



ICRC Bulletin

FOURTH QUARTER 2021



AVIATION IN FOCUS: RECENT DEVELOPMENTS IN NIGERIA'S AVIATION SECTOR

INSIDE THIS ISSUE

Table of Contents

EDITOR – IN – CHIEF’S DESK	3
AG. DG’s STATEMENT	4
FEATURE STORY	6
CONCESSIONAIRE NEWS	Error! Bookmark not defined.
KNOWLEDGE MANAGEMENT	16
4 th QUARTER 2021 3PUCF MEETING REPORT	19
WORKSHOPS ~ TRAININGS ~ CONFERENCES – SUMMITS – SYMPOSIUMS	20
ICRC IN THE NEWS	25
OUTLINE BUSINESS CASE/FULL BUSINESS CASE (FBC) COMPLIANCE CERTIFICATES ISSUED BY THE COMMISSION IN THE FOURTH QUARTER 2021	Error! Bookmark not defined.
FROM THE NIGERIA INSTITUTE OF INFRASTRUCTURE AND PUBLIC PRIVATE PARTNERSHIP (NII3P)	31
HEALTH & WELLNESS	32
ON A LIGHTER NOTE	34
ABOUT THE PUBLICATION	35

EDITOR – IN – CHIEF’S DESK



Dear Reader,

The ICRC Bulletin Editorial Team is pleased to present the last quarter edition for the year 2021.

The theme of this quarter’s edition is “Aviation in Focus: Recent Developments in Nigeria’s Aviation Sector”. It discusses PPP projects in the country’s aviation sector aimed at making it robust.

Sometime back, the Honourable Minister of Aviation, Sen. Hadi Sirika graciously granted the Editorial team of ICRC Bulletin an interview. During the discourse, he bared his mind on the vision he has for the development of the Aviation sector especially using PPPs and the projects currently ongoing. We wish to thank the Honourable Minister for making time out of his tight schedules to speak with our team.

Our main feature story was written by Mr. Yusuf Haruna who is in charge of Aviation and Marine sectors under the Transportation Infrastructure Department of ICRC. His write up is on “Delivering the Aviation Sector Roadmap Through Public Private Partnership (PPP) Arrangement – Status Update”. It presents a detailed report of all the PPP Projects in the aviation sector including the establishment of a National Carrier, concession of four international airports, establishment of an Aviation Leasing Company, establishment of a Maintenance Repair and Overhaul facility, development of an Aerotropolis and establishment of 6 cargo/agro allied terminals.

The knowledge management session has an article dubbed, “Putting Africa On The Path To Universal Electricity Access”. It notes how important electricity is toward enhancing people’s opportunities and choices, boosting economic activity, contributing to improvement of human capital, etc. It then suggests what it will take to power West and Central Africa in particular.

The health and wellness section has an article drawn from CNN’s coronavirus newsletter on how the Omicron variant is spreading faster than any other Coronavirus variant.

We do hope you enjoy reading this edition.

Manji Yarling

AG. DG's STATEMENT



It is evident that Public Private Partnership continues to make remarkable imprints in the developmental ambitions of countries across the world and Nigeria is no exception. Clearly, the obvious budgetary constraints in many jurisdictions, exacerbated in recent years by the devastating impact of the COVID 19 pandemic has further brought to the fore the need for more private involvement in not just health infrastructure, but across the entire spectrum of our developmental aspirations. I am happy to report, that within the period under review, the Commission has recorded remarkable progress despite the unfortunate passing of our former Director General, Engr. Chidi Izuwah and the accompanying effect on the Commission. Let me again take this opportunity to commend his contribution to the Commission and as well as his service to Nigeria. May his soul continue to rest in perfect peace, amen.

The Federal Executive Council (FEC) approved the OBC in respect of the National Carrier project (Nigeria Air) in November 2021. This no doubt is a major boost to the work done by the Commission in that regard. With the approval by FEC, the Federal Ministry of Aviation would proceed to procure a Strategic Equity Partner (SEP) for Nigeria Air while also working towards getting the Air Operation Certificate (AOC) for the proposed carrier.

Work on the Nigerian Railway Corporation (NRC) E Ticketing Solution in respect of Warri – Itakpe and Lagos – Ibadan rail lines is ongoing. So far, 24 bids have been received from prospective concessionaires in respect of the project.

The Commission issued Outline Business Case (OBC) compliance certificates in respect of the proposed redevelopment of the 42m2 Deputy Inspector General (DIG) of Police Quarters situated in Maitama, Abuja within the same period.

Similarly, it issued an OBC in respect of Life Safety System, Networking, Monitoring and Dispatcher Real-Time Integration System (LSSNMDI), an initiative of the Federal Fire Service, to the Hon. Minister of Interior, Ogbeni Rauf Aregbesola on 17th November 2021 as well as another in respect of an E-Ticketing Solutions for Warri – Itakpe, Lagos- Ibadan Rail Lines to the Nigerian Railway Corporation (NRC) on 19th November, 2021.

The Commission also issued Full Business Case (FBC) compliance certificates to the National Hajj Commission in respect of the development of a shopping complex at its landed property located in Kano State and to the Nigerian Communications Commission for the deployment of a Revenue Assurance System (RAS).

As part of the Commission's strategy of propagating the use of Public Private Partnership as the preferred procurement methodology, it organized a Basic PPP Training programme for staff of the Federal Ministry of Power in December, 2021.

Let me commend ICRC staff for the commitment shown in the work of the Commission especially all those responsible for the progress recorded in the key projects that have attained milestones as mentioned above. I implore you all to continue to show dedication and focus as we lead the charge in the delivery of key infrastructure for Nigerians through public private partnership.

Let's not forget that the COVID 19 pandemic remains an issue around the world. We must therefore continue to observe all relevant protocols as put out by the Presidential Task Force especially the observance of social distancing and regular handwashing.

God bless the Federal Republic of Nigeria. God bless the ICRC.

J. A. M Ohiani

Acting Director General/CEO

FEATURE STORY

DELIVERING THE AVIATION SECTOR ROADMAP THROUGH PUBLIC PRIVATE PARTNERSHIP (PPP) ARRANGMENT – STATUS UPDATE

By Yusuf Haruna, Transportation Infrastructure Department, ICRC

The Aviation Sector Roadmap of the Federal Government of Nigeria was initiated by the present administration under the guidance of the Hon. Minister of Aviation, Senator Hadi Sirika and approved by President Muhammadu Buhari, GCFR in October 2016.

The Aviation Sector Roadmap is the outcome of series of diagnostic studies and stakeholder engagements initiated the Ministry of Aviation. This included previous studies done in the industry, such as: IOS, BGL, Paul Dike Report etc and another one by the GE Avia Solution that was commissioned by the present administration.

The Aviation Sector Roadmap is an action plan of aviation in Nigeria that adopts a proactive, rather than a reactive approach to safety, security and infrastructural development. Its principle is based on Public- Private- Partnership (PPP) which is accepted by the industry as the panacea to the sustainable development of aviation in the country.

The objectives of developing the road map includes:

- Ensuring safety and security of air passengers in line with international standards,
- Improving infrastructural facilities and improving service standards through public private partnership, and
- Development of a hub to take full advantage of the nation's potentials, population size, location and size of gross domestic product.

The roadmap is aimed at attracting private capital and expertise to establish, operate and maintain aviation related business and infrastructure, needed for the achievement of the roadmap objectives. The following projects have been identified for implementation under a PPP arrangement:

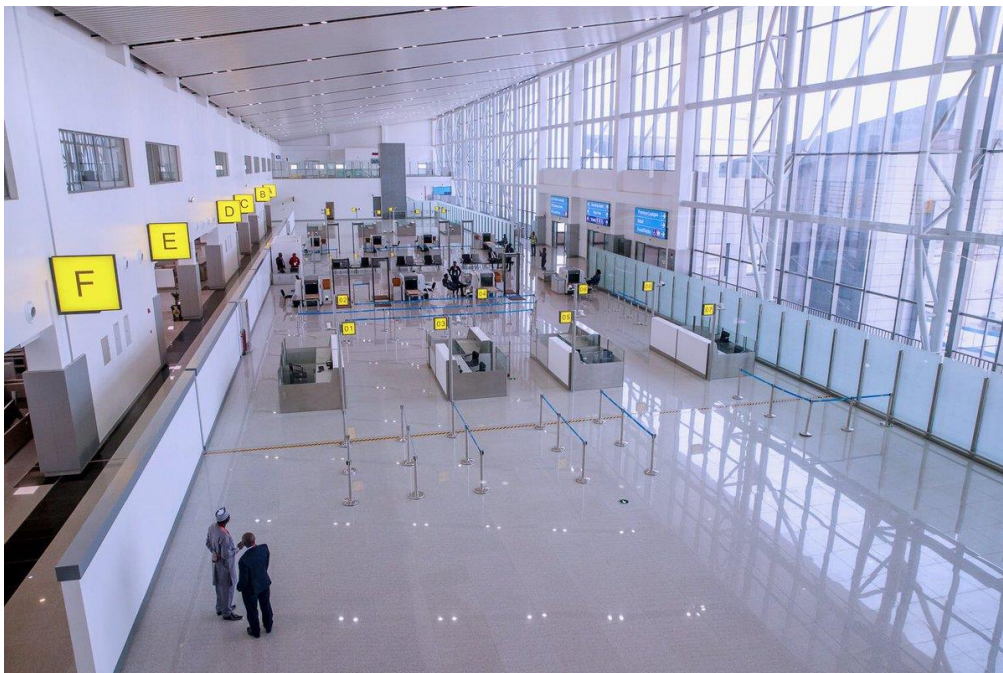
- Concession of Airports
- Establishment of a National Carrier
- Establishment of an Aviation Leasing Company (ALC)
- Establishment of a Maintenance, Repair and Overhaul (MRO) Centre
- Development of Airport Cities (Aerotropolis)
- Development of Cargo/Agro-Allied Airport Terminals

CONCESSION OF AIRPORTS

This involves the concession of the Terminals and associated infrastructure at the four major international airports in the country, namely Murtala Mohammed International Airport (MMIA) in Lagos, Nnamdi Azikwe International Airport (NAIA) in Abuja, Mallam Aminu Kano International Airport (MAKIA) in Kano and Port Harcourt International Airport (PHIA) in Port Harcourt.

The Nigerian Airport Concessions will be a Terminal Concession (Passenger & Cargo) and majority of its revenue will be derived from non-aeronautical source. The concessionaire will provide the investment required to upgrade the existing terminals, take over the new terminals and maintain them over a period to be determined based on financial assessment of each transaction. Passenger Service Charge and Security Charge will be shared by the Federal Airport Authority of Nigeria (FAAN) and the concessionaire.

The concessionaire will be expected to sign Service Level Agreements (SLAs) with the FAAN and Nigerian Airspace Management Agency (NAMA) to ensure that the airports operate efficiently, the service level agreements will cover the Runway, Taxiway, Security and Air Traffic Management.



Nnamdi Azikiwe International Airport Abuja. *Image source: Google images*

PROJECT STATUS

The transaction had obtained an Outline Business Case (OBC) Certificate of Compliance from the Infrastructure Concession Regulatory Commission (ICRC) which signals the conclusion of the development phase of the transaction. The procurement stage has commenced with shortlisted firms from the Request for

Qualification (RFQ) stage to be issued with the Request for Proposal (RFP) after the execution of a Non-Disclosure Agreement (NDA) by each shortlisted bidder.

ESTABLISHMENT OF NATIONAL CARRIER

The National Carrier termed the Nigerian Air was launched at the Farnborough Airshow in UK in 2018. The project has been restructured over time to make it substantially private sector driven to ensure sustainability and efficiency. The launch was undertaken to ensure the commencement of the process for obtaining the Air Transport License (ATL) and the Air Operations Certificate (AOC) so that the proposed Strategic Equity Partner (SEP) will not be required to commence the process from the scratch.



Image source: Google images

This transaction is structured to be implemented under a Joint-Venture (JV) arrangement with the Federal Government holding a maximum of a 5% stake in the proposed entity, while the SEP will be expected to have a maximum of 49% stake. This ensures that the entity will have a minimum Nigerian shareholding of 51%.

The National Carrier is expected to utilize all the Bilateral Air Services Agreements (BASAs) that Nigeria is party to. This will ensure ease of travel for Nigerians and improve connectivity that has become a major hinderance to travellers from Nigeria.

PROJECT STATUS

The National Carrier is at the procurement stage and advertisements requesting interested partners to participate will be placed soon. This will involve developing a Request for Proposal (RFP) that will guide all interested parties in submitting their technical and financial proposals. This will lead to the identification of Preferred and Reserved partners, and then negotiations.

ESTABLISHMENT OF A MAINTENANCE, REPAIR AND OVERHAUL (MRO) CENTRE

A Maintenance, Repair & Overhaul (MRO) Centre is a facility where aircrafts are maintained in pre-determined conditions of airworthiness according to the standards required by the Civil Aviation Authority to safely transport passengers and cargo.



Image source: Google images

The proposed Maintenance, Repair and Overhaul (MRO) is aimed at addressing the demand for aircraft maintenance in West and Central Africa as there is currently no MRO in these regions. The MRO main facility will be in Abuja, with line maintenance capability in other airports across Nigeria. When developed, it will be the first MRO in Nigeria to have a European Union Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) accreditation, thereby establishing the highest safety and quality standards into the Nigerian aviation industry. It will also be the first MRO in Nigeria to have capability across the Boeing, Airbus and Embraer models and therefore able to serve a broad range of Operators in Nigerian and the continent

The MRO will be structured under a Build, Operate and Transfer (BOT) model, with the Government acting as both the grantor of the concession and facilitator of the project while the private partner consortium will be responsible for designing, building, financing, operating and maintaining the proposed facility for an agreed concession period.

PROJECT STATUS

The MRO project is at the procurement stage with the emergence of a Preferred Bidder, which will be followed by negotiations, development of a Full Business Case (FBC) and final approval by the Federal Executive Council (FEC) before contract execution.

ESTABLISHMENT OF AN AVIATION LEASING COMPANY (ALC)

The Aviation Leasing Company (ALC) is proposed to be established to alleviate the problem of aircraft leasing and high insurance premium charges to Nigerian airlines on aircraft leasing. The Aviation Leasing Company will be private sector driven and it will be expected to acquire aircraft from manufacturers and lease to operators based on defined eligibility criteria.



Image source: Google images

The proposed ALC is aimed at providing an opportunity for local leases for aircraft to both domestic and international carriers, and to facilitate the ease of doing business for foreign lessors with Nigerian domestic airlines being a one-stop shop.

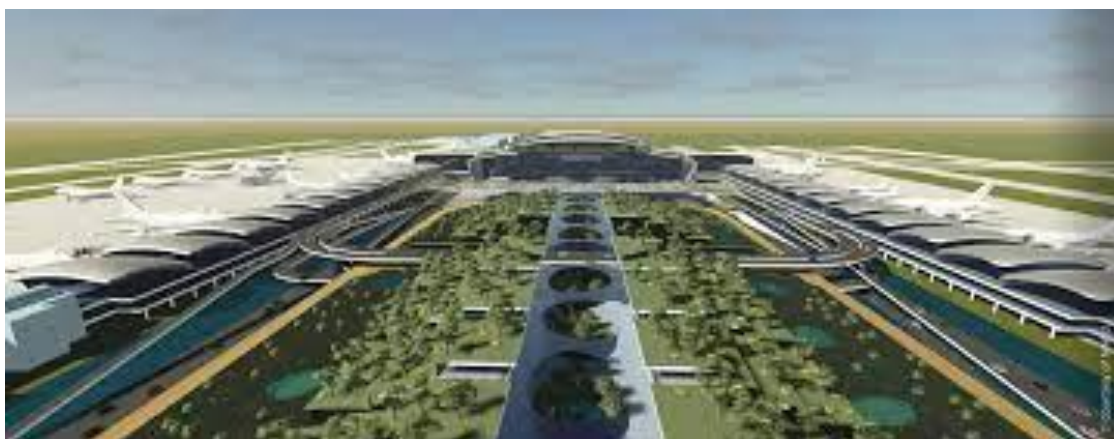
The ALC be structured as a Joint Venture between Government and Private sector with the Government owning a minority stake which will be supported by Government guarantees or fiscal commitments.

PROJECT STATUS

The ALC project is at the procurement stage with the emergence of a Preferred Bidder, which will be followed by negotiations, development of a Full Business Case (FBC) and final approval by the Federal Executive Council (FEC), before contract execution.

DEVELOPMENT OF AN AEROTROPOLIS

The Aerotropolis or an Airport City is a concept that intends to harness the potential of one or more existing potential airport asset(s) that can be optimised and enhanced into an integrated and deliberate community rather than allow the spontaneous, less than efficient, often unsightly, and ultimately unsustainable construction that has characterized development around some major airports in the country.



The Aerotropolis: Imaging sky cities of the future/WSP Sweden

Image source: Google images

Abuja has been identified as the location to incorporate a deliberate approach to the development of an Aerotropolis project, as a strategic endeavour that would ultimately ensure that the airport, surrounding areas, and the entire metropolitan region is more economically efficient, attractive, and sustainable, in addition to offering businesses located within the airport's vicinity, good access to airport speedy connectivity to their suppliers, customers, and enterprise partners nationally and worldwide.

PROJECT STATUS

The process is at the development stage, which entails the production of an Outline Business Case (OBC) document to determine the bankability and viability of undertaking the project under a Public Private Partnership (PPP) arrangement.

ESTABLISHMENT OF 6 CARGO/AGRO ALLIED TERMINALS

This project involves the identification and designation of 6 airports into Agro-Allied Terminals in the 6 geo-political zones to spur economic activities, by giving them priority over the remaining local airports and to align with the deliberate commercial activity's creation objective of the Ministry. This initiative is also expected to ensure equitable spread of such facilities across the country.



Construction of Nigeria's Makurdi Airport Terminal. *Image source: Google images*

The sites to be identified are expected to have the capacity and advantages for exports or provide adequate location for products aggregation.

PROJECT STATUS

The process is at the development stage, which entails the production of an Outline Business Case (OBC) document to determine the bankability and viability of undertaking the project under a Public Private Partnership (PPP) arrangement.

IMPORTANT LESSONS

Political Will: Every project must have a champion who is committed and always available to provide leadership and address policy and political issues.

Inter-Agency Collaboration: It is critical to have all relevant agencies at all stages of the transaction. Considering no single Ministry, Department or Agency can execute a transaction alone.

Stakeholder Engagement: Stakeholders must be constantly engaged to ensure buy-in and support. Failure to engage will lead to unreal fear and will create room for unwarranted narratives.

Market/Investor Sounding: The investing public and prospective investors must be consulted as often as possible through road shows, international fairs and any opportunity that will avail the MDA a platform to publicise the project. This is necessary to guide and support the preparation and development of projects.

Timing: Once a process of undertaking a project starts, it is important to sustain it so that momentum gained is not lost, as delays can send the wrong signals or lead to investors moving to other opportunities they consider more predictable.

INTERVIEW SESSION WITH THE HONOURABLE MINISTER OF AVIATION, SEN. HADI SIRIKA



Contrary to apprehensions on the fate of existing airlines when the national carrier is fully operational, it is expedient to note that increasing private involvement in the aviation sector is not a ploy to stifle existing operators or intent of government to take over or dominate the sector but rather it is to enhance investment, open up the market to investors and ensure that tax payers (Nigerians) enjoy better quality service. The Federal Government will continue to play an essential role in supervising and regulating the PPP project which is a vital element for success. Applying best practice principles and securing good governance in the

process of establishing PPPs, forms the required successful foundation.

Thank you, Hon. Minister, for availing us the opportunity to have this valued time with you.

Question: What are your goals and targets as the Minister of Aviation?

Response: My goal and target is to do all those things that will improve safety, efficiency of air transportation and everything else in between. I wasn't concerned about the statistics or how beautiful the airport will look but the safety and security of the air transport system in Nigeria and unfortunately for me, all those things that will improve efficiency are the things that the passengers will not see, and the other thing is what is absent that is making aviation not to pick off in Nigeria, it could be governance perhaps so we tried to create institutions, we reviewed our act which has now passed the federal representative council and is now before the national assembly and that will change the face of aviation as we know it today. That is very important because when I was in the house of assembly in 2003, I found out that the then act was done in 1964 when JJ Nwachukwu was the minister and of course I was an infant at the time we did one in 2006 but we did it in a rush so it is not perfect so we are trying to do another one.

Question: Sir, what have you achieved so far?

Response: I am not in a place to score myself, it is people who are in the industry that you should ask that but I know that I have been doing my best and doing the best that I can and I hope that my best will be good enough for the industry and for the people of Nigeria.

Question: Sir, you just received the OBC certificate of the Aviation Leasing Company (ALC) facility, what does this mean for the aviation sector?

Response: I also received for the National Carrier as well and I received three from you people too, that is the ICRC. Well it means a lot, it means we are doing well because ICRC is the regulator for PPPs in Nigeria and if they give me a certificate of compliance it means that I have complied with all of those things that they set out there as regulators. What does it mean for the industry? It means that the industry is on its way to becoming great again because all of those things we said we will do, partnering with the private sector is working, it helps the economy so the OBC certificate received are landmarks that we are doing what is meant to be done.

Question: The airport concession is generating a lot of attention globally, what structure are we looking at for the airport? What aspect of the airport is government looking to concession and what aspect is government holding back?

Response: I am not sure I will like to go into this because they have not yet been to ICRC and their business schemes but whatever it is that we are doing, the ultimate goal is to retain all asset for the people so I do not want to talk on this until when ICRC is happy and has issued us a certificate of compliance and more so, once it is done, I know it will be uploaded on the portal and if not there is a Freedom of Information Act in Nigeria any Nigerian can walk into my ministry and ask and demand to have documents or information.

Question: There are fears from the local carriers that the national carrier might come in and squeeze them out of business are those fears real?

Response: No, they are not real fears. The intent of the government is to setup this carrier free private venture driven by private investment they will just come there to compete, it is extremely important for government to set up this carrier because in the late 70s, the Nigerian society decided to diverse to private and allow the private sector to control the aviation and the ones they brought in none of them survived up to a decade as an airline. Most of the airlines in Nigeria are one man job and they lack cooperate governance and other things but that's them and this is my personal observation and they will continue to fail we want to create a very serious entity that will provide the service to the people, both the elite and the others should have government to cater for them. We cannot lead one group against the other. The elite will be helped and assisted to do his businesses in such a way that he will provide services and employ people and the people will be happy so that they can find employment and enjoy the services so if I know for sure that I will be A airline and B airline and C airline owned by individuals that will collapse in the next 5 years and the Nigerian people are not served is a disaster, so it is not putting people out of business it is just doing the right thing to cater for people that need to be attended to and the services that need to be given.

Question: What are the reasons why airlines in the past did not survive and what is the government doing to prevent it from occurring again?

Response: First of all, this is not a government company, what we are doing is creating a private sector led university to introduce courses for training of personnel and

acquisition of more competences. A lot of Nigerians now are doing masters in transport management, I am also on the program and to show how this is a very important component of the aviation sector activities so governance is really an issue and I think through knowledge, acquisition, skill and competency we will be able to address that. For the long term, the university is coming soon and by God's grace we should be able to achieve that.

Question: Concerning the labour unions in the airport, some of them see themselves as threatened because of the concession. How do you plan to, or how have you handled them?

Response: For example, imagine if I used to live in a one-and-a-half-bedroom house in Ikoyi but the land there was 7000 square meters, if I were to pay rent, even at today's prices, I'll be paying two million for one and a half building in Ikoyi. Now, if someone says give me that 7000 square meters, he puts up a fifteen-story building flat of 30 houses, with four bedrooms in each consecutively. Each one of them could go easily for ten million. Now, those 30 houses that are there will have at least a cleaner for each house which means thirty cleaners instead of just one cleaner in my house. So, 29 jobs are created. Due to the added number of people in the same environment, perhaps it'll have two gates with two security guards. Of course, there will be a generator, a lift and a lift operator. Jobs will be created by expansion and putting more money into the venture. Secondly, apart from job creation, value has been added to your asset. All the workers for Nigerian people own the assets. If you leave the airports as they are, if their value is x, by the time you invest in them and create more business, and increase activity, it means that the value will increase to 5x or even 100x. So, the value of assets for the people has increased multiple times. What is also important is that there's more money coming into the venture. This means that since it is private sector driven, the salaries are no longer controlled by the government therefore it'll be increased. If at all any reduction is made due to lack of competence, then there are other people that will come in to replace them. The people who would replace them would be the same Nigerians, because of expansion.

Question: What has been your experience so far working with the ICRC?

Response: Well, I think in all honesty, I have enjoyed ICRC'S service from day one. I think they are doing a good job and my believe in them is indicated in my request that ICRC should send a competent officer to my office to supervise what I'm doing on daily basis and report to ICRC. ICRC has participated in everything we've done and they have exhibited professionalism and genuine concern to do it right. Most importantly, PPP is a new thing, but ICRC has demonstrated that they've caught up with the speed in terms of acquired knowledge that has been deposited in ICRC staff. You can see this when you deal with them. Indeed, they have done a good job.

Closing: Thank you very much for your time sir.

KNOWLEDGE MANAGEMENT

PUTTING AFRICA ON THE PATH TO UNIVERSAL ELECTRICITY ACCESS



Sebani Gueye, 10, does homework at home in a village in Senegal. His family just got electricity and he finally doesn't have to study in candle light. Photo: © Vincent Tremeau/World Bank

As commodity prices soar and leaders around the world worry about energy shortages and prices of gasoline at the pump, millions of people in Africa still lack access to electricity. One-half of the people on the continent cannot turn on a fan when temperatures go up, can't keep food cool, or simply turn the lights on. This energy access crisis must be addressed urgently.

In West and Central Africa, only three countries are on track to give every one of their people access to electricity by 2030. At this slow pace, 263 million people in the region will be left without electricity in ten years. West Africa has one of the lowest rates of electricity access in the world; only about 42% of the total population, and 8% of rural residents, have access to electricity.

These numbers, some far too big, others far too small, have grave consequences. Electricity is an important step toward enhancing people's opportunities and choices. Access is key to boosting economic activity and contributes to improving human capital, which, in turn, is an investment in a country's potential.

Without electricity, children can't do their schoolwork at night. Businesspeople can't get information on markets or trade with each other. Worse, as the COVID-19 pandemic has shown so starkly, limited access to energy constrains hospital and emergency services, further endangering patients and spoiling precious medicine.

What will it take to power West and Central Africa?

As the African continent recovers from COVID-19, now is the critical time to accelerate progress towards universal energy access to drive the region's economic transformation, promote socio-economic inclusion, and unlock human capital growth. Without reliable access to electricity, the holes in a country's social fabric can grow bigger, those without access growing disenchanted with inequality.

Tackling the Africa region's energy access crisis requires four bold approaches.

First, this involves making utilities financially viable. Many power providers in the region are cash-strapped, operate dilapidated and aging generation fleet and infrastructure. Therefore, they can't deliver reliable and affordable electricity to their customers, let alone deliver electricity to those that currently must rely on inadequate alternatives to electricity. Overall, fewer than half of the utilities in Sub-Saharan Africa recover their operating costs, resulting in GDP losses as high as four percent in some countries.

Improving the performance of national utilities and greening their power generation mix is a prerequisite to lowering the costs of supply, thus expanding electricity access to those currently unelectrified, usually lower-income and often remote households.

In that effort — and this a critical second point — West and Central African countries need to look beyond their borders and further integrate their national utilities and grids to other systems in the region. The region has an abundance of affordable clean energy sources — hydropower in Guinea, Mali, and Cote d'Ivoire; high solar irradiation in the Sahel — but the regional energy market is fragmented.

Without efficient regional trade, many countries are highly dependent on one or two energy resources and heavily reliant on inefficient, polluting generation sources, requiring fuel imports linked to volatile international oil prices.

The vision of an integrated regional power market in countries of the Economic Community of West African States (ECOWAS) is coming a step closer to reality thanks to an [ambitious program of cross-border interconnection projects](#). If countries take full advantage of this grid, the share of the region's electricity consumption traded across borders would more than double from 8 percent today to about 17 percent by 2030. Overall, regional power trade could lower the lifecycle cost of West Africa's power generation system by about 10 percent and provide greener energy by 2030.

Third, electrification efforts need to be open to private sector investments and innovations, such as solar energy and battery storage, which have made a tremendous impact in enabling access for millions of poor and underserved households. Specifically, off-grid solar systems and mini-grids have become a proven reliable way to provide affordable modern electricity services, powering homes in rural communities, healthcare facilities, and schools.

Burkina Faso, which enjoys one of the best solar radiation conditions in the region, is a successful example of leveraging the transformative impact of solar energy and battery storage. With support from the World Bank, the country is deploying solar

energy to power its national grid, as well as mini-grids and individual household systems. Solar power with battery storage is competitive in Burkina Faso compared to other technologies and its government was successful in attracting private sector investments to support this technology.

Last, achieving universal electricity access will involve significant commitment from political leaders, especially developing policies and regulations that can attract high-quality investments.

A significant step in that direction was achieved at the World Bank's 2020 Annual Meetings with a commitment to set up the Powering Transformation Platform in each African country. Through the platform, each government will set their country-specific vision, goals and metrics, track progress, and explore and exchange innovative ideas and emerging best practices according to their own national energy needs and plans.

This platform will bring together the elements needed to bring electricity to all in West and Central Africa and help attract new financing.

Over the last 3 years, the World Bank has doubled its investments to increase electricity access rates in Central and West Africa. We have committed more than \$7.8 billion to support 40 electricity access programs, of which more than half directly support new electricity connections. These operations are expected to provide access to 16 million people. The aim is to increase electricity access rates in West and Central Africa from 50 percent today to 64 percent by 2026.

However, World Bank's financing alone is not enough. Our estimates show that nearly \$20 billion are required for universal electrification across Sub-Saharan Africa, with about \$10 billion annually needed for West and Central Africa.

Closing the funding gap will require mobilizing traditional and new partners, especially the private sector, which is willing to invest if enabling conditions are in place, as well as philanthropic capital, that can fill in the space in areas not yet commercially attractive. The World Bank is ready to play a catalytical role in leveraging new investments.

This is vital as less than a decade remains to reach the 2030 SDG7 goal of ensuring universal access to affordable, reliable, and modern energy services. As headlines worldwide focus on soaring energy prices in the developed world, we cannot lose sight of the vast populations in Africa that still cannot access basic energy services. This is the true global energy crisis.

<https://blogs.worldbank.org/energy/putting-africa-path-universal-electricity-access>

4th QUARTER 2021 3PUCF MEETING REPORT

The Fourth Quarter Public Private Partnership Unit Consultative Forum (3PUCF) meeting, an initiative of the ICRC, which is a knowledge and experience sharing platform comprising of Heads of PPP Units across federal MDAs held on Thursday, 2nd December 2021 in Abuja.



Speaking at the event which was hosted by the Nigeria Police Force, Mr. Michael Ohiani, Acting Director-General, ICRC, said that as at October 31, 2021, the ICRC had issued 14 Outline Business Case (OBC) compliance certificates and three Full Business Case (FBC) compliance certificates.

“This brings the total compliance certificates granted since inception of ICRC to 113 OBC and 44 FBC.”

He said that the commission had started to charge fees for its regulatory activities, including the review of OBC and FBC and other documents.

He also said that the ICRC had facilitated World Bank sponsored trainings for 60 people from different organisations, with the aim of global certification for members.

According to Ohiani, with Nigeria’s population and market, the goal is to be the PPP experts in Africa.

In his message to participants, the Inspector General of Police, Usman Baba, who was represented by Deputy Inspector General (DIG) on Logistics and Supply, Mr Zanna Ibrahim stated that the Nigeria Police Force is facing gross housing deficit as less than 10 per cent of its personnel have proper accommodation.

He stressed that a good living condition is important for optimal service delivery as housing was considered a fundamental physiological human need and the foundation on which to develop higher human motivation.

“It will surprise you to know that with a workforce of over 350,000 in staff strength, the NPF has less than 10 per cent of its personnel quartered in befitting barracks accommodation.

“The state of disrepair and integrity failure in our barracks need no emphasis and we are really in dire need of befitting accommodation to enable us tackle the art and act of policing the nation optimally.

“Suffice to add that there is an ongoing initiative to recruit 10,000 constables for the next six years annually, thereby increasing the housing needs for police officers and men,” he said.

Baba also said that the force was resolute in following due process based on extant laws in the pursuit of infrastructural development through PPP.

The IGP said that decay in police infrastructure, negative maintenance culture, years of neglect due to poor budgetary allocation, destruction of police infrastructure resulting from EndSARS protests, banditry, Boko-Haram/IPOB activities, and some others were still being grappled with.

He however, said that irrespective of these, the NPF was seeking better collaboration with critical stakeholders toward revamping, improving and sustaining a better security architecture for the nation.

WORKSHOPS - TRAININGS - CONFERENCES – SUMMITS – SYMPOSIUMS

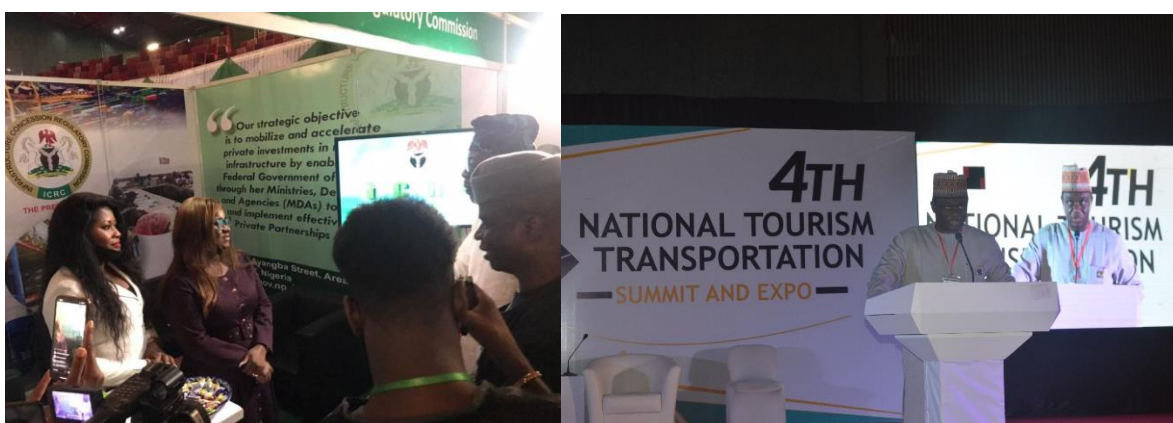




Inauguration of Project Steering Committee of the Rehabilitation Project of Port Harcourt, Warri and Kaduna Refineries in Abuja on 14th October, 2021



Courtesy Visit by Chartered Institute of Arbitrators Abuja Branch to the Commission, 17th November, 2021



ICRC at the National Tourism Transportation Summit & Expo @ICC Abuja. 15th ~ 16th November 2021



Presentation of OBC compliance certificate by the Ag. DG ICRC, Mr. Mike Ohiani to the Honourable Minister of Interior, Rauf Aregbesola and Inauguration of Project Steering Committee for Life Safety Systems, Networking, Monitoring and Dispatcher Real-Time Integration System (LSSNMDI) Project on 11th November 2021 in Abuja.



Presentation of OBC Certificate for Warri-Itakpe E-Ticketing Standard Gauge Operation to the MD, Nigerian Railway Corporation (NRC), Fidets Okhiria on 19th November, 2021





Participants at a 1week APMG/CP3P Training Course organized by World Bank from 21st to 29th November, 2021 in Abuja.



4th Quarter Public Private Partnership Consultative Forum Meeting (3PUCF) held at Police Officers Mess Conference Hall on 2nd December, 2021



Ag. DG, Mike Ohiani, with participants at the Nigeria Public Private Partnership Network (NPPPN) Conference on 8th December, 2021



Basic PPP Training Session for staff of Federal Ministry of Power which held at Rockview Hotel, Wuse 2 on 16th December, 2021

ICRC IN THE NEWS

17th /12/2021

NAHCON GETS FG'S APPROVAL TO DEVELOP COMMERCIAL PROPERTIES

The Federal Government has approved the development of commercial properties, warehouses and zonal office in Kano for the National Hajj Commission of Nigeria (NAHCON) through Public Private Partnership (PPP).

A statement issued by Manji Yarling, Acting Head, Media and Publicity, Infrastructure Concession Regulatory Commission (ICRC), stated that the approval was given on Wednesday at the Federal Executive Council (FEC) meeting.

The ICRC had earlier received an unsolicited proposal from Did Al Amana Nigeria Ltd seeking to develop NAHCON's 2.6 hectare property located at its zonal office in Kano State through PPP arrangement.

"This is for the purpose of commercial shops, warehouses, NAHCON zonal office and accompanying support services like mosque, banks and others on a PPP basis."

The ICRC said that some of the benefits of the project would be to serve as a major source of internally generated revenue for the commission.

<https://www.icrc.gov.ng/nahcon-gets-fgs-approval-to-develop-commercial-properties/>

LAGOS SET TO HOST THIRD NIGERIA PUBLIC-PRIVATE PARTNERSHIP NETWORK MEETING

03/12/2021

The Office of Public-Private Partnerships (OPPP), in collaboration with Infrastructure Concession Regulatory Commission (ICRC) and the Nigeria Governor's Forum (NGF), is organising the third Nigeria PPP Network (NPPPN) meeting.

A statement signed by the Special Adviser to the Governor on Public-Private Partnerships, Mr. Ope George, said the meeting is being hosted by the Lagos State Government, through the Office of Public Private Partnerships, with the theme: "The Role of PPP in the 2021-2025 National Development Plan", and will take place between the 7th and 9th of December, 2021.

The Special Adviser further opined that attendees at the forum will develop skills for planning and procuring successful PPP initiatives, learn industry best practices in selecting and negotiating with prospective partners and keep abreast of observations from the public and other stakeholders involved in PPPs.

<https://www.dconnectnews.com.ng/2021/12/lagos-set-to-host-third-nigeria-public.html>

AT 74.15% COMPLETION, LEKKI PORT IS AHEAD OF 2022 TARGET

03/12/2021

Construction works at the project site of the Lekki Deep Seaport, Nigeria's first deepest port has reached 74.15 percent as of November 28, 2021, the Lekki Port LFTZ Enterprise Limited has said.

According to the Lekki Port Construction Completion Status report that was sent to BusinessDay, dredging and reclamation works have reached 85.38 percent while the building of quay walls has reached 77.96 percent.

The development of Lekki Deep Seaport was to bridge a significant gap in the projected demand for containerised goods and the limited capacity of existing ports in Lagos to handle the boom.

It is expected to help decongest the Apapa Port, which is currently struggling with limited space and poor infrastructure to evacuate laden containers.

Ruogang, who was confident that the port project would be delivered by the third quarter of 2022 as scheduled, said the primary focus was to continue to make progress on the construction of the port as well as make preparations for the commencement of port operations at Lekki.

<https://www.icrc.gov.ng/at-74-15-completion-lekki-port-is-ahead-of-2022-target/>

IGP: OVER 90% OF POLICE OFFICERS IN BARRACKS DON'T HAVE BEFITTING ACCOMMODATION

03/12/2021

Usman Baba, inspector-general of police (IGP), says the Nigeria Police Force (NPF) is facing gross housing deficit as less than 10 percent of its personnel in barracks have proper accommodation.

Baba spoke on Thursday at the quarter four 2021 public private partnership units consultative (3PUCF) meeting organised by the Infrastructure Concession Regulatory Commission (ICRC) in Abuja.

The 3PUCF forum was initiated by the ICRC to provide a stakeholder engagement platform that will enhance knowledge and experience sharing among key PPP personnel in MDAs.

The IGP was represented by Zanna Ibrahim, deputy inspector-general (DIG), logistics and supply.

The IGP's comments come days after the federal government, as part of efforts to address housing deficit in the country, launched a portal for the sale of completed houses under the National Housing Programme (NHP).

Baba also said the force remains resolute in following due process based on extant laws in the pursuit of infrastructural development through PPP.

Babatunde Fashola, minister of works and housing who launched the portal, had said the houses were in one-bedroom, two-bedroom, three-bedroom and duplex categories.

The cost of the buildings ranges between N7 million and N15 million, depending on what a person wants.

<https://www.icrc.gov.ng/igp-over-90-of-police-officers-in-barracks-dont-have-befitting-accommodation/>

ICRC DELIGHTED OVER APPROVAL OF OBC FOR ESTABLISHMENT OF NATIONAL AIR CARRIER

29/11/2021

The Infrastructure Concession Regulatory Commission (ICRC) has expressed delight over the approval of the Outline Business Case (OBC) for the establishment of the National Carrier (Nigerian Air) by the Federal Executive Council (FEC).

Mr Micheal Ohiani, the Acting Director General of ICRC said this in a statement on Wednesday in Abuja after the decision approving the OBC that was certified by the ICRC for the establishment of the carrier was taken by the council.

Ohiani said that with the approval by FEC, the Ministry of Aviation would proceed to procure a Strategic Equity Partner (SEP) for Nigerian Air while simultaneously working towards getting the Air Operation Certificate (AOC) for the proposed carrier

The News Agency of Nigeria (NAN) reports that Nigerian Air's name and logo was unveiled at the Farnborough International Air Show in London in July 2018.

(NAN)

<https://www.icrc.gov.ng/icrc-delighted-over-approval-of-obc-for-establishment-of-national-air-carrier/>

NRC RECEIVES 24 BIDS FOR LAGOS/IBADAN, WARRI/ITAKPE E-TICKETING CONTRACTS

November 22, 2021

The Nigerian Railway Corporation says it has received 24 bids on open request for the Lagos/Ibadan and Warri/Itakpe e-ticketing solutions for standards gauge railway operations under Public/Private/Partnership arrangement.

The Managing Director of the Corporation, Fidet Okhiria, made the disclosure in Lagos on Monday at the opening of the request.

Mr Okhiria, represented by Director Operations of NRC, Niyi Alli, said that bidders that did not meet the criteria for the open request would be disqualified.

He said that the operation would be on build, operate and transfer basis.

The managing director said 11 companies bid for the Lagos-Ibadan e-ticketing operation while 13 companies bid for Warri-Itakpe e-ticketing standards gauge operation.

Mr Okhiria said the introduction of e-ticketing had improved passenger turnout at the Abuja-Kaduna standards gauge operation.

He said that after the evaluation stage of the procurement process, only four bidders would be chosen.

The Director, Transport Infrastructure, Infrastructure Concession Regulatory Commission, Emmanuel Onwodi, said at the event that there would be two stages in the bidding – request for qualifications which is the opening of the bids and request for proposals where bidders would submit financial and technical bids before going into negotiations.

<https://www.icrc.gov.ng/nrc-receives-24-bids-for-lagos-ibadan-warri-itakpe-e-ticketing-contracts/>

INTERIOR MINISTRY GETS ICRC'S CERTIFICATE OF COMPLIANCE, OUTLINE BUSINESS CASE APPROVAL

17/11/2021

The Infrastructure Concession Regulatory Commission (ICRC) has approved the Outline Business Case (OBC) of the Life Safety System, Networking, Monitoring and Dispatcher Real-Time Integration System (LSSNMDI) of the Federal Fire Service (FFS), under the Public-Private Partnership (PPP) arrangement and presented a Certificate of Compliance to the Minister of Interior.

Ogbeni Rauf Aregbesola, while receiving the certificate disclosed that the approval of the OBC by ICRC and subsequent presentation of Certificate of Compliance by the Director General of the ICRC, Barrister Mike Ohiani to the Ministry of Interior showed that the project is bankable, reliable and of good value.

The Permanent Secretary, Dr. Belgore in his welcome address noted that the approval by Infrastructure Concession Regulatory Commission (ICRC) of the Outline Business

Case (OBC) of the above mentioned project of the Federal Fire Service (FFS) under the Public-Private Partnership (PPP) arrangement is a very important milestones not only to the Ministry of Interior, but to the overall developmental objectives of the nation in general.

Dr. Belgore, speaking further said “by virtue of the powers vested under the ICRC Act (2005) as Chairman of all Project Delivery Team of PPP projects of the Ministry of Interior Safety System Networking, Monitoring & Real-Life Dispatcher Integration Technology (LSSNDI)”, it will be properly managed.

<https://www.icrc.gov.ng/interior-ministry-gets-icrcs-certificate-of-compliance-outline-business-case-approval/>

IBADAN INLAND DRY PORT WILL BE DELIVERED WITHIN TWO YEARS — SHIPPERS' COUNCIL BOSS

12/11/2021

Project's Full Business Case to be taken to FEC for approval December 15, he adds

Executive Secretary/Chief Executive Officer, Nigerian Shippers' Council (NSC), Emmanuel Jime, has expressed optimism that the Ibadan Inland Dry Port will be delivered within the next two years.

This came to the fore when Jime led top management officials of the NSC on a courtesy call on Governor Seyi Makinde at the Oyo Governor's office, on Thursday.

Detailing a work plan for delivery of the project, Jime said 90 per cent of the Full Business Case (FBC) for the project had been resolved and will be submitted to the Federal Ministry of Transportation for onward forwarding to the Infrastructure Concession Regulatory Commission (ICRC), next week.

According to the work plan reeled out, the Minister of Transportation, Rotimi Amaechi is expected to take the FBC to the Federal Executive Council for approval on December 15.

This, he noted, will be preceded by the ICRC issuing a Certificate of Compliance on the project on October 1.

By May 2022, Jime said it is expected that both commercial and financial closure on the project will be attained.

“We have a work plan to deliver the project. 90 per cent on FBC has been resolved. Also, transaction advisers have prepared the necessary document and on November 19, the Shippers' Council will submit the Full Business Case to the Federal Ministry of Transportation for forwarding to the Infrastructure Concession Regulatory Commission (ICRC).

“On the November 24, the Ministry of Transportation is expected to forward the Full Business Case to the ICRC

“On December 1, the ICRC is expected to issue Certificate of Compliance while on December 15, the Federal Ministry of Transportation will submit for approval to the Federal Executive Council the FBC.

“On 27th of May, 2022, we will have attained both commercial and financial closure,” Jime said.

<https://www.icrc.gov.ng/ibadan-inland-dry-port-will-be-delivered-within-two-years-%e2%80%95-shippers-council-boss/>

OBC CERTIFICATES ISSUED

1	Nigeria Police Force	The proposed redevelopment of the 42m2 Deputy Inspector General of Police (DIG) Quarters situated at Plot 834, Cadastral Zone A06 Gana Street Maitama District Abuja FCT through a Public-Private Partnership (PPP) arrangement	15 th October, 2021
	Federal Fire Service	Life Safety System, Networking, Monitoring and Dispatcher Real-Time Integration System (LSSNMDI)	17 th November, 2021
2	Nigerian Railway Corporation	E-Ticketing Solutions for Warri – Itakpe, Lagos- Ibadan Rail Lines	19 th November, 2021

FBC CERTIFICATES ISSUED

1	National Hajj Commission of Nigeria (NAHCON)	Development of shopping complex at its landed property located at Hajj Complex, along Katsina Road, Kano State.	22 nd November, 2021
2	Federal Ministry of Communications/Nigeria Communications Commission (NCC)	Deployment of a Revenue Assurance System (RAS)	17 th December, 2021



FROM THE NIGERIA INSTITUTE OF INFRASTRUCTURE AND PUBLIC PRIVATE PARTNERSHIP (NII3P)

NII3P 4th QUARTER ACTIVITIES

❖ The Institute in Collaboration with World Bank facilitated

~ APMG PPP Certification Foundation Course and Examination for 30 participants consisting of ICRC Staff and a cross section of participants from different MDAs.

~ Monday 22nd – Friday 26th November, 2021

~ APMG PPP Certification Preparation Course and Examination for 30 participants consisting of ICRC Staff and a cross section of participants from different MDAs. – Monday 22nd – Monday 29th November, 2021

❖ The Nigeria Institute of Infrastructure and Public Private Partnership provided the underlisted trainings

~ Ministry of Power training (PPP Basic 15th -16th Dec 2021)

❖ Nigeria Public Private Partnership Network (NPPPN) forum in partnership with Nigeria's Governors Forum held at BON Hotels Ikeja, Lagos on the 7 – 9th December 2021 with the theme – “The Role of PPP in the 2021-2025 National Development Plan”. Hosted and Sponsored by the Lagos State Government.

❖ Public Private Partnership Units Consultative Forum (3PUCF) in Collaboration with the Ministry of Finance Budget and National Planning and the Office of the Head of Civil Service of the Federation held on the 2nd of December, 2021 at the Nigerian Police Officer Mess, Abuja. Hosted by the Nigerian Police.

HEALTH & WELLNESS

OMICRON IS SPREADING FASTER THAN ANY OTHER CORONAVIRUS VARIANT

By Ivana Kottasová, CNN

(Published in the weekly edition of CNN's coronavirus newsletter).

The Omicron coronavirus variant is spreading at a rate not seen with previous variants, World Health Organization Director-General Tedros Adhanom Ghebreyesus has warned, adding that the tendency to dismiss it as mild is concerning.

Speaking during a news conference on Tuesday, Tedros said the variant has been detected in 77 countries.

"The reality is that Omicron is probably in most countries, even if it hasn't been detected yet," he added.

Officials in Britain have warned the country is [facing a "tidal wave" of infections](#) from Omicron. The strain has become dominant in London, outcompeting the previous Delta variant.

On Monday, the UK reported its first death from the variant, and on Wednesday it reported 78,610 new cases of the coronavirus, the highest number of daily cases since the pandemic began.

The previous record of daily new infections was 68,053 on January 8.

As has been the case throughout the pandemic, the United States is running behind Europe in seeing the impact of a new variant.

Omicron went from accounting for 0.4% of circulating virus in the US in the week to December 4 to 2.9% the following week, according to the Centers for Disease Control and Prevention (CDC).

But the rates are already much higher in the region of the country containing New York and New Jersey, The CDC estimates 13.1% of cases there are caused by Omicron, compared to just 2% in the previous week.

Dr. Anthony Fauci, director of the National Institute of Allergy and Infectious Diseases, told CNN on Tuesday that Omicron will become the dominant coronavirus variant in the US, but it's unclear what that will mean for levels of severe disease.

While data, especially from South Africa, suggests Omicron might be causing milder symptoms than previous variants, public health experts stress it's too early to make firm conclusions.

"We're concerned that people are dismissing Omicron as mild. Surely, we have learned by now that we underestimate this virus at our peril," Tedros said on Tuesday.

"Even if Omicron does cause less severe disease, the sheer number of cases could once again overwhelm unprepared health systems," he added.

South African researchers confirmed Tuesday that vaccines provide less protection against the new strain but added that they still see indications that Omicron causes milder symptoms than previous variants.

Fauci said it is unclear why symptoms are milder in South Africa, but it could be because many in the community have been infected before so have some level of protection.

"Whatever it is, the disease seems to be less severe, whether it's inherently less pathogenic as a virus, or whether there's more protection in the community, we're just going to have to see when it comes in the United States," he said.

<https://edition.cnn.com/2021/12/15/world/coronavirus-newsletter-intl-15-12-21/index.html>

ON A LIGHTER NOTE



Mad Man: Doctor, I have a problem; every day I dream of cows playing football

Doctor: Here; take these tablets at night

Mad Man: I'll start tomorrow because today is finals

ABOUT THE PUBLICATION

ICRC Bulletin is a quarterly newsletter of the Infrastructure Concession Regulatory Commission under the Presidency of the Federal Republic of Nigeria. This newsletter is a useful tool for communication and is part of the Commission's thrust to engage staff and stakeholders by providing timely, accurate and knowledgeable information on its activities.

We value your views, contributions and opinions. For enquiries, comments and suggestions on this issue, you may email us at info@icrc.gov.ng.

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