



OUR VISION

To deliver exemplary transshipment operations, procurement and charter services "on time" and "on budget" according to global safety and quality standards.



IN THIS ISSUE

NEWS WITHIN OUR SHORES

NIGERIAN OIL BID ROUNDS, UPSTREAM PROJECTS DELAYED DUE TO PRICE CRASH – OFFICIALS

MWUN THREATENS TO SHUT DOWN PORTS OVER ARREST OF DOCKWORKERS

NIGERIA: SEAFARERS TO BE PAID FOR EXTENDED SERVICES

NIGERIA SHOULD TAKE CHARGE OF STS OPERATIONS ON ITS WATERS – OMATSEYE

FOREIGN WATCH

TRUMP, SAUDI KING DISCUSS GLOBAL OIL MARKET

IMO ENDORSES SHIPPING INDUSTRY'S 12-STEP PLAN FOR CREW CHANGES

NIGERIAN OIL BID ROUNDS, UPSTREAM PROJECTS DELAYED DUE TO PRICE CRASH – OFFICIALS

by Hellenic Shipping News Worldwide

Nigeria will not hold bidding rounds for major oilfields until crude prices recover, and some upstream projects will be completed much later than originally planned, officials said in a web conference on Tuesday. Nigeria, Africa's largest oil producer, is grappling with a significant drop in oil prices and a collapse in global fuel demand caused by lockdown measures aimed at containing the new coronavirus.

The delay in some licensing rounds cut the country's projected revenue from signature bonuses to 350 billion naira (\$972.22 million) this year, from 939 billion naira originally expected, the officials said on the call, with most the anticipated revenue coming from license renewals.

"Where you require foreign investment ... this is not a good time," Mele Kyari, group managing director of the Nigerian National Petroleum Corporation, said of licensing rounds, adding "the appetite would be very very low".

[Read More](#)

NIGERIA: SEAFARERS TO BE PAID FOR EXTENDED SERVICES

by Hellenic Shipping News Worldwide

The National Seafarers Welfare Board (NSWB) Nigeria has assured that seafarers on board ships as a result of the COVID-19 pandemic that they would receive wages due them for the extra days.

Chairman, NSWB, Kunle Folarin, stated this while responding to the fears of some Nigerian seafarers on a television programme. During the virtual meeting, Folarin, who addressed the challenges and fears of Nigerian seafarers during the COVID-19 pandemic, expressed the readiness of the board to provide assistance to Nigerian seafarers facing any kind of difficulties presently, saying seafarers who toil to keep the economic balance deserve their pays.

[Read More](#)

MWUN THREATENS TO SHUT DOWN PORTS OVER ARREST OF DOCKWORKERS

by Gloria Nwafor

The Maritime Workers Union of Nigeria (MWUN) has threatened to shut down the nation's seaports, terminals and jetties by Wednesday if nothing is done to release dockworkers arrested by the Rivers State government.

MWUN, which gave a 48-hour ultimatum, said the 20 dockworkers, who were on essential duty in the state were arrested at the weekend on their way home from work.

In a statement issued by President of MWUN, Adewale Adeyanju, he insisted that the dockworkers were returning from essential service operations to BUA/PTOL terminal, Port Harcourt and were arrested and detained by the Rivers State Taskforce on COVID-19.

"Already, there is restiveness in ports across the country and the appeal to release the arrested workers is to douse the rising tension in the ports, which could snowball into full-scale industrial unrest if not quickly checked," the statement added

[Read More](#)





NIGERIA SHOULD TAKE CHARGE OF STS OPERATIONS ON ITS WATERS – OMATSEYE

by Anna Okon

On Live Conversations- a show produced by Maritime Television – Mr Temisan Omatseye, former Director General, Nigerian Maritime Administration & Safety Agency (NIMASA) and former President of the African Shipowners Association (ASA) speaks on how COVID-19 has affected the shipping industry and the lessons the shipping industry should learn from the experience.

According to Omatseye, Nigeria is hit hard by the lack of indigenous vessels. He says it is now a matter of national security and speaks on why the nation cannot afford to shut down oil wells while predicting that the post COVID-19 world will witness a shift from the demand of crude to gas.

What was the state of shipping in Nigeria before COVID -19 pandemic? Nigeria in itself is a major importing nation so we do import a lot of stuff, and we do export quite a bit of raw material as well. So, when it comes to the logistics- that is supply chain management, Nigeria is big in that sense because we do have a lot of cargo, which we export, and we do have a lot of cargo, which we import. The business in Nigeria is quite good but the unfortunate aspect of it is that Nigerians have not been able to be part and parcel of the maritime sector most especially because of the capital intensiveness of the sector.

[Read More](#)

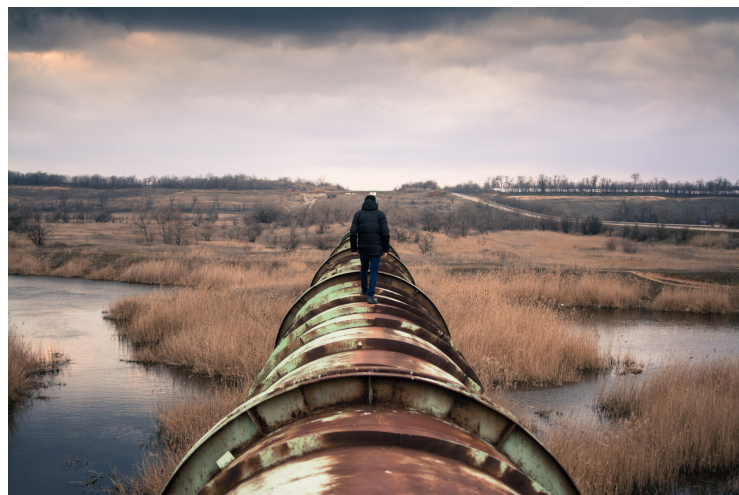
TRUMP, SAUDI KING DISCUSS GLOBAL OIL MARKET

by Hellenic Shipping News Worldwide

U.S. President Donald Trump and Saudi Arabia's King Salman spoke by phone on Friday and "reaffirmed the strong United States-Saudi defense partnership," the White House said, amid tensions over Saudi's oil output.

"The two leaders agreed on the importance of stability in global energy markets, and reaffirmed the strong United States-Saudi defense partnership. The president and King Salman also discussed other critical regional and bilateral issues and their cooperation as leaders of the G7 and G20, respectively," said White House spokesman Judd Deere.

[Read More](#)



IMO ENDORSES SHIPPING INDUSTRY'S 12-STEP PLAN FOR CREW CHANGES

by Marine Link

The need for ships to change crews and for the world's 1.2 million seafarers to be able to fly home at the end of their periods of service have emerged as two of the biggest challenges facing the shipping industry as a result of the COVID-19 pandemic.

To help governments put in place coordinated procedures to facilitate the safe movement of seafarers, the International Maritime Organization (IMO) issued a 12-step plan to 174 member states, providing them with a roadmap to free seafarers from their COVID-19 lockdown and allow appropriate exemptions for them to join or leave ships.

In two weeks' time approximately 150,000 merchant seafarers will need to be changed over to ensure compliance with international maritime regulations, with tens of thousands currently trapped onboard ships across the globe after having to extend their service following many months at sea, unable to be replaced or repatriated after long tours of duty due to the continuing imposition of travel restrictions.

[Read More](#)