



Major Oil Marketers  
Association of Nigeria

# NEWSLETTER

Vol. 2 Issue 5 | Friday 15 May 2020/ Vendredi 15 mai 2020

*Not for sale*

# THE WEEKLY POST

*Inside this Issue:*  
MOMAN Update  
Industry Watch  
Coronavirus (COVID-19)



MOMAN is an acronym for Major Oil Marketers Association of Nigeria. It consists of 6 member companies.

# 'MOMAN SPEC' RETAIL OUTLETS: GENERAL COMPONENT GUIDELINES

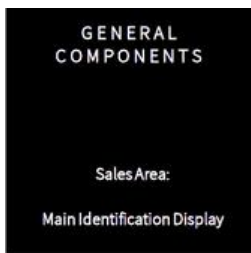
Godwin Jarikre, Head: HSEQ & Technical, MOMAN

The Major Oil Marketers Association of Nigeria (MOMAN) have recently redesigned and standardized retail outlet categories for its members and the industry bearing in mind the need for Nigeria to diversify to alternative fuels to reduce the pressure on the dependence on PMS. The new designs take into cognizance the need to deepen and expand the use of LPG and CNG across the country.

There are three categories in the new station design component. These are (i) Rural (ii) Standard and (iii) Mega Stations. The categorization is based on the number of nozzles, sales volume and product offering at the concerned outlets. The concept will provide ample opportunity for every new future MOMAN outlet to have provision to deepen gas expansion the new energy provider of the future and keying into the Federal Government's Gas Expansion Project.

The design components of the new MOMAN Stations meet local regulations and international best practices on HSE compliance. The design incorporates technology to ensure forecourt integrity and stock management, giving value to the customer. As technology advances and global best practices changes due to new tech, our retail outlets standards shall be updated to comply with all state and federal regulations staying at par with international best practice.

Some of the guidelines are outlined below:



## MID

- MID should be installed away from overhead electrical lines
- MID should feature adequate protection from impact using grass islands and crash barriers
- MID price units must display "Petrol", "Diesel" and "Kerosene"
- MID should feature service module for station specific non-fuel offerings



## ATG, CONTROLLER ET AL

- Varying levels of automation are depicted here
- At a minimum, standard stations will feature automatic tank gauging
- At a minimum, mega stations will feature forecourt controller (configured for remote monitoring) and automatic tank gauging



**GENERAL COMPONENTS**

Sales Area:  
Canopy, Forecourt and Pump Island

**ILLUMINATION**

- Station lighting must be spaced and designed such that underneath of the sales canopy is fully visible during night operations.
- Some useful lighting standards are : EN60598-1 *Luminaires. General requirements* , EN 60598-2-1 *Luminaires. Particular requirements. Specification for fixed general purpose luminaires*

**FORECOURT CANOPY**

- The need for the openings to storage tanks, offset fill points, pipework and dispensers to be in the open air does not prevent the location of a canopy over a filling station forecourt, provided that the dimensions of the canopy do not adversely affect the ventilation of, or access to, the equipment.
- Canopy materials should not be combustible and should have a surface spread of flame characteristics not inferior to class E of EN 13501-1 *Fire Classification of construction products and building elements. Classification using test data from reaction to fire tests or equivalent*

**PUMP ISLANDS**

- Pump island orientation should allow for easy entrance to , and exit from station
- Pump protection must be designed to adequately deform upon impact instead of being rigid to the point where it poses a threat to human life

### SAMPLE OWS

**GENERAL COMPONENTS**

Sales Area:

Drainages

Area	Contamination possible	Risk ranking	Surface quality	Drainage routing
Tanker stand area	Yes	High	Impermeable	Via separator
Dispenser islands fill positions	Yes	High	Impermeable	Via separator
Under the canopy	Yes	Normal	Impermeable	Via separator
Vehicle wash entrance and exit	Yes	Normal	Impermeable	Foul sewer
Perimeter roads	Unlikely	Low	Permeable	Surface water drains
Car parking	Unlikely	Low	Permeable	Surface water drains
Site access and egress	Unlikely	Low	Permeable	Surface water drains

### DRAINAGES

Consideration should be given to environmental risk during planning of drainage facilities. Drainage systems and oil/water separators should be installed and located so they will prevent the drainage of vehicle fuel spillages, or water contaminated with vehicle fuel, from entering water courses, groundwater, public drains or sewers or from otherwise escaping the filling station. The design of the drainage system should take account of the soluble fraction/content of the fuels intended to be handled. Water draining from car wash facilities should not pass through the OWS, as detergent inhibits oil separation. Clean water from roofs and canopies should also not be routed through OWS but may be discharged direct into surface water sewers or public drains.



**GENERAL COMPONENTS**

Tank Farm:

Tanks



### UNDERGROUND STORAGE TANKS

- It is recommended that double-skin tanks are used with the application of EN 13160-7 *Leak Detection Systems*.
- Tanks can be either steel, glass reinforced plastic or steel-GRP composite material.
- Single shell tanks are to be buried in a reinforced concrete vault for secondary containment purposes.
- Observation wells should be a minimum of 100mm diameter and should be designed to allow percolation of water and fuels through slots in the well wall. Adequate maintenance of lid seals is essential as wells create a direct pathway to groundwater.

**GENERAL COMPONENTS**

PMS/AGO/DPK PUMPS



**SUCTION VS PRESSURE**

Suction system	Pressure system
Vehicle fuel is drawn through the line by atmospheric pressure as a result of the partial vacuum created within the line by a low pressure pump located within the dispenser.	Vehicle fuel is pumped along the line to the dispenser under pressure created by a high pressure pump located either within the storage tank or between the storage tank and the dispenser.
Should there be a leak in the line, the non-return valve located under the dispenser allows fuel (or water) to drain back towards the tank. Depending on the position and severity of the breach in the pipework there should be limited loss of fuel to the environment. Water ingress or repeated difficulty in pump start-up are key symptoms of a suction line failure.	Should there be a leak in the line fuel will be forced out under pressure resulting in considerable loss in a short time. For this reason lines should have secondary containment and be equipped with an impact valve at ground level.
More pipework is necessary as each pump generally needs a dedicated suction line from the tank.	Less pipework is necessary as lines can be spurred off a single main feed for each grade of fuel.
A separate pumping unit is required for each grade at each dispenser. Failure of a pump puts only that dispenser out of use.	Fewer pump units are required as the pump in the tank can supply a number of dispensers. Failure of a pump isolates that storage tank and every dispenser fed from it.
Suction pumps are generally less reliable in operation than submerged pressure pumps and require more maintenance.	Pressure pumps submerged in fuel are generally more reliable than suction pumps, require less maintenance and have a longer life.

**GENERAL COMPONENTS**

LPG SKID TANK



FILLING PLANT



AUTOGAS DISPENSER

CONDITION/CRITERION	REQUIRED CAPACITY & DISTANCES
Skid Tank Capacity	5MT
Distance between above ground LPG skid tank & LPG dispenser	5m
Distance between skid tank & fuel dispenser	5m
Distance between skid tank & underground storage tank	5m
Distance between skid tank & public building	5m
Distance from LPG tank to building boundary	5m
Distance between LPG dispenser & UST	5m
Distance between LPG dispenser & building boundary	5m
Distance between LPG dispenser & building boundary	5m
Distance between LPG dispenser & highway	5m
Distance between skid tank & building boundary	Permission is to be sought from DPR



Major Oil Marketers  
Association of Nigeria

# Industry WATCH

## MACROECONOMIC INDICES



### INFLATION

<b>YEAR ON YEAR % CHANGE</b>	<b>12.26%</b>
<b>12 MONTH % CHANGE</b>	<b>11.62%</b>

Source: NBS  
\*Year - 2020



### CRUDE OIL PRICES

\$/bbl	MAY 11	MAY 12	MAY 13	MAY 14
<b>Brent Crude</b>	<b>30.97</b>	<b>29.63</b>	<b>29.98</b>	<b>31.13</b>
<b>WTI Crude</b>	<b>24.74</b>	<b>24.14</b>	<b>25.78</b>	<b>27.56</b>

Source: CNBC  
\*Year - 2020



Major Oil Marketers  
Association of Nigeria

# Industry WATCH



## PPPRA GUIDING PRICE FOR PMS

	FEB	MAR 19 - 31	APR	MAY
=N=/LITRE	135.00 - 145.00	125.00	123.50 - 125.00	123.50 - 125.00

Source: PPPRA  
\*Year - 2020



## FOREX RATES - CBN I/E WINDOW

=N=	MAY 11	MAY 12	MAY 13	MAY 14
USD	383.00 - 387.00	383.00 - 387.00	383.00 - 387.00	383.00 - 387.00

Source: CBN  
\*Year - 2020



## FOREX RATES - CBN INTERBANK RATE

=N=	MAY 11	MAY 12	MAY 13	MAY 14
USD	360.50 - 361.00	360.50 - 361.00	360.50 - 361.00	360.50 - 361.00

Source: CBN  
\*Year - 2020



## FOREX RATES - PARALLEL MARKET

=N=	MAY 8	MAY 11	MAY 12	MAY 13	MAY 14
USD	430 / 445	435 / 445	435 / 450	430 / 450	430 / 450
GBP	510 / 530	525 / 535	525 / 535	525 / 535	530 / 540
EURO	440 / 450	445 / 455	445 / 455	440 / 455	450 / 460

Source: CBN  
\*Year - 2020



Major Oil Marketers  
Association of Nigeria

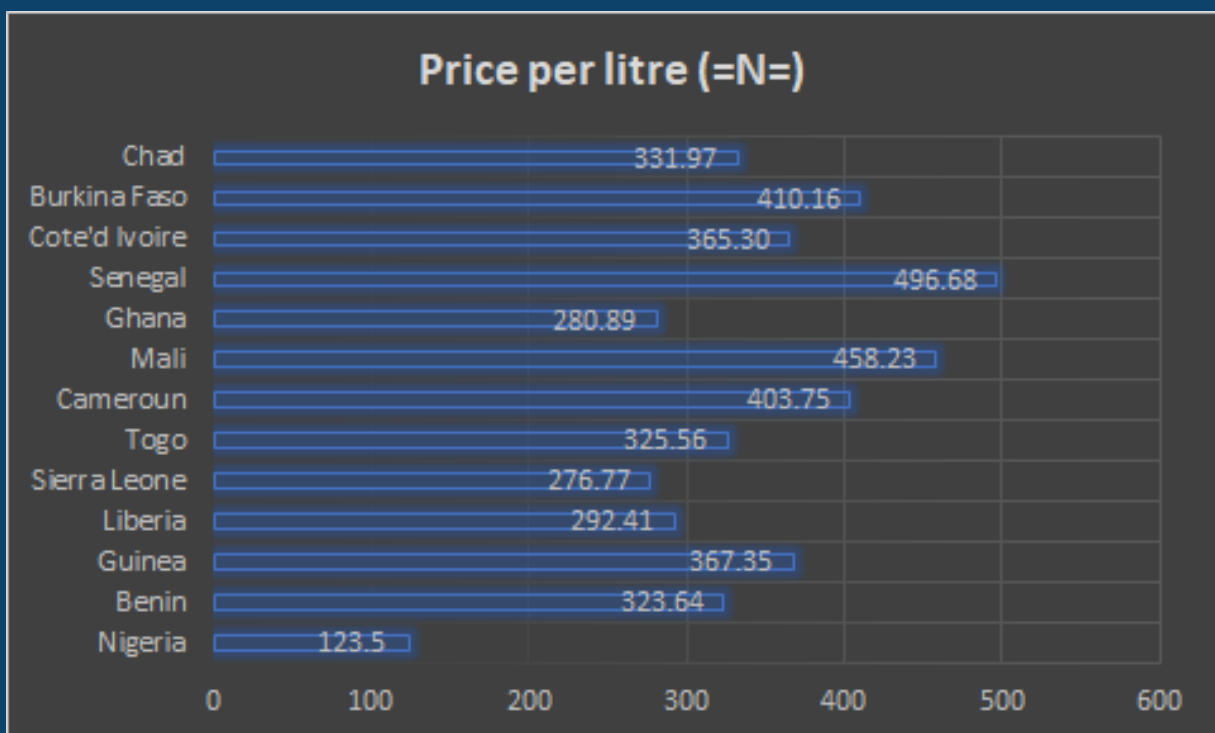
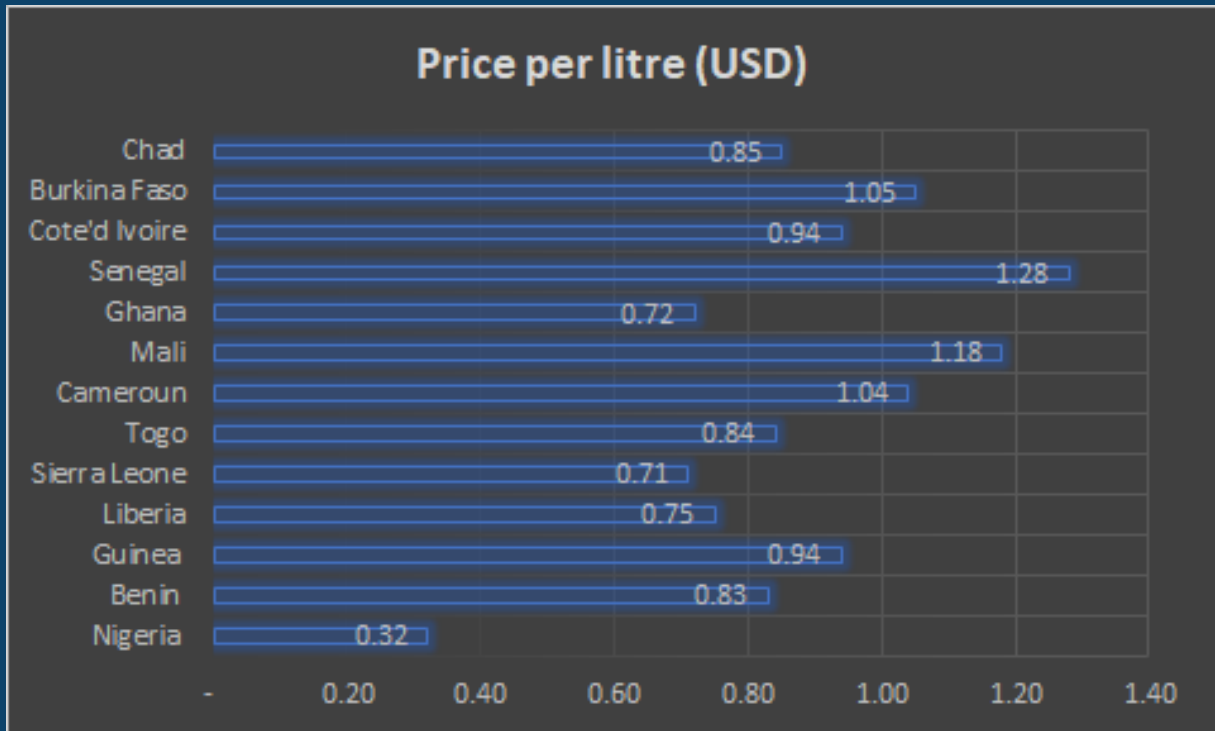
# Industry WATCH



## GASOLINE PRICES

*\*Average gasoline prices around the world: \$0.91 USD as at May 11 2020*

### WEST AFRICA



Source: [globalpetrolprices.com](http://globalpetrolprices.com)  
\*Year - 2020





Major Oil Marketers  
Association of Nigeria

# Industry WATCH

## PLATTS

### PMS

\$ (USD)	MAY 7	MAY 11	MAY 12	MAY 13	MAY 14	WEEK AVERAGE
FOB ROTTERDAM	259.750	266.500	258.000	243.000	250.000	254.380
FOB MED	249.750	248.250	234.000	225.250	240.000	236.880
CIF NWE	264.250	271.000	262.500	247.500	254.500	258.880

### AGO

\$ (USD)	MAY 7	MAY 11	MAY 12	MAY 13	MAY 14	WEEK AVERAGE
CIF NWE	239.500	242.500	236.250	232.250	243.250	238.560

### ATK

\$ (USD)	MAY 7	MAY 11	MAY 12	MAY 13	MAY 14	WEEK AVERAGE
CIF NWE	198.000	193.500	180.500	174.750	198.000	186.690



Major Oil Marketers Association of Nigeria

# Industry WATCH



## EX-DEPOT PRICES

### LAGOS, NIGERIA

=N=/Litre	APR 24	MAY 5	MAY 8
PMS	113.50-115.50	108.00	108.00-108.50
AGO	158.00-163.00	158.00-163.00	158.00-163.00

\*Year - 2020

### PORT-HARCOURT, NIGERIA

=N=/Litre	APR 24	MAY 5	MAY 8
PMS	113.80-115.00	108.00	108.00
AGO	166.00	166.00	166.00

\*Year - 2020



### DELTA, NIGERIA

=N=/Litre	APR 24	MAY 5	MAY 8
PMS	113.00	108.00	108.00-113.00
AGO	165.00	165.00	165.00

\*Year - 2020

### CALABAR, NIGERIA

=N=/Litre	APR 24	MAY 5	MAY 8
PMS	113.28-116.50	108.00	108.00-109.00
AGO	176.00-183.00	176.00-183.00	165.00-169.00

\*Year - 2020

# STAND TOGETHER



*by not*



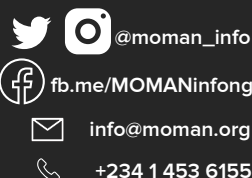
# STANDING TOGETHER

**#StopTheSpread**

FOR MORE INFORMATION, VISIT  
[COVID19.NCDC.GOV.NG](https://COVID19.NCDC.GOV.NG)  
[WHO.INT](https://WHO.INT)

Better together

[www.moman.org](http://www.moman.org)



Major Oil Marketers  
Association of Nigeria