SENATE OF THE FEDERAL REPUBLIC OF NIGERIA

ORDER PAPER

Tuesday, 19th April, 2016

1. **Prayers**
2. **Approval of the Votes and Proceedings**
3. **Oaths**
4. **Announcements (if any)**
5. **Petitions**

PRESENTATION OF A BILL

1. 1999 Constitution of the Federal Republic of Nigeria (Alteration) Bill, 2016 (SB. 253) –*First Reading.*
   Sen. Olusola Adeyeye *(Osun Central)*

ORDERS OF THE DAY

CONSIDERATION OF BILLS

1. A Bill for an Act to establish the Federal University of Petroleum Resources Effurum and for other related matters, 2016 (SB. 226) –*Second Reading.*
   Sen. Ovie Omo-Agege *(Delta Central).*

2. A Bill for an Act to amend the Public Officers Protection Act CAP P41 Laws of the Federation of Nigeria, 2004 and for other related matters, 2016 (SB. 156) – *Second Reading.*
   Sen. Peter Nwaboshi *(Delta North).*

3. A Bill for an Act to repeal the Nigeria Postal Services Act CAP N.127 LFN, 2004, and re-enact the Nigeria Postal Services, 2016, to provide for the operations and development of postal services in Nigeria and for other related matters, 2016 (SB. 106) –*Second Reading.*
   Sen. Gilbert Nnaji *(Enugu East).*

CONSIDERATION OF A REPORT

1. *Report of the Committee on Ethics, Privileges and Public Petitions*
   Sen. Samuel N. Anyanwu *(Imo East)*
   "That the Senate do consider the Report of the Committee on Ethics, Privileges and Public Petitions in respect of a Petition from Association of Resident Doctors of Nigeria, Federal Neuropsychiatric Hospital, Kaduna against the Hospital Management over the non-implementation of the Consolidated Medical Salary Structure (CONMESS) and "skipping" Allowance".

MOTIONS

1. The use of substandard or used tyres on Nigerian roads.
   Sen. Shehu Sani *(Kaduna Central)*

The Senate:

NOTES with grave concern the incessant road accidents that occur in Nigeria associated with tyres as a result of the use of substandard tyres or second-hand tyres popularly called "tokunbo";

AWARE that the Standards Organisation of Nigeria is saddled with the responsibility of ensuring standards and quality control in the Nigeria;

ALARMED with the rate and frequency of the occurrence of road accidents, lives and properties lost as a result of these accidents;

WORRIED that from 2010 to date, statistics has shown that 5000 precious lives have been lost on Nigerian roads as a result of tyre burst due to low quality or over-use. Used tyres popularly called "tokunbo" are notorious for bursting on roads largely because they have been corroded by rain and sea spray during long trips from Europe or over-stay at ports;

MORE WORRIED that substandard or "tokunbo" tyres have over-floouuded Nigerian markets due to the activities of unpatriotic tyre manufacturers and importers. Tyre manufacturers have largely engage in buying old and fairly used tyres to recap or regrade them and sell to innocent Nigerians;

DETERMINED to change these unwholesome practices and ensure a relatively low tyre accident-free country.

Accordingly resolves to:

i. Urge the Standards Organisation of Nigeria to immediately and strictly enforce the provisions of Section 17 of the SON Act which prohibits the violation of the Mandatory Industrial Standards Order;

ii. Urge the Standards Organisation of Nigeria to partner with the Nigerian Customs Service to intensify boarders and ports checks where the substandard tyres are brought into the country and ensure speedy clearance of imported tyres form the ports; and

iii. Urge the Federal Roads Safety Commission and Vehicle Inspection Officers to conduct a quick check on all tyres in use in Nigeria.

2. Need for the establishment of Inland Ports at Onitsha, Enugu and other Land Lock States
Sen. Stella Oduah *(Anambra North)*

The Senate:

Notes that Inland water transport which is also referred to as domestic water borne transport, provides an efficient mode of transportation of persons, goods and services;

Further notes that the development of inland water transport in Onitsha, Enugu and Aba is induced not only by their geo-physical features, in which there are navigable land water ways, but also because their commercial and industrial activities are highly dependent on the exportation and importation of raw materials, machineries and equipment;

Observe that the existing maritime ports in Lagos, Port-Harcourt and Calabar are being over stretched and that the congestion of these ports constitutes serious security threat to lives and properties, especially now that there is heightened security concern at crowded locations;

Regrets that due to over congestion in the existing maritime ports and the bureaucracy associated with the clearing of goods, a lot of precious time which would otherwise have been committed to other productive economic engagements is often wasted;

Worried that there have been causes of avoidable loss of lives and destruction of goods due to movement by road of containers and heavy equipment carrying trucks;

Acknowledges that inland water transport not only reduces traffic jams on road transportation and the slowing down of economic activities, but also decreases the cost of transportation in the movement of oil, rice, sugar, cement, fertilizers and heavy equipment, thereby providing an alternative cheap and reliable means than other modes of transport;

Further acknowledges that inland water transport generates a lot of revenue for the Federal and State Governments, which revenue is channeled towards the development of other sectors, including health and education infrastructure and the creation of employment and job opportunities for Nigerians, thereby ensuring engagement of workers and reduction of social problems induced by unemployment.

Accordingly resolves to:

i. Urge the Federal Government through the Ministry of Transport to establish inland ports in Onitsha, Enugu and other land lock states;

ii. Urge the Federal Government through the Nigerian Shippers Council to carry-out appropriate feasibility studies for the purpose of establishing inland ports in the concerned states; and

iii. Mandate the Committees on Transport and Works to ensure full compliance with prayers (i) and (ii) above.

3. Urgent need to re-organize and re-position Nigerian Postal Service (NIPOST) for optimal performance.
Sen. Malam Ali Wakili *(Bauchi South)*

The Senate:

Notes that NIPOST was established as the National Postal Service Operator/Regulator which has over the years developed critical physical and material assets of billion naira in value and has true most pervasive network of physical outlets in the country;

Further notes that With over 3,000 recognized postal outlets spread across the country, NIPOST has the greatest potential of becoming a player to be reckoned with in both the real and social sector of the economy;

Amazed that despite its national spread, strong asset base and regulatory powers, NIPOST has been burdened with paucity of funds, inadequate technical man power, management challenges, demotivated staff, deficiency in modern skills and knowledge capital, resulting in the deterioration of its operations, dilapidation of its physical assets and under-utilization of capacity;

Further amazed that due to absence of any clear vision or defining goals, strategies and drive, NIPOST has often been perceived by successive Federal administrations in the last two decades and half as a drain on the budget of the Government, as an Agency that has irredeemably lost its relevance;

Aware that in spite of the multiple challenges characterized with inadequate organizational structure, colossal revenue loss due to operational inefficiency, non-performance of its operator and service provider role coupled with poor implementation of revenue generating mandate, NIPOST can still be revamped to take advantage of modern postal technologies developed by the Universal Postal Union (UPU);

Cognizance that with estimated 1,700 active postal outlets out of a total of over 3,000, with over 200 uncompleted properties and about 20 bevelands, that is greater than 30% of the total number of landed outlets owned by all the Nigerian Banks in addition to its spread and distribution in semi-urban and rural areas, NIPOST can be primed to promote and support nationally, commerce (mart & shops, e-commerce, warehousing, co-location), logistics, clearing and cargo (air, land and sea) and Agency services;

Concerned that with fundamental changes in the world economy due to globalization, rapid technological advances and shifting demographics require strategic management of key national public infrastructure like NIPOST;

Regret that the foregoing challenges may constitute impediment towards realizing NIPOST's vision of becoming one of the top five non-oil revenue generating agencies with capacity to create 10,000 - 100,000 new jobs, provide a platform that pro-poor policies such as financial, postal, social and IT inclusion strategies would leverage to uplift about 20 million citizens out of the poverty index bracket, provide robust universal mail service through the national mail routes and become the largest national cargo carrier within ECOWAS sub-region.

Accordingly Resolves to:

i. Mandate the Committee on Communication to have interface with management of the Federal Ministry of Communication and NIPOST to ascertain the challenges and their consequences against national economic development, with a view to reposition NIPOST for National Growth;

ii. Mandate the Committee to look into Nigeria's membership of the Universal Postal Union (UPU) with a view to strengthen and maximize the benefit derived thereof; and

iii. Make appropriate and holistic recommendations that can help rejuvenate NIPOST to serve its dual role of Service Provider and Regulator in this era of Information and Communication Technology.

4. The Dwindling State of the Nigeria Commodity Exchange
Sen. Mohammed Sha'aba Lafiagi *(Kwara North)*

The Senate:

Notes that the Abuja Stock Exchange (ASE) was converted to Abuja Securities and Commodity Exchange (ASCE) by the Executive council of the Federation (EXCOF) and made a Parastatal of the Federal Ministry of Trade and Investment (formerly Commerce and Industry) vide its resolution at its 32nd meeting of August 8, 2001. The Exchange is now known as the Nigeria Commodity Exchange a name change effected on November 18 2013;

Further notes that upon the transfer of the supervisory role over the Exchange to the Federal Ministry of Trade and Investment, the promoting Institutions of the Abuja Stock Exchange (ASE) - CBN, NICON, BOI, NBCI and Nigeria Re-Insurance ceased funding the Exchange and as at that date, the verifiable assets of the Abuja Stock Exchange stood at N519.24 million comprising technology infrastructure of N430.17 million, other movable assets and prepaid rent of N89.07 million;

Aware that, no funding was received from the Federation Account from the date of conversion in 2001 till the end of 2003. However, in 2004, the Exchange was funded to the extent of its personnel and overhead costs, while the capital allocations for the conversion were paid directly to the Federal Ministry of Trade and Investment (FMT&I);

Further aware that the decision to establish a Commodity Exchange was taken by the Executive Council of the Federation (EXCOF) to further deepen the Nigerian Capital Market and also provide an organised market (where quality will be assured) for Nigerian agricultural produce, solid minerals product, energy and financial instruments;

Concerned that there are no existing quality grades and standard measurements for most agricultural commodities that are traded in bags in Nigeria which can make for trading efficiency of any commodity exchange;

Notes that the inadequate policy support by the Federal Government to the Exchange had hampered its ability to effectively link Nigerian farmers to commodity end users for improved pricing and therefore suggests that the Federal Government should issue a pronouncement that will make it mandatory for all transactions in agricultural commodities of 1ton and 5tons and above for cash and food crops respectively to be conducted on Nigeria Commodity Exchange;

Further notes that all exports of mandated commodities must be captured by Nigeria Commodity Exchange through compulsory quality certification by the Exchange.

Aware that the Federal Government can also incentivize Commodity Market Participants such as farmers, merchants and agro processing companies through excise duty and port levy rebates, access to Export Expansion Grants if and when restored and single digit interest financing to carry out their sale and buy transactions on Nigeria Commodity Exchange.

Accordingly resolves to:

i. Mandate the Senate Committees on Capital Market as well as Trade & Investment to invite the management of the Nigeria Commodity Exchange (NCE) to appear before the Committee to explain and give clarity on its mandate, challenges and achievements as well as its potentials towards the diversification of the economy through effective marketing and storage of agricultural produce;

ii. Mandate the Joint Senate Committees mentioned above to conduct a Public Hearing to find out the legal, regulatory and institutional structures to strengthen the Federal Government's diversification to agriculture and to get stakeholders input to improving the nation's agriculture sector; and

iii. Urge the National Assembly to expedite action on the Warehouse Receipt Bill currently before it.

COMMITTEE MEETINGS

Committee	*Date*	*Time*	*Venue*
1. Communications	Tuesday, 19th April, 2016	2.00pm	Committee Room 221 Senate New Building
2. Employment, Labour and Productivity	Tuesday, 19th April, 2016	2.00pm	Committee Room 327 Senate New Building
3. Interior	Tuesday, 19th April, 2016	2.00pm	Committee Room 107 Senate New Building
4. Foreign Affairs	Tuesday, 19th April, 2016	2.00pm	Committee Room 204 Senate New Building
5. Aviation	Tuesday, 19th April, 2016	2.00pm	Committee Room 431 Senate New Building
6. Primary Healthcare and Communicable Diseases	Tuesday, 19th April, 2016	4.00pm	Committee Room 117 Senate New Building
7. Ecology and Climate Change	Thursday, 21st April, 2016	2.00pm	Committee Room Senate New Building

PRINTED BY NATIONAL ASSEMBLY PRESS, ABUJA