

COMMUNIQUE ISSUED AT THE INTEGRATING THE NEW SOPs INTO DAILY OPERATIONS AT NIGERIAN SEA PORTS & TERMINALS WEBINAR BY THE MARITIME ANTI-CORRUPTION NETWORK WITH SUPPORT FROM DANIDA AND IN PARTNERSHIP WITH THE CONVENTION ON BUSINESS INTEGRITY (CBI) WHICH HELD ON TUESDAY. AUGUST 18.2020

INTRODUCTION

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 (CRA) 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 CRA also recommended the need to harmonize SOPs of all the Agencies operating at the Ports and terminals in order to reduce infractions and incidences of corrupt practices that occurred at the Ports.

OBJECTIVE

Specifically, the objectives of this MACN Webinar are:

- ✓ To identify through discussions, strategies of integrating the new Standard Operating Procedures (SOPs) into daily operations in vessel and cargo clearance at the Ports & Terminals.
- ✓ To share the result of the findings of the Survey carried out to determine the level of awareness and usage of the SOPs and Grievance Mechanism (GRM)

Panelists at the Webinar

Mr. Soji Apampa- CEO- The Convention on Business Integrity/ Integrity organisation- Host

Mr. Vivek Menon- Head of Collective Action and Partnerships (EMEA), Maritime Anti-Corruption Network (MACN)

Mr. Martin Benderson- Head of Collective Action and Partnerships (Asia and Americas)
Maritime Anti-Corruption Network (MACN)
Mr. Moses Fadipe- Deputy Director Complaint Unit - Nigerian Shippers council
Mr. Dera Nnadi- Deputy Comptroller- Nigerian Customs Service

ISSUES RAISED & PROPOSED RECOMMENDATION DURING THE WEBINAR

Why are SOPS needed?

- ✓ It is a necessary tool required for ease of doing business and removing obstacles in trade
- ✓ It is fundamental to understanding what is required of all stakeholders at the Ports
- ✓ It details the procedures for doing what is right and legal at the Ports
- ✓ It also guides all operations and users of the Ports

How can SOPs be more useful?

- ✓ Collaborations are needed amongst stakeholders locally and internationally
- ✓ There is the need to standardize the SOPs
- ✓ Need to incorporate it into daily operational procedures
- ✓ There should be a legal framework to support what the different agencies are empowered to do
- ✓ Compliance and Regulation issues related to the SOPs should be transparent
- ✓ There is need to harmonize the legal procedures/ processes to aid trade
- ✓ They should be universal and dynamic
- ✓ There is also a need to harmonize operational procedures at the Nigerian Ports and Terminals in a way that saves cost and time leading to improved service delivery
- ✓ Asides from operational procedures, SOPs should also include other aspects as stated below:
 1. Funding
 2. Infrastructure
 3. Stakeholder engagement

Identified reasons corruption still exist at the Port despite level of awareness of SOPs and suggested solutions

- ✓ Submitted opinion includes 'Even with the best efforts, Character cannot be legislated'
- ✓ More emphasis should be placed on controls even when timelines are strictly adhered to

- ✓ There is the need to create more awareness for the reporting platform(The Grievance mechanism) which is situated at complants@shipperscouncil.gov.ng
- ✓ More efforts should be put in place in discouraging the negative attitudes of Port users/ stakeholders

How do we integrate SOPs into daily operations at the ports?

- ✓ They need to make business-sense and it should capture all technicalities in the operational procedures- all of these would make the case for ease of doing business and compliance at the Ports more effective
- ✓ There should be different levels of trainings on the use of the SOPs and its implementation
- ✓ Stakeholders including those in the Private and Public sector should engage in partnerships on its effective implementation and it should be seen as the responsibility of all stakeholders
- ✓ The language of the SOPs as well as the different levels of interactions amongst the stakeholders should encourage reporting of infractions at the Ports
- ✓ There is the need to train Middle level compliance officers from different Government agencies on how to address infractions at the Ports
- ✓ The Integrity of the entire supply chain at the Ports needs to be improved

STATISTICS ON ATTENDANCE & PARTICIPATION

- Registered participants - 93
- Attendance – 49

NEXT STEPS

The organisation would ensure that for the issues raised to be adequately addressed by all concerned stakeholders, we would invite more stakeholders to include Shipping companies, agents, Ship captains and others to subsequent meetings to contribute to the discourse.

