private sector facing arm of the Integrity organisation. CBI was launched in October 1997 and incorporated as a company limited by guarantee in May 2003. The organization was established with the mission of promoting ethical business Practices, transparency and fair competition in the private and public sectors. It builds coalitions and develops sustainable strategies for citizen involvement with government in both sectors.

In 2012, the Maritime Anti-Corruption Network (MACN), a global business network working towards the vision of a maritime industry free of corruption, in collaboration with the United Nations Development Programme (UNDP), the Technical Unit on Government and Anti-Corruption Reforms (TUGAR) and the Independent Corrupt Practices and Other Related Offences Commission (ICPC) commissioned a Corruption Risk Assessment (CRA) in the Nigerian port sector. The assessment set out to understand the main drivers of corruption in the sector, identify specific measures for addressing such drivers, and catalyze action among public and private sector stakeholders.

The Corruption risk assessment report made specific recommendations for action to eliminate corruption in the Nigerian port sector. Amongst the recommendations was a proposal for Ethics Training and Capacity-building programs to strengthen transparency and accountability of port stakeholders.

The Convention on Business integrity is presently in a collaboration with the Maritime Anti-Corruption Network (MACN), a global business network to improve efficiency in seaports and terminals services in Nigeria and enable effective corruption prevention through improved compliance with Standard Operating Procedures (SOPs). In the first phase of the collaboration in 2016, the Convention on Business Integrity (CBI) conducted a round of Train the Trainers across ports in the country. The organisation has trained over 1000 stakeholders in the Ports between November 2017 and March 2018.

To kick start the second phase of the project in collaboration with our funding partners our focus would be on identifying and building alliances with all ports users and actors in a collective action to tackle the inefficient operations in the ports that encourage



corruption and demand a greater compliance with standard procedures at the port. To commence the engagement with the stakeholders, there is the need to capture all the relevant stakeholders across the country.

OBJECTIVE: Provide a comprehensive list of Stakeholders by the groupings and categories given below in both Eastern and Western Ports Regions and capturing all their details to include; company name, contact persons, company physical addresses, E-mail addresses and phone numbers and designation

SCOPE OF WORK: To prepare a list all the stakeholders at the Nigerian Ports for this project to be segmented into two: Eastern Ports and Western Ports. Our target includes but not limited to Clearing Agents, Shipping Agents, Barge Operators, Shipping Companies, Terminal Operators/Port Concessionaires, Freight Forwarders, Oil Services & Production Companies, Licensed Customs Agents, Tugs & Towage Companies, Salvage Companies, Stevedoring Companies, Maritime Security Companies, Ship Brokers, P&I Clubs (Insurance) and Maritime Desks of Media Companies on the part of port users and on the side of government agencies such as customs, immigrations, port health, NAFDAC, SON, Quarantine, Nigeria Police, NDLEA, Nigeria Shippers Council, Nigeria Ports Authority & NIMASA

TIME LINES & DELIVERABLES:

1. Capability Statement and cover letter demonstrating ability to deliver and cost indication should reach us no later than May 22, 2020 at 12 noon.
2. The successful candidate will be contracted Monday May 25th
3. The list of stakeholders must be submitted no later than 12 noon June 1, 2020.