

VIABLE PUBLIC PRIVATE PARTNERSHIPS~ THE PASSPORT TO SUSTAINABLE TRANSPORTATION

**PRESENTED AT THE NIGERIAN TRANSPORTATION & TOURISM
SUMMIT
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What Others Say About Nigeria

*Nigeria is rich in natural resources and boasts a large young ambitious and entrepreneurial population. Harnessed properly, those advantages could usher in a period of sustained economic growth and increased wellbeing for the people of Nigeria. **But amid short term economic pressures, the country must move quickly to address several critical challenges including transportation in order to prosper over the long term - BCG***

Press Release



HOT DESTINATION

Africa is now the favorite destination for Chinese tourists and tens of thousands of them are coming

Chinese travelers are the world's top tourism spenders, **shelling out almost \$260 billion in 2017 alone**. A growing part of that spend is now happening in Africa, encouraged by relaxed visa rules, increased interest in the continent's cultural and historical sites.

Last week, the Industrial and Commercial Bank of China [launched a joint loyalty program](#) with Kenya's Stanbic Bank, aiming to create incentives for travel, shopping, and leisure to tourists visiting the two nations. The "I Go Kenya—I Go China" schemeis offering a range of discounts and special offers from merchants across the travel, hospitality and lifestyle sectors.

<https://qz.com/1283192/chinas-tourism-to-africa-is-growing-as-visa-rules-are-relaxed/>

Infrastructure Possibilities



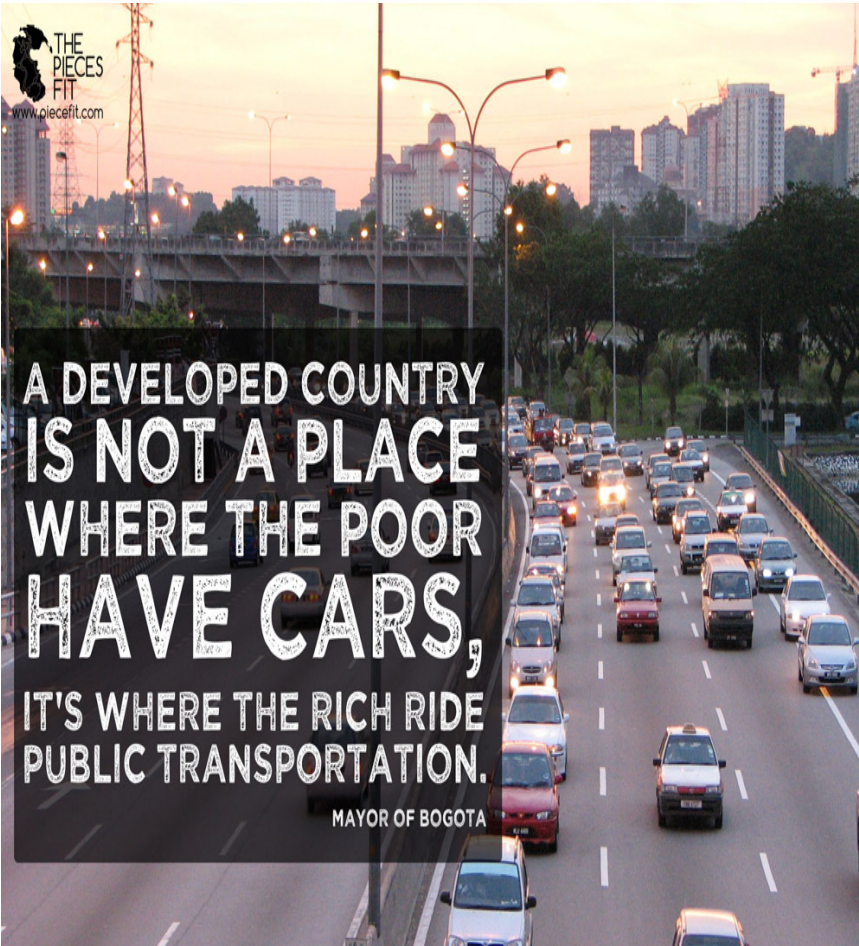
**AMERICA HAS GOOD ROADS, NOT
BECAUSE AMERICA IS RICH, BUT
AMERICA IS RICH BECAUSE IT HAS
GOOD ROADS ~ John F Kennedy
Former US President.**



**The implication of this quote from the
60s is an eternal economic truism. No
country can become economically
buoyant without a good infrastructure
network especially a good road
network.**

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Mayor of Bogota



Transport & Tourism Quiz – Which Country Is This?

I C R C











Outline



- ☐ Lessons from Others
- ☐ Myth Bursting
- ☐ Infrastructure and Economic Development
- ☐ Nigeria Infrastructure Opportunity
- ☐ Investment Comparison
- ☐ Transportation, Recreation and Tourism Nexus
- ☐ Our Real Challenges and Opportunities
- ☐ PPP Imperative
- ☐ PPP Success in Nigeria
- ☐ Way Forward & Conclusion

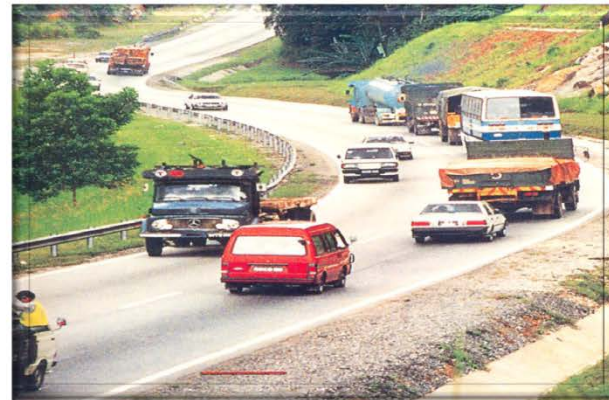
Transport PPP Lessons from Malaysia

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MALAYSIAN ROADS : 1970 – 1980



Source: Plus Malaysia Berhad, 2015

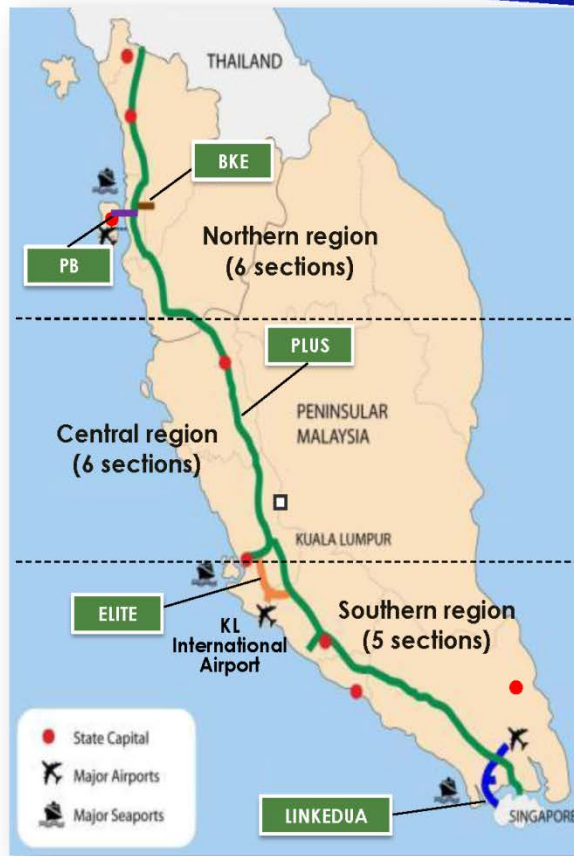


Malaysian economy literally transformed by PPP execution of the North-South Expressway which was converted to a PPP in response to their 1980s financial crises

- Development Stage 1986 – 1988
- Construction 1989 – 1994
- Operation and Maintenance 1994 onwards

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AVERAGE GDP GROWTH OF STATES Along North-South Expressway (NSE)



States	GDP GROWTH	
	1989 - 1993	2000 - 2013
	Before	After
Kedah	4.7%	7.5%
Penang	4.5%	7.5%
Perak	4.7%	7.3%
Selangor	5.4%	7.7%
N. Sembilan	3.9%	7.1%
Melaka	4.5%	7.3%
Johor	5.0%	7.7%

Source: Plus Malaysia Berhad, Nov 2015

NEW TOWNSHIP, INDUSTRIAL PARK, BUSINESS CENTER AND RESIDENTIAL ALONG NSE

**RESIDENTIAL
AREAS >200**

Bandar Dato' Onn
Bernam Jaya
Taman Kempas Utama
Setia Tropika
Bandar Puteri Jaya



>44 NEW TOWNSHIPS



Nusajaya
Setia Alam
Putra Mahkota
Amanjaya
Putra Heights
Stargate
Bandar Indahpura

**INDUSTRIAL
PARKS >20**

Kawasan Perindustrian Bukit Minyak
Senai Industrial Park
Southern Industrial & Logistics Clusters
Tanjung Pelepas
Kulim Hi-Tech Park
Proton City



**>9 BUSINESS
CENTRES**

Medini
Bukit Merah Laketown Resort
I-City
Johor Premium Outlet
Tadima Business Park

Source: Plus Malaysia Berhad,
Nov. 2015

Lessons from Senegal

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Multi Modal and Connected



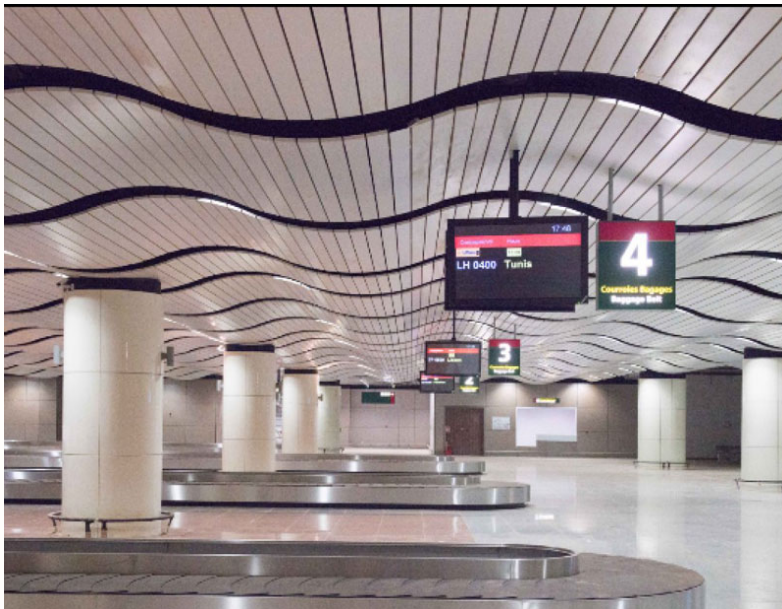
Senegal

4 Major Infrastructure Projects in 2 Years



**The Bank financed EUR 185m directly,
facilitating EUR 1.3 billion in investment**

Blaise Digne Airport



Benefits



Senegal

Synergies & Catalytic Effects on Economic Development



Lessons from SA

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South Africa

- South Africa as leading PPP hub in Africa
- Gautrain Rapid Rail Link project – the biggest PPP project in Africa



Source: Africa PPP Conference and Showcase
2016 - Presentation by Mr. Jack van de Merwe,
CEO Gautrain Management Agency

Myth Bursting

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Herdsmen & Farmers Clashes – Transportation Infrastructure Problems



Finance is not the problem? Funding Is



The world invests
\$2.5 trillion annually
in transport, power,
water, and telecom

Today

The world needs to
invest **\$3.3 trillion**
annually just to meet
growth forecasts to

2030

**How can
the world bridge
its infrastructure gap?**

Find a way to attract the

\$120,000,000,000,000

under management by banks and
institutional investors to
infrastructure finance through ...

**A better
pipeline of
well-developed
projects**

**Changes to
regulation and
risk mitigation**

**Market
facilitation and
standardization**

**Solid
cross-border
investment
principles**

Understanding Finance & Capital

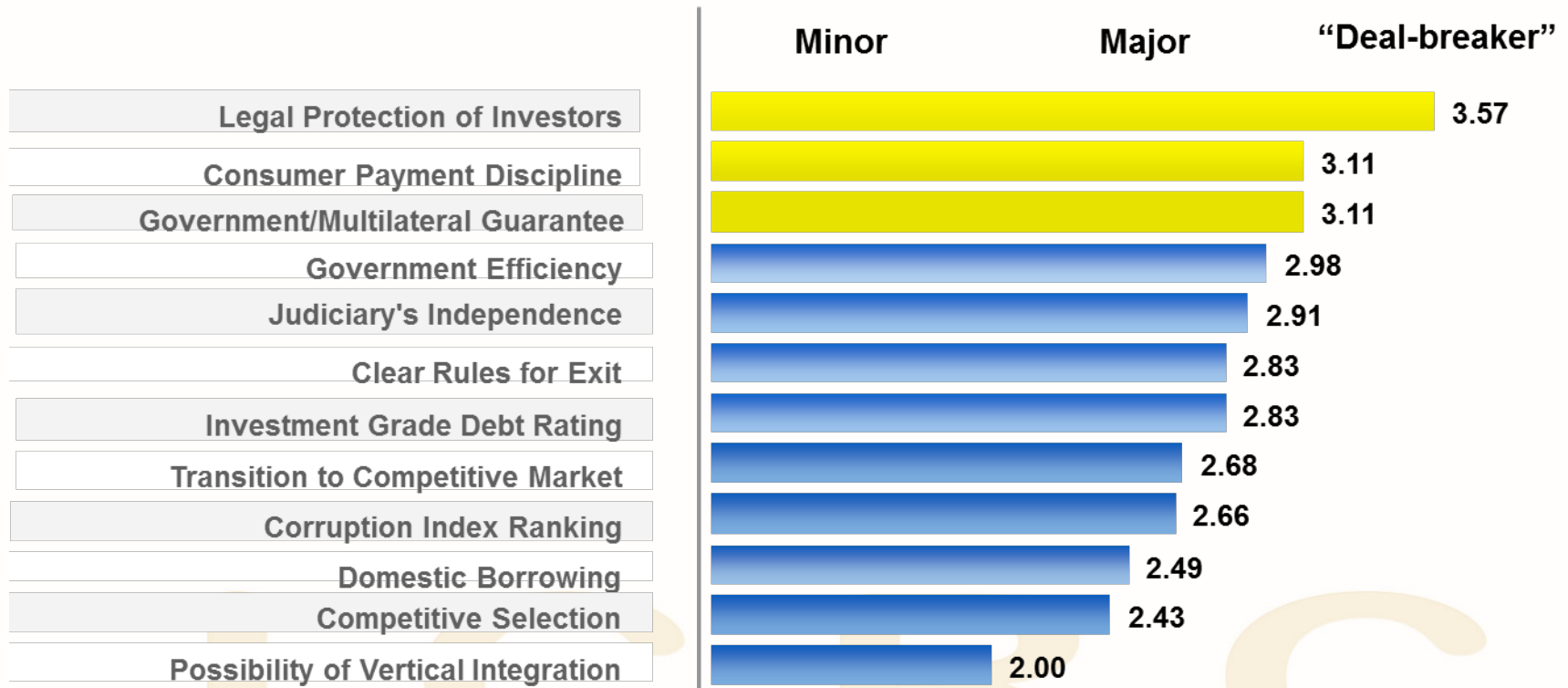


- Capital is a big coward
- Capital is very intelligent
- Capital is fungible
- Telecoms Success in Nigeria
- Turkey – USD 6 Billion investment
- 3rd Istanbul Airport
- 3rd Bosphorus Bridge
- Izmir to Istanbul Expressway with sea bridge
- Eurasia Tunnel

Legal Framework key

General Principles – Focus on Addressing Killer Risks

- World Bank surveys of investors have repeatedly shown that the issue of 'protection of legal rights' is the primary concern in making decisions as to where to undertake major infrastructure projects

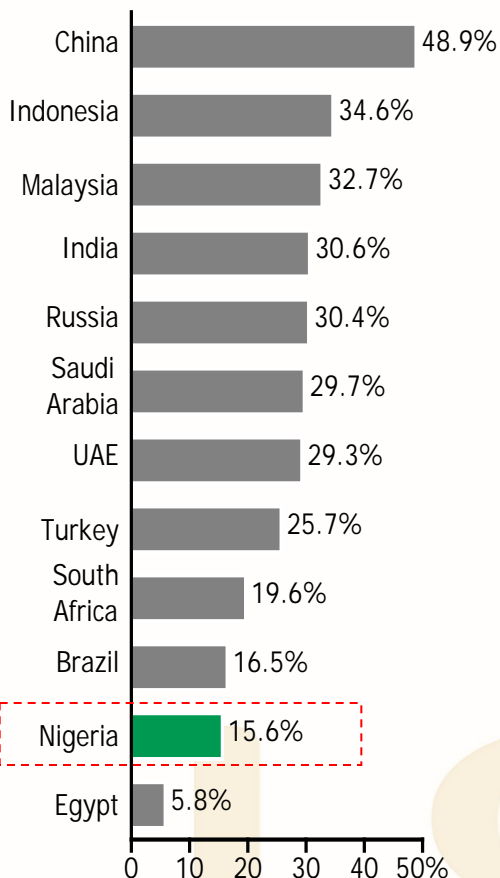


Domestic financial depth: Nigeria fares poorly on domestic savings, investments and government spending vs peers



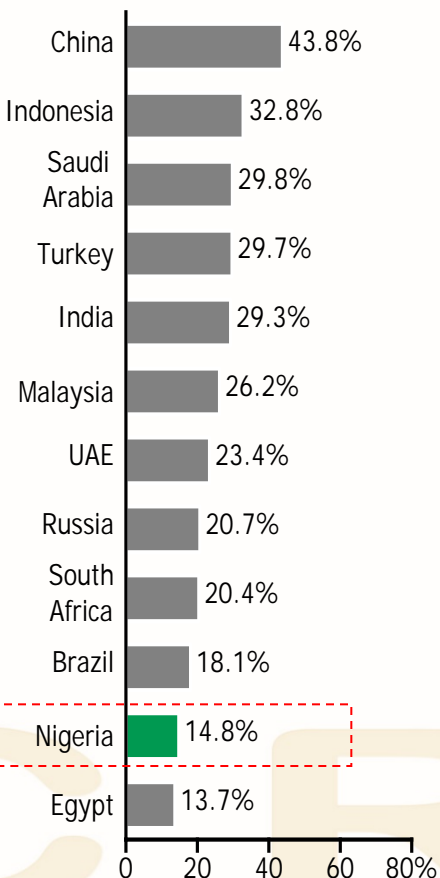
Domestic Savings

Domestic Savings 2015, % of GDP



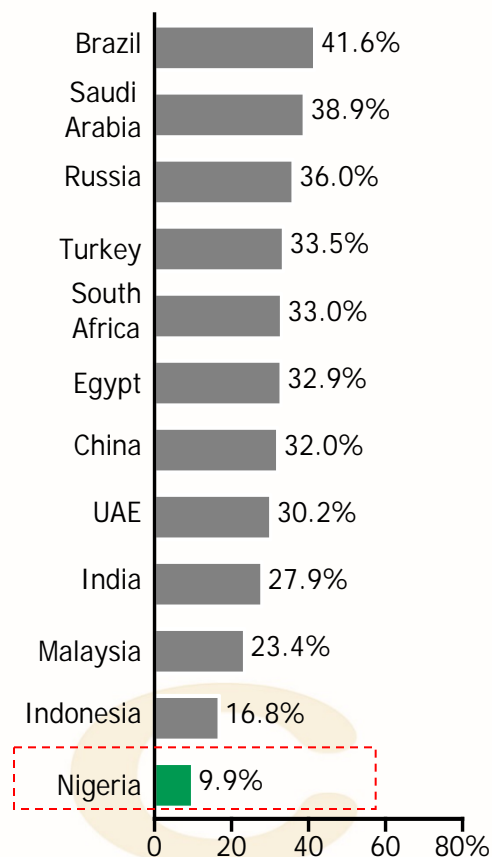
Investment

Investment 2015, % of GDP



Government Spending

Gov. Spending 2016, % of GDP



Infrastructure is a Guarantee to Economic Development



- Infrastructure contains railway, highway, harbor, aviation, tourism, communication, information and internet service, power and water supply, drainage and refuse treatment, etc
- Poor economy would cause poor infrastructure, while poor infrastructure would restrict the development of economy in return. There's a close interrelationship between the two aspects.
- Infrastructure delivery should surpass present conditions.

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To Be Rich, Build a Good Road First



- Transportation is the most essential infrastructure. All the circulation of goods, people and other economic forms cannot go without transportation.
- Railway is the backbone of long distance transportation.
- There must be some main arterial railways among the big cities, ports, industrial zones and mining areas. Double lines and rapid transit railways are required in the busy districts.
- Road transit is most used in the land transportation, mainly for short distance use. Ordinary road network, rural area road network are required. And the main road needs to be the super highway.

Ports and Aviation are the doors to the outside world



- Maritime is the cheapest way of transport. It's necessary to develop the ports and marine shipping.
- Huge tonnage and specialized deepwater ports and harbors are required.
- A comprehensive aviation system with main airport and lateral airports is needed in international and domestic long distance contacts.

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Transportation Infra as a Catalyst



- Infrastructure's contribution to GDP in Emerging Economies is between 11 to 16% in Nigeria it's between, 1 to 3 % - Unknown
- Transportation Infrastructure is the cornerstone of civilization - Nile
- Need for transportation infrastructure is a derived one, because it depends on the demand for the goods and services who's production is made possible by the existence of infrastructure
- Absence of robust transportation infrastructure - hampers economic activities to enhance growth, wealth and job creation and overall national development.
- The World Bank has indeed described Transportation Infrastructure stock in emerging economies - missing link with respect to achieving the Sustainable Development Goals (SDGs).

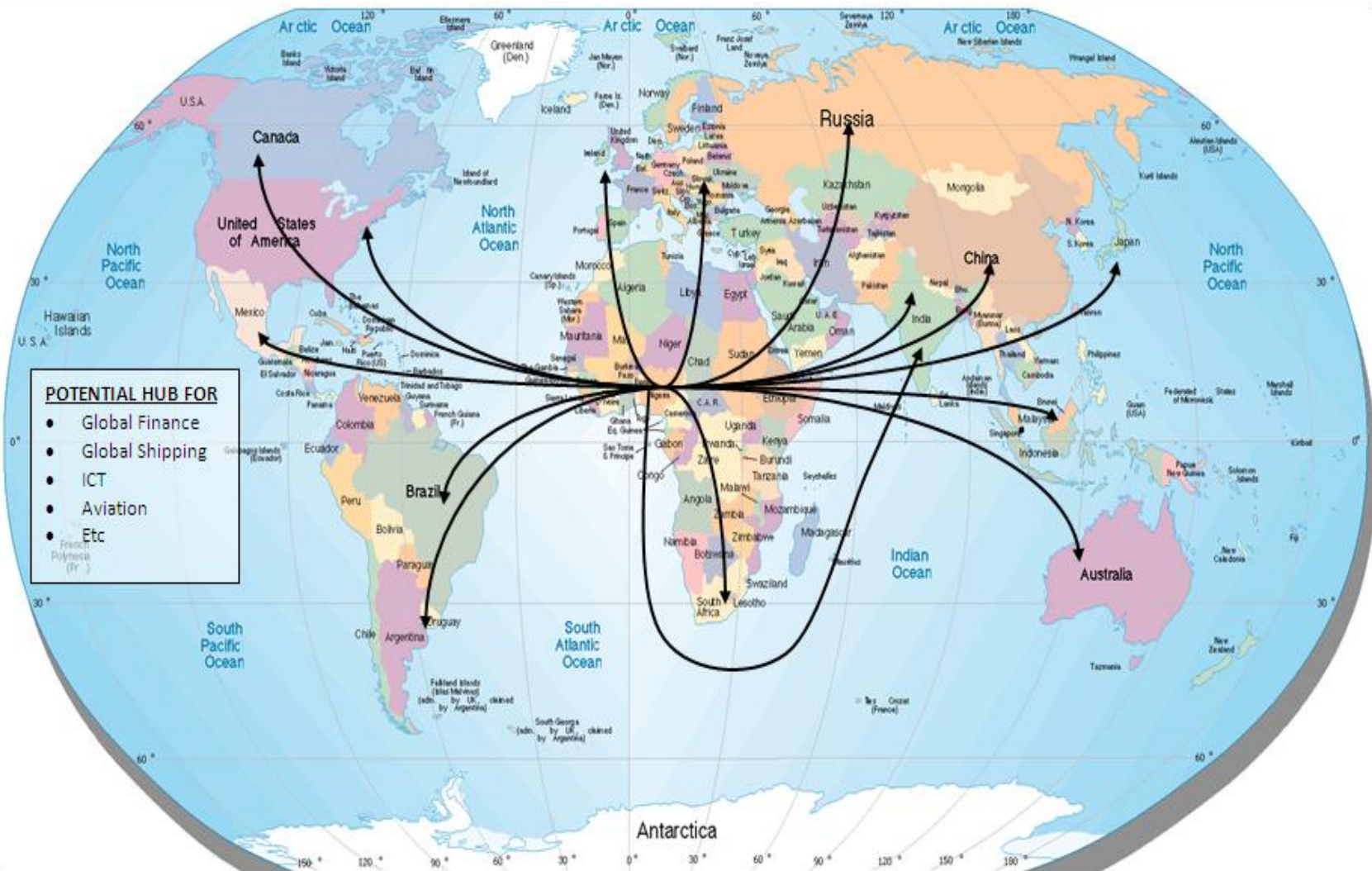
Draft National Transport Policy



- “Transport plays a key role in the economic and social development of any nation. A well-functioning and integrated Transport System will amongst other things:
 - Stimulate national development and enhances the quality of life for all;
 - Allow markets to operate by enabling the seamless movement of goods and people;
 - Provide vital links between spatially separated facilities and enable social contact and interaction;
 - Provide access to employment, health, education and services;

(1993 Draft National Transport Policy of Nigeria)

Introducing...Nigeria centre of the world



Africa's Most Formidable CV – Past and Present

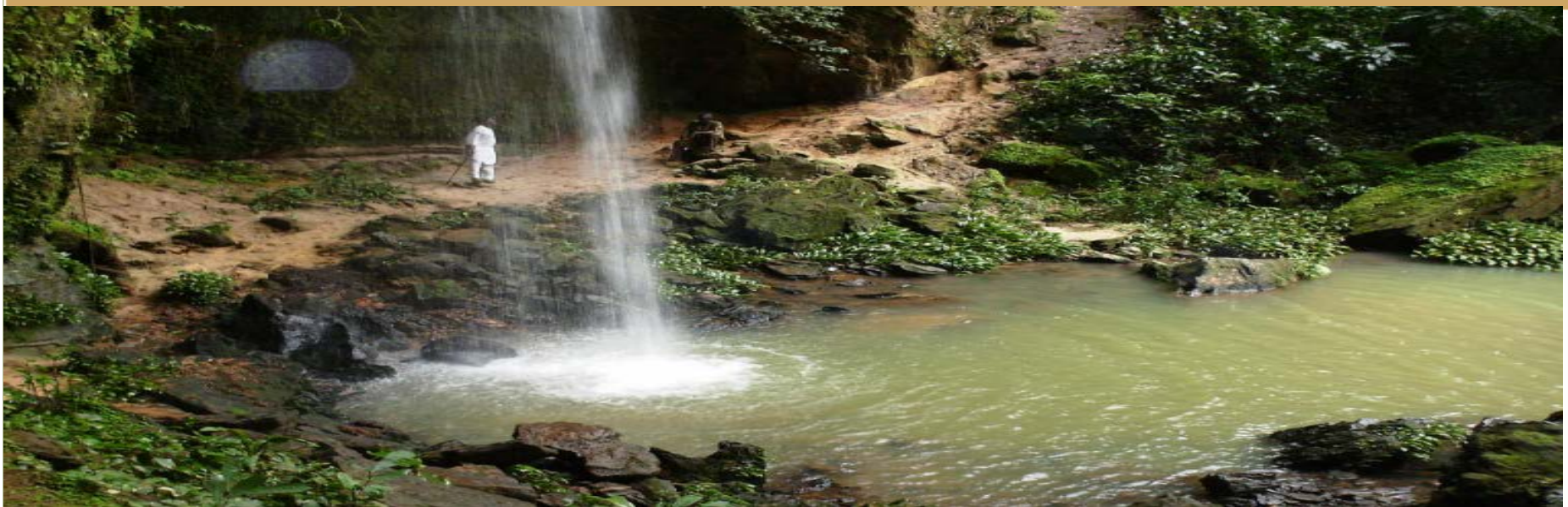


- Largest Economy in Africa, Half a Trillion GDP
- First TV Broadcast in Africa
- Mandela hid in Nigeria for 6 months to escape the Apartheid Regime
- Previous longest Bridge in Africa (11.8 Kms) – Egypt now
- Largest Black Country in the World – 198 Million (1/5th of Africa's Population)
- Largest Entrepreneurial Population in Africa, Large Mobile Phone User Base
- Third Largest Movie Industry in the World – Now 2nd
- Diversifying Economy With Growing Non Oil Sector – 51% Services, Agric 22%, Industry 26%, Oil 15%
- Richest Man in Africa – Aliko Dangote
- Leading Destination for Investment in Africa – UNCTAD
- IF YOU ARE NOT IN NIGERIA, YOU ARE NOT IN AFRICA

Nigeria's Infrastructure Opportunity

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Tourism



Tourism



National Theatre PPP Project



- Development of 65 hectares fallow land around the 134 hectares theatre complex. Completed in 1976 for FESTAC in 1977.



National Entertainment City ~ PPP Vision



Re-development of National Arts Theatre, Lagos

Nigeria of Our Dreams



Key Issues



- Infrastructure still remains the most important impediment in realizing the high potential that the transportation and tourism sector holds for the entire country.
- It prevents the faster growth of these sectors.
- Here emerges the need for coordination and cooperation between the public sector and private sector.
- The most sought after model in this regard is the PPP model.

The Need For a New Business Model...



- ✓ Government is cash strapped~ requirements for capital investment, maintenance and upgrade too onerous
- ✓ Realisation that transportation and tourism centres can pay for themselves while adding significant socio-economic value...
- ✓ Success models of 'creative' solutions abound in the world... (PPPs, various examples of concessions, outright, etc)

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Potentials for the Nigeria Transportation and Tourism Sector



- ❑ High population (198+m people...)
- ❑ Severe lack of adequate infrastructure...
- ❑ ‘Explosive’ underlying economic potential...
- ❑ A population with a huge propensity to travel for tourism purposes
- ❑ Huge untapped international and domestic tourism potential...

The Transportation, Recreation and Tourism Nexus: Fundamental Relationships

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Fundamental Relationships



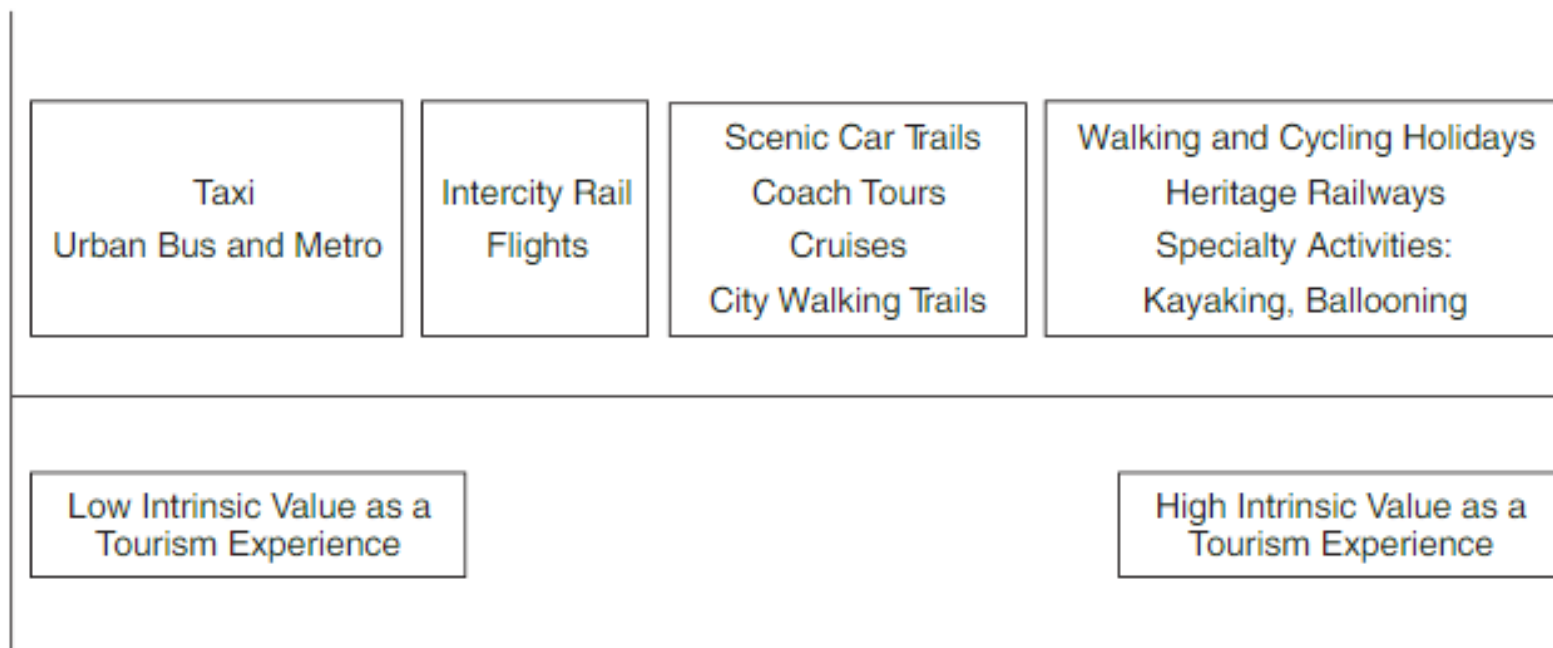
- ❑ Transportation is a fundamental driver of the tourism industry
- ❑ Transportation as tourism occurs where the form of transportation is integral to the over-all experience of tourism such as cruising or taking a scenic railway journey.

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The Tourism Transportation Continuum



Transportation as Utility  Transportation as Tourism



The Tourism Transportation Continuum. (Source: Adapted from Lumsdon and Page

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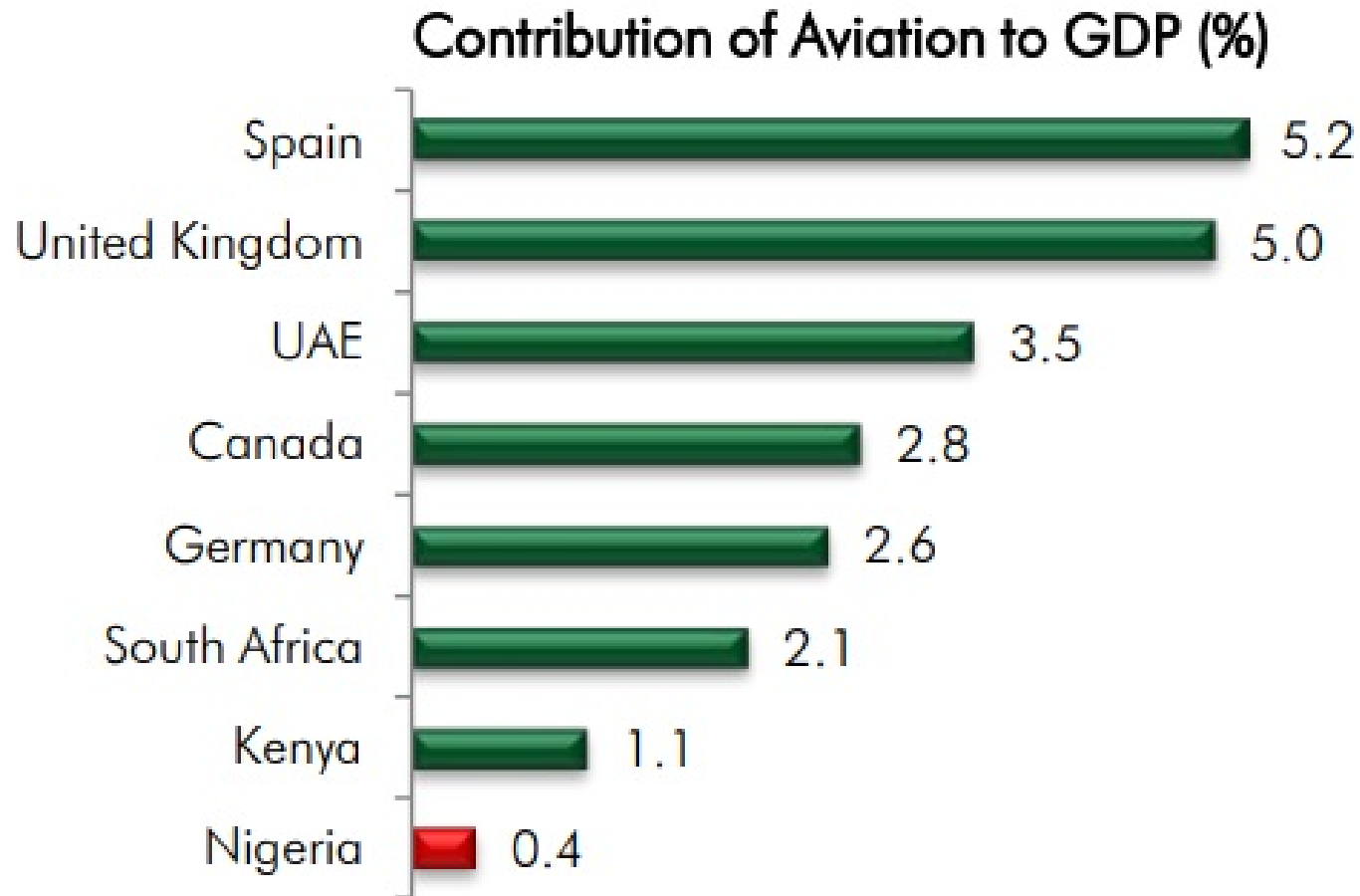
Investment Wise Where Do we Stand

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Aviation Sector Contributions Comparison

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The Aviation Industry



Comparison of the contribution of the aviation industry to the GDP of different countries (Philips Consulting).

The Aviation Industry - Nigeria



Nigerian Aviation Industry

- In 2015: Aviation industry supports 254,500 jobs
- Contributes US\$940 million (N184.7 billion) to national GDP.
- Of this sum, 49% (i.e. US\$462 million or N90.8 billion) is a direct output of the aviation sector (via airports, airlines and ground services)
- Indirectly jobs, 51% (via the supply chain).
- Additional US\$464 million (N91.2 billion) is derived from tourism, which raises the overall contribution to US\$1.4 billion (N275.9 billion).
- In 2010 - Total Passengers: 8.3 m (4.2m domestic passengers; Contribution to GDP – 0.4%

Sources: ATAG – Aviation Benefits Beyond Borders, 2014; Oxford Economics: Economic Benefits from Air Transport in Nigeria, 2012

The Aviation Industry - Dubai



Dubai (2 Airports)

- In 2012: Total Passengers processed 57.7 m
- Aviation industry contribution to GDP - 20%; estimated to rise to 32% in 2020
- In 2013: Passengers processed rose to 65.4%
- Connects to 149 cities all over the world
- Generated revenue of \$10.2 billion
- Supported 157,000 jobs
- Industry estimated contribution to GDP to rise to 32% in 2020

Sources: ATAG – Aviation Benefits Beyond Borders, 2014; Oxford Economics: Economic Benefits from Air Transport in Nigeria, 2012

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Our Challenges and Opportunities

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Time & Cost Comparisons

UNITED STATES



NIGERIA



BURKINA FASO-GHANA



IMPORTS

5 days

\$1,958 USD

19.5 days

\$4,737 USD

7-14 days

\$3,192 USD

EXPORTS

3 days

\$1,583 USD

12.5 days

\$3,041 USD

4-5 days

\$2,451 USD

Units - TEUs (Twenty-foot Equivalent Units)

70%

***“Logistics is not our business
but it is our problem”***

- chorus of major investors in Ikeja, Lagos

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Transportation - Roads



- Nigeria had about 195,500 km road network. Out of the whole, a proportion of about 32,000km are federal roads while 31,000km are state roads.
- Out of this only about 60,000 km are paved. Of the paved roads a large proportion are in very poor unacceptable condition due to insufficient investment and lack of adequate maintenance.
- Private capital and management expertise will help in this area as has happened in Malaysia, India and South Africa.

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**Transformation needed for a
congested highway, otherwise....**

**...when you succeed
- you fail !**



CURRENT ROAD NETWORK



Figure D2-2: Primary Road Network of FMWH 2000

Transportation - Airports



- Our airports in terms of terminal buildings and aviation critical facilities are not much good. We recently had problems with the FAA Audit visit.
- Turkey is currently building the 3rd Istanbul Airport with 200 Million passenger capacity costing over 4 Billion USD (no penny of government money) for her 77 million people through private capital and expertise.
- This can be replicated in Nigeria for the benefit of our 180 Million people. Currently MMA2 can easily be recognized as our best airport in Nigeria. How was it built? How is it operated?

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AIR DESTINATIONS IN NIGERIA

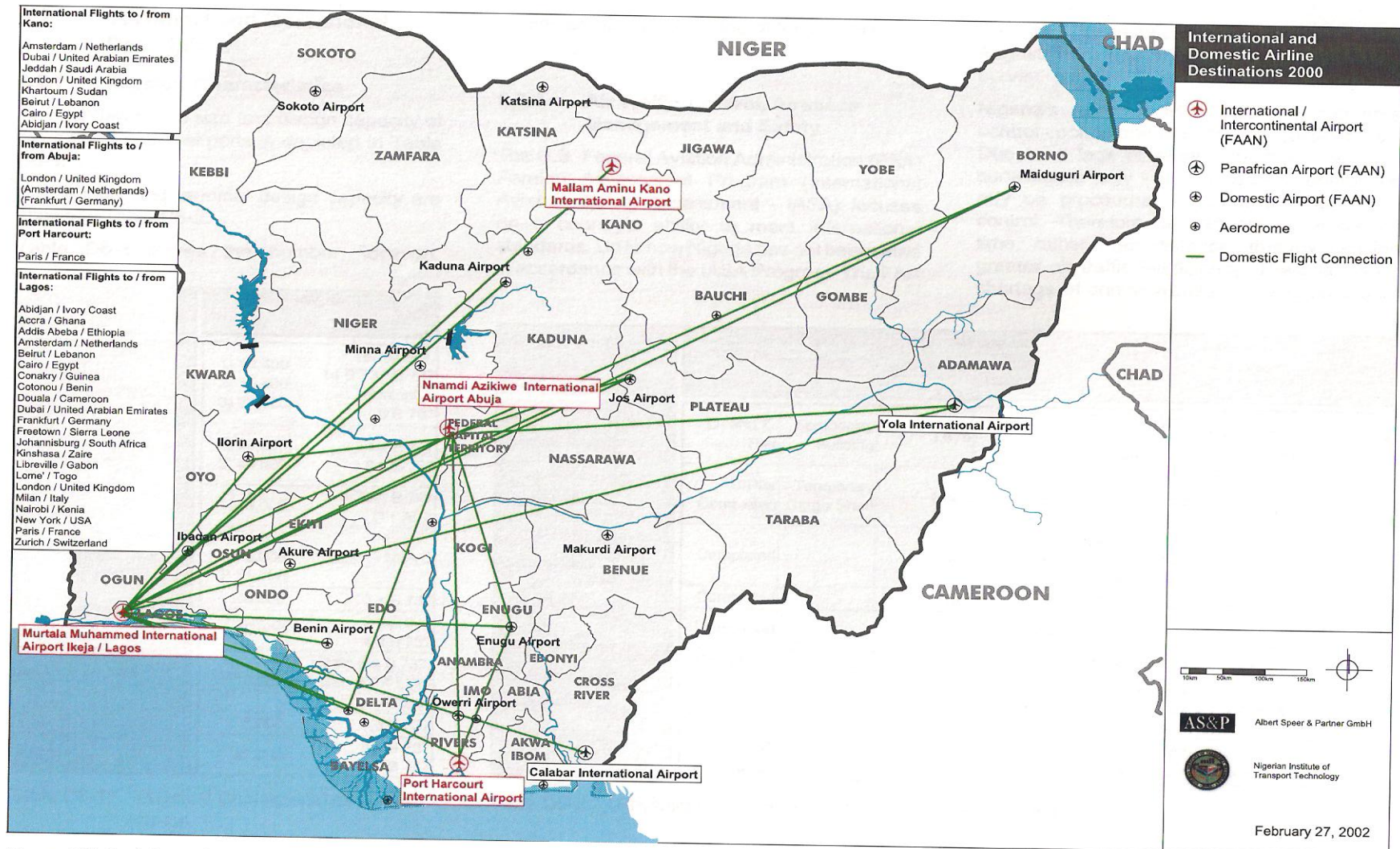


Figure D6-2: International and Domestic Airline Destinations 2000 [FAAN]

Transportation - Rail



- The Nigerian Rail transport system consists mainly of 3 feet 6 inches narrow-gauge single track lanes extending from South-West to North-East and from South-East to North-West and the newly build standard gauge lines.
- We have just completed and put into use the Kaduna Abuja Rail Line.
- We have a 25 year Railway Master plan to connect the entire country.

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Nigeria well done – Rail is Back



RAILWAY NETWORK - NOW

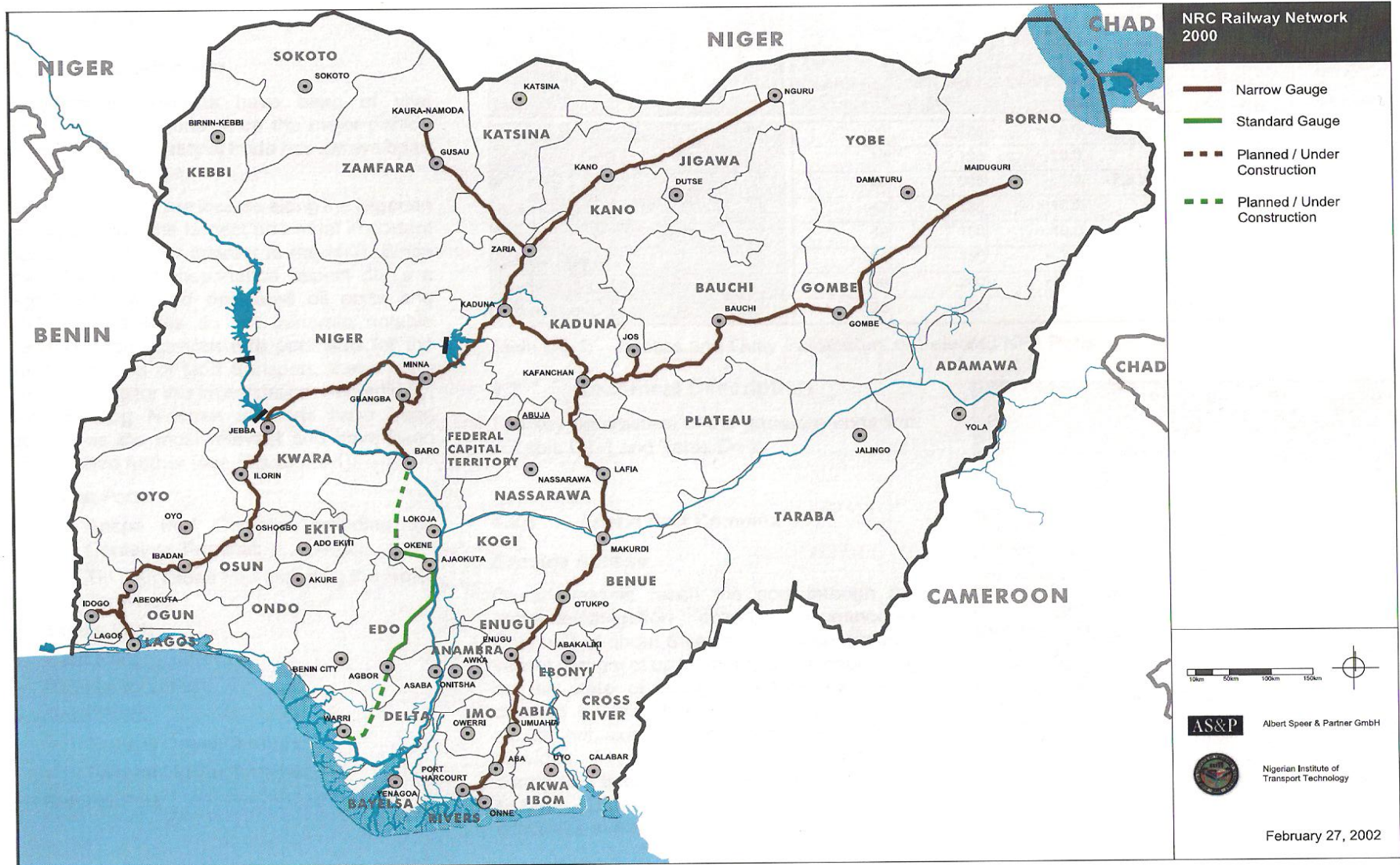


Figure D3-1: NRC Railway Network 2000

Transportation - Ports



- Our Port Facilities have done better due to the concession of the ports and inflow of private capital due to our major ports reform in 2004 where experienced private operators were engaged through Concessions to rehabilitate and Manage 26 Port Terminals under the Landlord PPP model.
- Months after the concession of the Apapa-Lagos container terminal, delays for berthing space dwindled, and shipping lines reduced congestion surcharge from \$525 to \$75, saving the Nigerian economy an estimated \$200 million a year.
- This progress has continued and needs to be sustained. **We no longer hear about wharf rats etc these thieves made containers vanish into thin air easily in our Ports in years gone by.**

SEAPORTS & INLAND RIVER PORTS - NOW



Figure D5-1: Primary Inland Waterways 2000 [NIWA, 2001]

PPP Imperative

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The PPP Imperative



- Transportation infrastructure is critical to ensuring continued development and economic growth.
- We have significant budgetary constraints
- Private sector efficiency and innovation - telecoms (16 years ago we had 400,000 Nitel lines)

Governments around the world are taking the economic and political decision to accelerate the use of private sector finance and adopt Public Private Partnership to deliver transportation infrastructure projects

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The PPP Imperative

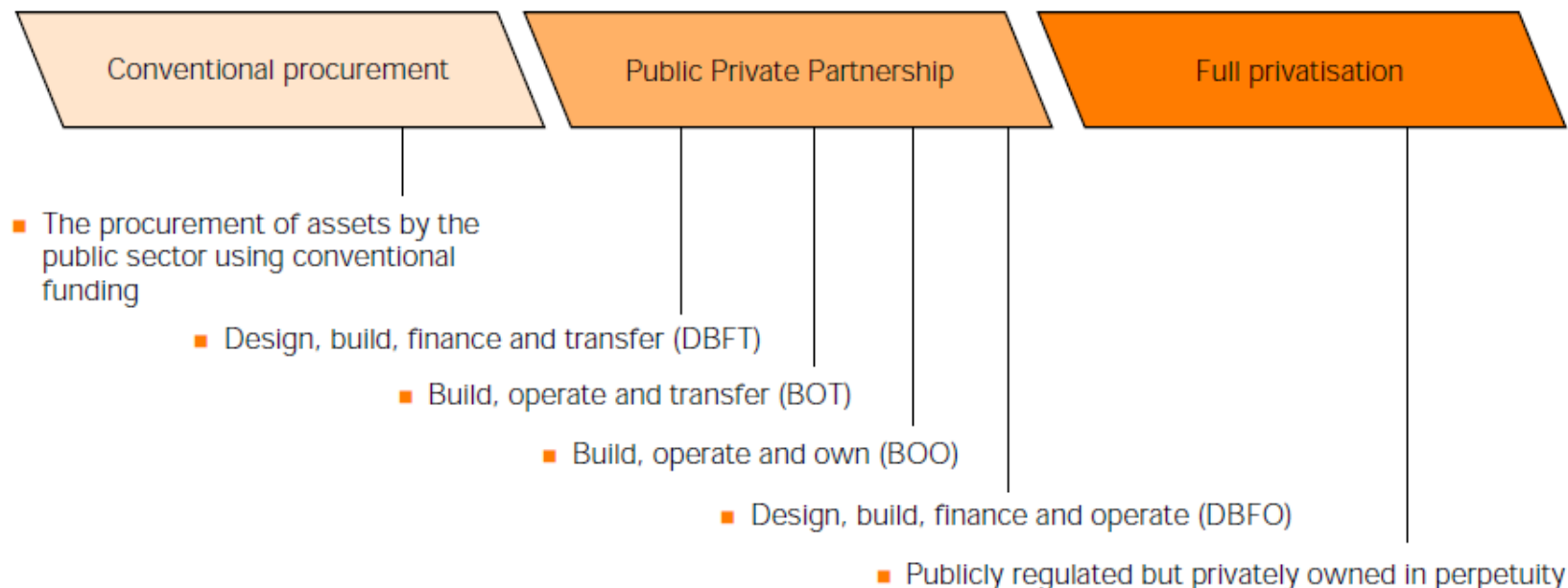


- India, South Africa, Malaysia and many developed countries have accelerated their infrastructure provisioning through PPPs.
- With the drastic fall in oil prices and fiscal retrenchment in Nigeria; we must create an enabling environment that would promote PPPs to accelerate transportation infrastructure.
- In the last 18 months Turkey has opened transportation infrastructure projects i.e. third Istanbul bridge, Izmir to Istanbul highway and sea bridge costing over USD 6 Billion.
- These projects would not have been built if the PPP imperative was not adopted by Turkey.

The PPP Imperative – Procurement Spectrum



PPP represents a balance between state ownership and privatisation as indicated below:



Source: KPMG, KLegal

**Public
Sector**



Risk Spectrum

**Private
Sector**

The PPP Imperative



Definition

A Public-Private Partnership is a contractual agreement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility (Nat. Council on PPP USA)

Wide
Infrastructure
Gap

Growing
demand for
private sector
participation in
infrastructure

Small and
depleting
Government
resources

Urgent need for
alternative funding of
Infrastructure

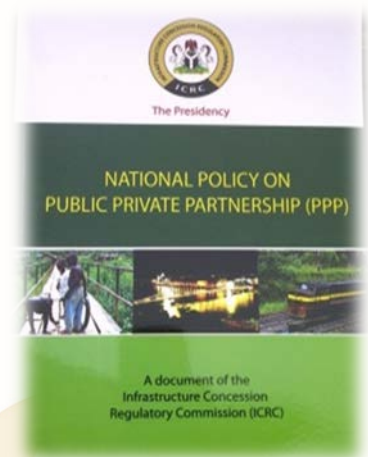
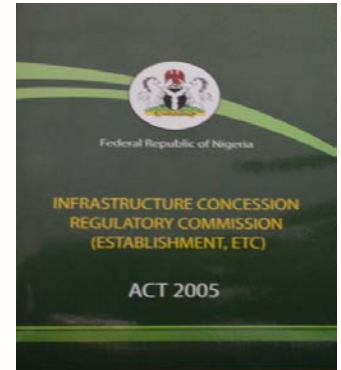
The goal is to combine the best capabilities of the public and private sectors for mutual benefit

PPP as a Viable Option



Legal, Regulatory & Institutional Framework

- The Infrastructure Concession Regulatory Commission Act (Establishment Etc,) Act 2005
- In 2009, the Federal Executive Council (FEC) approved a **National Policy on PPP** which provides guidance on PPP project structuring.



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PPPs are Fundamentally Different



- **Formal contract** between public and private partner (over the years duration the service will be provided) – usually multiple years duration
- Entered through **competitive procurement**
- Using **output specification** – government specifies ‘what’, private sector can define ‘how’
- With suitable **risk allocation** between parties
- Putting **private investment at risk**
- With **regulation or contract management of performance** of the private partner

Example

- Government defines output = connection to let 1,000 vehicles p.d. travel between islands
- Government tenders for best solution over 30 years – e.g. ferry, tunnel, bridge??
- Government enters 30-year contract with private company
- Private company designs, builds, finances bridge, then operates and maintains it for 30-years
- Private company receives payment if the bridge works and is available for traffic
- Government checks on safety and availability
- If the bridge is closed, or unsafe, the private company loses money



7 Essential Conditions That Define Public Private Partnerships



1

Arrangement

Between public & private

2

Provision

Of services for public benefit by private partner

3

Investments

In and/or management of public assets by private partner

4

Time Period

For a specified time

5

Risk Sharing

Optimally between contracting parties

6

Standards

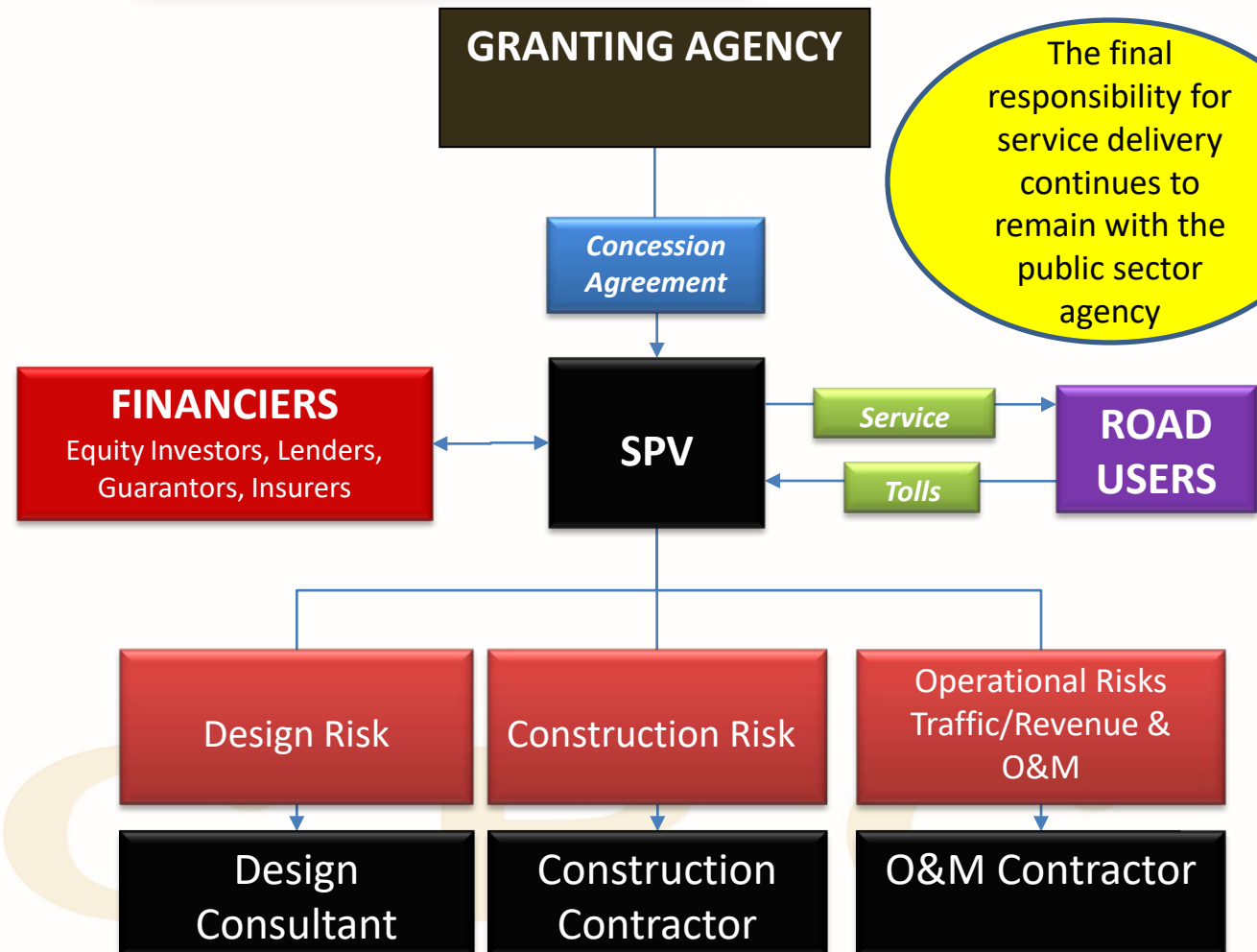
Focus on quality of service / performance

7

Payments

Linked to performance

BOT-Toll Road Project



Why Public Private Partnerships



- PPPs fill a critical resource and expertise gap in infrastructure procurement, delivery and operation
- PPPs engender accelerated procurement of infrastructure and services (additionality)
- PPPs promote faster implementation of projects, and reduced **lifecycle costs and operations /mtce** due to private sector efficiencies
- PPPs provide for better risk allocation between public and private sectors, thus offering a better and sustainable incentive to perform
- PPPs engender accountability in resource utilization and also improve the overall quality of service
- PPPs often lead to the generation of additional revenue and overall value for money for the entire economy

What characteristics have PPPs got?



Characterised by the Public Sector:

- **Entering into contracts to acquire services, rather than procuring an asset**
- **Specifying the service requirement on the basis of outputs, not inputs**
- **Linking payments to the private sector to the level and quality services actually delivered**
- **Often requiring a 'whole life' approach to the design, building and operation of project assets**
- **Seeking optimal risk transfer to the private sector**
- **Requiring private partner to be responsible for raising some, or all, of investment finance required**
- **Utilising diverse payment mechanisms, such as market revenue, shadow tolls, capacity availability payments and so on**

Key Benefits of PPPs



1. Rigorous project preparation – since the focus shifts to developing bankable projects
2. Delivery of a whole life solution – going beyond asset creation and including Operation and Maintenance (O&M)
3. Focus shifts to service delivery – construction responsibility is integrated with O&M obligations and together with appropriate quality monitoring and service delivery-linked payments such an arrangement could enhance the levels of service delivery
4. It is possible to adopt a programmatic approach to infrastructure development and service delivery – various time bound projects can be integrated under a programme and have a time-bound implementation plan
5. Can lead to better overall management of public services – transparency in selection and ongoing implementation

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Advantages of PPPs



- Maximizes the use of each sector's strength
- Reduces development risk
- Reduces public capital investment
- Mobilizes excess or underutilized assets
- Improves efficiencies/quicker completion
- Improves service to the community
- Improves cost effectiveness
- Shares resources
- Shares/allocates risks
- Mutual rewards

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Political Commitment



EXCERPTS OF SPEECH OF PRESIDENT MUHAMMADU BUHARI ON AUGUST 23, 2015

“.....We also have a **huge infrastructure deficit** for which we **require foreign capital and expertise to supplement** whatever resources we can marshal at home. In essence, **we seek public private partnerships** in our quest for enhanced capital and expertise.”

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Leadership Commitment



Excerpts of speech of His Excellency
Vice President Yemi Osinbajo
AT 10th Year Anniversary Lecture of Crescent University,
Abeokuta, Ogun State
June 11, 2016

.....the Buhari Administration will tackle corruption in all sectors of the economy and establish a sufficient tax culture. The Administration will encourage **Public-Private Partnerships** ensuring a **transparent framework** that reduces the bottlenecks in doing business.

PPP Success in Nigeria

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Port Terminals



- Major Ports reform in 2004, to improve clogged, inefficient, and very expensive ports.
- Experienced private operators engaged through Concessions to rehabilitate and manage 24 port terminals
- Months after the concession of the Apapa-Lagos container terminal, delays for berthing space had dwindled, and shipping lines reduced congestion surcharge from \$525 to \$75, saving the Nigerian economy significant sums
- Goal of concession yet to be fully achieved due to external factors and actors

Lessons

- Risk allocation should consider Government Capacity to deliver (channel depth, wrecks)
- The transaction lead agency should be the grantor who remains accountable for services
- Success requires an integrated approach (Roads, Customs, Rail, Security, State Government)



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Port Terminals Before Concession in 2006



Common User Road



Common User Road



Stacking Area

- ❖ One of the most inefficiency ports globally
- ❖ Average Ship waiting time before berthing was 21 days
- ❖ Vessel turnaround time was 5 days while dwell time for cargo was as high as over 30 days.

Ports and Terminals Operators Ltd before Concession in 2006



Poor Infrastructure



Flooded Terminals



Tin~Can Island Container Terminal (TICT)



Before 2006



After 2006



Tin-Can Island Container Terminal (TICT)



Before 2006



After 2006



Way Forward

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World Class Highways



World Class High Speed Rail



WORLD CLASS AIRPORT HUB



Modern TTP Facility



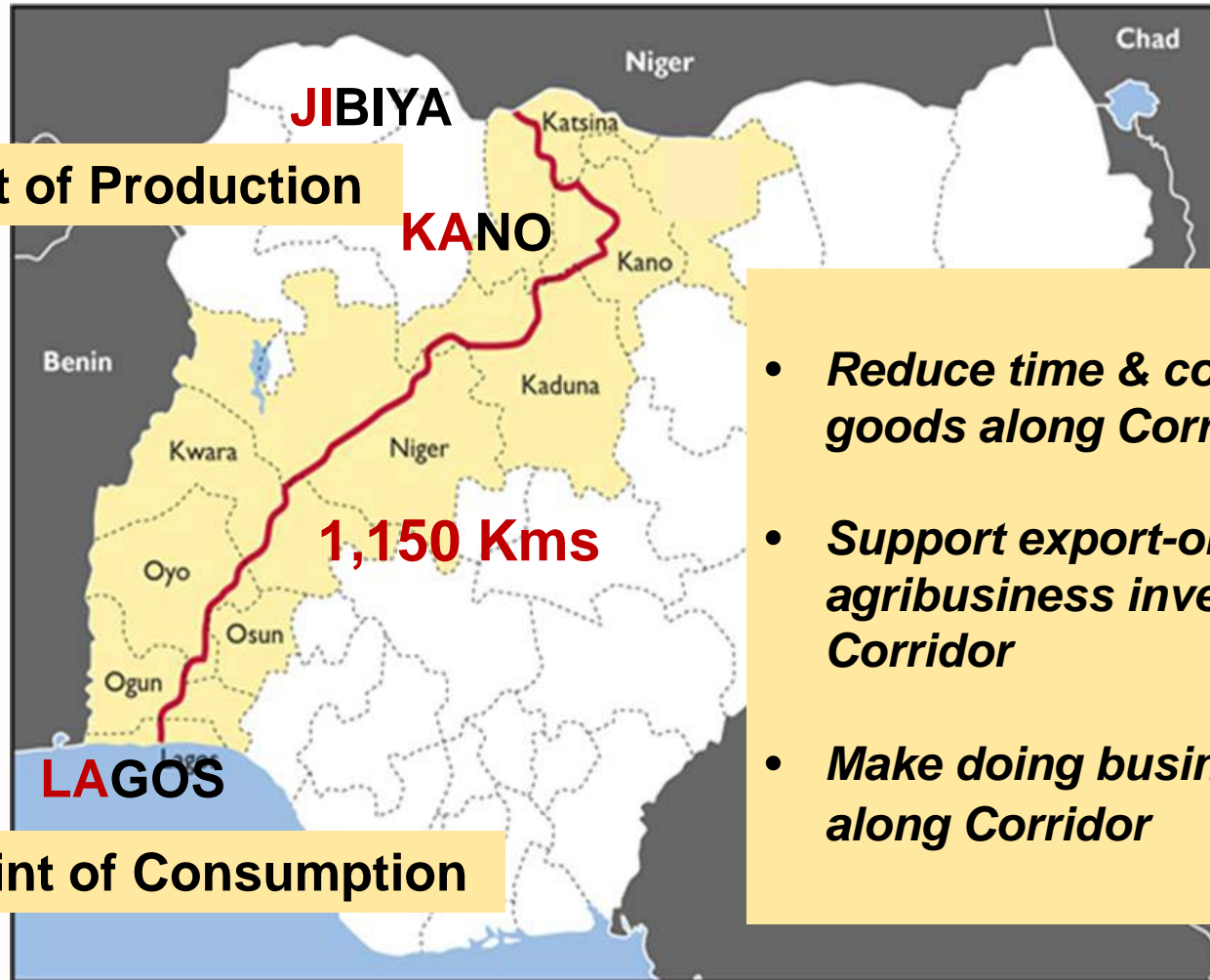
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Planned Road PPP Projects



1. 2nd Niger Bridge
2. Rehabilitation and upgrade of 368 Km Shagamu-Benin-Asaba Expressway
3. Reconstruction and Upgrade of Abuja – Kaduna – Kano Dual Carriage Road
4. Reconstruction and Full Dualization of Ibadan – Ilorin ~ Tegna ~ Kaduna Highway
5. Reconstruction and Upgrade of Enugu to Port Harcourt Expressway
6. Reconstruction and Upgrade of East West Road
7. Reconstruction and Upgrade of Aba-Ikot Ekpene ~ Calabar

LAKAJI Corridor



- *Reduce time & cost to transit goods along Corridor*
- *Support export-oriented agribusiness investment along Corridor*
- *Make doing business easier along Corridor*

LAKAJI CORRIDOR - transformation



To - Multimodal Trade Expressway

**Designated
Zone**

**Freight-only
airport/s**



State Junction/Cluster
Silos, Cold Storage etc.

ROI - Nigeria; 35 %
4th highest in the world !

World average; 7.7%
- UN figures

Ports and ICDs



- Kirikiri Port Lighter Terminal I & II, Lagos.
- Lekki Deep Water Port
- Ibom and Bakassi Deepwater Ports
- Badagry Deep Sea Port
- Ontisha Inland Container Depot (ICD), Anambra State
- Asaba Container Freight Station (CFS), Delta State
- Nnewi Inland Container Depot, Anambra State
- Gombe CFS, Gombe State
- Dagbolu Inland Container Depot, Osun State
- Lolo Inland Container Depot, Kebbi State

Rail, Aviation and FCT and Pipelines



- NRC Narrow Gauge
- New Standard Gauge Lines
- Abuja Light Rail Lots 1A and 3
- Bus Rapid Transit for Cities
- Lagos, Abuja, Kano and Port Harcourt Airports
- Aircraft MRO Facility
- NNPC Pipeline and Depot System

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PPP Support Initiatives



- Nigeria Integrated Infrastructure Masterplan
- Nigeria Infrastructure Development Fund
- Annuity PPPs
- Nigerian Sovereign Investment Authority (NSIA) and Infra Credit Guarantee Fund
- PPP Units in MDAs
- Federal Roads and Bridges Tolling Policy
- Standardization Efforts (Business Case, Contracts etc)

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Conclusion



- Government plans to partner with the private sector to transform our transportation system.
- Partnership with Government will rapidly industrialize Nigeria and create good quality jobs.
- We may need an Executive Legislative Infrastructure Advisory Council (ELIAC)
- National Council on PPPs
- ICRC will work across ministries under the Leadership of President Buhari to drive and accomplish our major Infrastructure delivery objectives.
- Remember that 1% increase in a nation's infrastructure increases GDP by 1%.
- The fastest way to accelerate economic growth in Nigeria is by developing infrastructure.
- Partnership with Govt. will create a world class fully networked inter modal transportation infrastructure system for Nigeria using transparent world class bankable PPPs.

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Transforming Nigeria is Do Able

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Dubai 1990



Same Street in 2003



Dubai Today



Good Old Lagos – Oshodi (2008)



The New Lagos – Oshodi (2009)



Latest Oshodi (2019)



ICRC – Passion That Will Make A Difference

THANK YOU

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