



HOUSE OF REPRESENTATIVES FEDERAL REPUBLIC OF NIGERIA ORDER PAPER

Tuesday 18 February, 2020

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1. Prayers
 2. National Pledge
 3. Approval of the Votes and Proceedings
 4. Oaths
 5. Messages from the President of the Federal Republic of Nigeria (*if any*)
 6. Messages from the Senate of the Federal Republic of Nigeria (*if any*)
 7. Messages from Other Parliament(s) (*if any*)
 8. Other Announcements (*if any*)
 9. Petitions (*if any*)
 10. Matters of Urgent Public Importance
 11. Personal Explanation
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ORDERS OF THE DAY

BILLS

1. A Bill for an Act to Amend the Council for the Regulation of Freight Forwarding in Nigeria Act, Cap. C54 Laws of the Federation of Nigeria, 2004; and for Related Matters (HBs.176 and 604) (*Hon. Patrick Asadu and Hon. Garba Datti Muhammad*) – *Second Reading*.
2. A Bill for an Act to Amend the Labour Act, Cap. L1, LFN, 2004 to Prohibit and Minimize Casualization of Workers after Six Months of Engagement by Employers in Nigeria, Outsourcing Employment in Core Areas of Operation; and for Related Matters (HB.494) (*Hon. Tasir Olawale Raji*) – *Second Reading*.

3. A Bill for an Act to Amend the Federal University of Petroleum Resources, Effurun Act, 2017; and for Related Matters (HB. 613) (*Hon. Oberuokpefe Anthony Afe*) – *Second Reading*.

MOTIONS

4. **Need to Dredge the Anambra River to Avert Flooding of Communities in Anambra, Enugu and Kogi States:**

Hon. Chinedu Obidigwe.

The House:

Notes that the Anambra River had depth which enabled it to contain large volume of water emptying into it from various rivers and tributaries during the raining season without any recorded incident of overflowing its banks to ravage the coastal areas;

Recalls that in 2012 heavy rainfall caused flood to occur, which ravaged the coastal plains and caused water currents to reach the coastal soils, and in the process, moved sands into Anambra River bed, thereby making the river depths to become shallow, as a result of which, whenever large volume of water empties into the river, it overflows its bank into the coastal communities, wreaking havoc on homes, schools, worship places, farmlands and other valuable places;

Aware that the yearly overflowing of the river overwhelms Enugu, Otu, Mkpunando, Ezi Agulu Otu, Umueze Anam, Ifite Anam, Ezi Anam, Nzam, Olumba na'asa and Umundeze communities in Anambra State, Ojor, Igga and Asaba communities in Enugu State and Odeke, Echonu and Obale Communities in Kogi State, destroying farmlands and house hold items worth billions of naira;

Also notes that the economic losses to the annual flooding on those communities as a result of the shallowness of the Anambra river depth cannot be compared with the cost of dredging the river to reclaim its normal depth which will enable it contain large volume of water whenever it is emptied into the river, as obtainable in the past before its siltation;

Cognizant that dredging the Anambra River will provide an alternative route for evacuation of oil which is currently being explored in the Anambra basin;

Resolves to:

- (i) Urge the Federal Ministries of Water Resources, Transportation and Works and Housing and the National Inland Waterways Authority (NIWA) to initiate the process of dredging Anambra River to get it back to its normal depth to contain the large volume of water that is emptied into it during the raining season;
- (ii) also urge the National Emergency Management Agency (NEMA) to send relief materials to the victims of flooding whenever it happens;
- (iii) mandate the Committees on Water Resources, Harbours and Waterways, Works and Appropriations to ensure the provision of funds for the dredging of the Anambra River in the 2021 budget estimates.

5. **Need to Provide Leadership support Mechanism for the teeming Youth in Nigeria:**

Hon. Karu Simon Elisha.

The House:

Notes that the youth population is the greatest asset of any nation as they constitute the socio-economic and political leadership transforming a capital base for the development and sustenance of the

country's present and future generations;

Also notes that without adequate leadership development mechanism the country's future leadership may remain in deficit since the youth serve as a good measure to the extent to which the country can reproduce and sustain itself;

Aware of the need to integrate the youth population into the mainstream leadership and consequently provide legislative and policy frameworks to enhance leadership skills among the youth;

Also aware that although different national policies on youth development exist, they are currently insufficient to cater for the current youth bulge and the growing youth organisations, non-governmental organisations and student bodies;

Concerned that the current youth development structures have become grossly inadequate and as a result, some have emigrated outside the shores of the country to find greener pastures, thereby dissipating the country's human capital potentials;

Resolves to:

- (i) Urge the Federal Ministry of Youth and Sports to review and expand current centers to cater for the growing social needs among the youth;
- (ii) mandate the Committee on Civil Societies and Development Partners to liaise with development partners and relevant ministries and agencies to support the design leadership training modules and the establishment of youth leadership development centers across the six -political zones to bridge the leadership gap among the growing youth population.

6. Rehabilitation of Abinsi-Agasha-Tyulen-Tse-Ikyo-Anyiin-Arufu-Gbeji-Wukari Road:

Hon. Benjamin Mzondu

Hon. Richard Gbande

Hon. Danjuma Shiddi

The House:

Notes that the Abinsi-Agasha-Tyulen-Tse-Ikyo-Anyiin-Arufu-Gbeji-Wukari Road is an inter-State Road constructed during the then Benue- Plateau State linking Benue/Plateau with the then Gongola State;

Also notes that the 120-kilometer Road is a gazetted trunk "A" Federal Road with a crossing point across River Katsina-Ala at Tyulen in Guma Local Government Areas and runs through two Federal Constituencies in Benue and Taraba States and is also essential in the conveyance of farm produce to the North East and North-Central States of Nigeria;

Observes that since the construction of the road in 1975, about 45 years ago, there has been no form of maintenance or reconstruction of the failed sections of the high way which links Guma and Logo Local Government Areas in Benue State and Wukari Local Government Area in Taraba State;

Aware that the high way has deteriorated over the years with potholes in many parts thus making it impossible for motorists to ply the road thereby, leaving communities and major settlements along the road like Agasha, Tyulen, Tse Abi, Tse-Ikyo, Ayilamo, Anyiin, Arufu, Iorja, Gbeji, Vaase in Benue and Wukari in Taraba State almost abandoned in spite their high level production of agricultural produce along the axis;

Worried that the poor state of the road has paralyzed socio-economic activities hitherto experienced along the major settlements located along the highway as armed Robbers and kidnappers have taken over the once busy road, creating insecurity and economic hardship in the areas;

Concerned that residents of Guma and Logo in Benue State and Wukari in Taraba State, being majorly agrarian, need a good road network for movement of people and farm produce to other parts of the country, particularly to the North East;

Convinced that rehabilitation of the road will boost socio-economic activities in major settlements located along the corridor of the highway and will also drastically curtail the armed robbery and kidnapping incidents frequently experienced on the road;

Resolves to:

- (i) Urge the Federal Ministry of Works and Housing to commence the rehabilitation of Abinsi-Agasha-Tyulen-Tse-Ikyo-Anyiin-Arufu-Iorja-Gbeji-Wukari Road;
- (ii) mandate the Committees on Works and Appropriations to include the rehabilitation of the Road in the 2021 intervention projects or the 2021 budget estimates;
- (iii) also mandate the Committee on Legislative Compliance to ensure implementation.

**7. Deplorable Conditions of Armed Forces, Police and Paramilitary Barracks in Eti-Osa Federal Constituency, Lagos State:
Hon. Ibrahim Babajide Obanikoro.**

The House:

Notes that Eti-Osa Federal Constituency houses 19 barracks belonging to the Army, the Navy, the Air Force and the Police and also a Correctional Centre;

Aware that the various military and para-military barracks serve as major pillars in the sustenance of security and maintenance of peace in the country;

Concerned about the deplorable conditions of structures in the barracks which also lack water supply, thus raising the likelihood of outbreak of epidemic in the barracks due to environmental decay;

Also concerned that members of the military and para-military forces are living with members of their families at those dilapidated barracks in utter negligence for their welfare, thus affecting the psychological wellbeing of the security personnel, thereby endangering the safety of all;

Resolves to:

- (i) Urge the Federal Government to ensure prompt rehabilitation of military and para-military barracks at Eti-Osa Federal Constituency;
- (ii) mandate the Committees on Defence, Police Affairs and Interior to interface with the military and paramilitary formations to identify barracks affected by decay and negligence and cause their rehabilitation.

**8. Call for Completion and Utilization of the Maintenance, Repair and Overhaul (MRO) Facility at Victor Attah International Airport, Uyo, Akwa Ibom State:
Hon. Nsikak Okon Ekong.**

The House:

Notes that the continuous absence of essential aircraft Maintenance, Repair and Overhaul (MRO) Centre or Hanger for Nigeria's aviation sector is a source of worry for stakeholders;

Also notes that for Nigerian Airlines to measure up with foreign counterparts, the Federal Government must play a major role in the establishment of a major Maintenance, Repair and Overhaul (MRO) Facility in Nigeria as it is a standard practice in the United States of America, the United Kingdom, India, China, and the United Arab Emirates (UAE);

Further notes that the absence of a major (MRO) facility in Nigeria is skyrocketing costs of maintenance of aircrafts as recent studies show that Nigeria's domestic airlines, the Presidential Fleet, the Nigerian Airforce and the Nigerian Police Force spend several billions of dollars annually in conducting C-checks and other levels of aircraft maintenance overseas, whereas the amount would have been less if Nigeria had a major MRO Facility;

Aware that the high cost of maintenance of aircrafts is a major factor responsible for the short lifespan of Nigeria's domestic carriers, which operate for an average lifespan of 10 years as the long time spent in taking aircrafts overseas for maintenance increases the running costs, thereby causing domestic airlines to spend up to 40 percent of their resources on jet fuel and 30 percent on maintenance, thereby making it difficult for airlines to break even or survive in the industry;

Also aware that the absence of an MRO is a major source of capital flight as air frame maintenance alone costs about one billion dollars (\$1b) yearly at the average cost of one million dollars (\$1m) per aircraft. For instance Airpeace Airlines spends about \$2.5m to \$3m on C-checks and D checks per aircraft while Dana Airlines spends about \$1.2 million on C-checks per aircraft and all checks are done outside the country, excluding the cost of aviation fuel for the return trips to Europe or America, considering that a 737-300 burns 750 gallons, approximately 3,000 liters of aviation fuel an hour;

Recalls that several years ago, Akwa Ibom State Government committed millions of dollars for the construction of an MRO Facility whose Hanger can take two Boeing 747 or four Boeing 737 aircrafts simultaneously for effective maintenance, in realization that Boeing 737 aircrafts form about 80 percent of commercial airplanes being used by Nigerian airline operators, equally Airbus and Bombardier aircrafts can also be catered for in the facility.

Informed that global MRO spending on commercial aircrafts in 2018 was estimated at \$81.9b with \$3.2b of the funds from African Airlines, thus showing that the MRO market in Africa is very viable and is still growing on a daily basis;

Believes that activating the MRO Facility will add value to the national economy by creating jobs for professionals in the industry, thereby increasing the country's Gross Domestic Product (GDP), create employment for the youths and also make airlines more profitable and safer;

Also informed that the world-class MRO Facility at the Victor Attah International airport is over 70 percent completed and the runway is wide enough to accommodate the world's largest aircraft Airbus 380 with full complement of modern landing facilities:

Resolves to:

- (i) Urge the Federal Ministry of Aviation to partner with Akwa Ibom State Government to complete and adopt the MRO Facility as the National Hanger;
- (ii) mandate the Committee on Aviation to interface with Akwa Ibom State Government, the Federal the Ministry of Aviation and other relevant Agencies and stakeholders in the industry to define a way forward in ensuring the completion and utilization of the MRO Facility at the Victor Attah International Airport, Uyo.

9. **Need to Investigate the Involvement of the Nigerian Ports Authority in the Non-Remittance of Eight Trillion Naira into the Federation Account:**
Hon. Richard Gbande.

The House:

Notes that the Nigerian Ports Authority was established as one of the Revenue Collection Agencies in the nations Seaports across the Federation and is expected to remit solely to the government treasury;

Also notes the reports in the Punch, the Sun, Daily Trust and the Guardian Newspapers of 2, December, 2016 where the Hon. Minister of Finance declared that the Nigerian Ports Authority failed to remit the sum of (N450bn) four hundred and fifty billion naira to the federation account;

Aware of the reports in the Punch, the Sun and the Daily Trust newspapers of 17 December, 2016 that the Nigerian Ports Authority returned (\$5.2 Million) five million two hundred thousand dollars to the Federation Account, confirming the extent of corruption ravaging the Agency;

Worried that by mere reports on 18 May, 2018, by the National Dailies, including the Nigerian Pilot, Daily Trust and Nigerian Tribune Newspapers on the none remittances of eight trillion naira involving the Authority contrary to the statutory mandate of the Agency and this is after it had collected its budgetary allocation from the Federal Government;

Resolves to:

Mandate the Committee on Ports and Harbour to investigate the Nigerian Ports Authority's involvement in the alleged non-remittances of Eight Trillion Naira and the Seaports Operations across the Federation, and report back to the within (4) four weeks for further legislative action.

CONSIDERATION OF REPORTS

10. A Bill for an Act to Establish Federal Polytechnic, Koko, Delta State to Provide for Equity and Access to Tertiary Education in the Country, make Comprehensive Provisions for its Due Management and Administration; and for Related Matters (HB. 381) (*Hon. Thomas Ereyitomi*) (*Committee of the Whole:*).
11. A Bill for an Act to Provide for Establishment of Adeyemi Federal University of Education, Ondo for the Promotion and Development of Teacher Education in Nigeria; and for Related Matters (HB. 426) (*Hon Makinde Abiola*) (*Committee of the Whole:21/11/2019*).
12. A Bill for an Act to Establish Federal University of Agriculture, Sabon Gida, Langtang to make Comprehensive Provisions for its Due Management and Administration; and for Related Matters (HB. 291) (*Hon. Ben Lar*) (*Committee of the Whole: 5/11/2019*).

COMMITTEE MEETINGS

<i>S/N</i>	<i>Committee</i>	<i>Date</i>	<i>Time</i>	<i>Venue</i>
1.	Rules and Business	Tuesday, 18 February, 2020	3.00 p.m.	Committee Room 06 (White House) Assembly Complex

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| 2. Federal Character (with Industrial Training Fund (ITF), Rural Electrification Agency and National Insurance Commission) | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 247
(New Building) Assembly Complex |
| 3. Public Petitions (Investigative Hearing) | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 427
(New Building) Assembly Complex |
| 4. Power | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 144
(New Building) Assembly Complex |
| 5. National Planning and Economic Development | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 467
(New Building) Assembly Complex |
| 6. Interior | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 327
(New Building) Assembly Complex |
| 7. Anti-Corruption | Tuesday, 18 February, 2020 | 3.00 p.m. | Committee Room 456
(New Building) Assembly Complex |