



ICRC Bulletin

THIRD QUARTER 2022



Apapa Port. Photo Source: intelservices.com

APAPA PORT COMPLEX – 17 YEARS OF CONCESSION – THE LEGACY CONTINUES

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EDITOR – IN – CHIEF’S DESK

Dear Reader,

The ICRC Bulletin Editorial Team is pleased to present the 3rd edition for the year 2022. The theme and feature story for this quarter’s edition is “Apapa Port Complex: 17 Years of Concession – The Legacy Continues”.

The feature story was written by Mr. Abubakar Bambale of the Contract Compliance Department of ICRC. The article notes that the Apapa Port has undergone a series of transformations over the last two decades to ensure it remains the preferred trade port destination in West Africa. Some of the transformation includes the introduction of the landlord port model in which concessions were granted to private Port Terminal Operators (PTOs). This has resulted in vast improvements and expansions in line with international best practices for port infrastructure, bringing about operational efficiency and improved productivity.



The second feature story is a part 2 of a write-up by the immediate past DG of ICRC, late Engr. Chidi Izuwah titled “Unlocking the Potentials in the Housing Market Through Public Private Partnerships (PPP) Investment Model”. The writer highlights some of the solutions to the deficit in PPP Housing in Nigeria including that government must be prepared to conduct a needs assessment to determine what design of houses are needed; review the administration of the Land Use Act, review the high cost involved in obtaining, transferring and exchanging land or title documents (Certificate of Occupancy), provide market incentives that will encourage indigenous production of quality building materials that will drive down costs; among others.

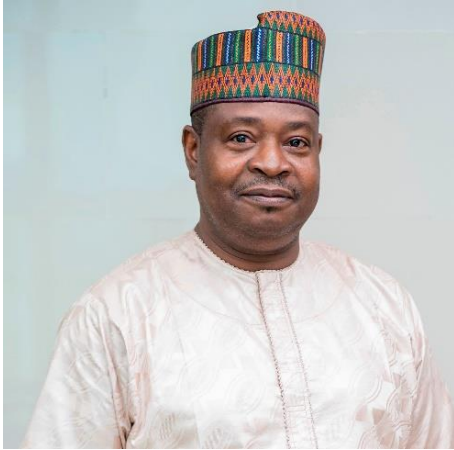
Our knowledge management article is titled “A Short History of PPPs for Development: The Good, the Bad, and the Hopeful” written by Jean-Christophe Barth-Coullaré. The article highlights among others that despite criticisms, PPPs are now fully considered as a mechanism to deliver results under the United Nations 2030 Agenda. The agenda articulates that careful consideration be given to the structure and use of blended finance instruments, sharing risks and rewards fairly, meeting social and environmental standards; ensuring “sustainable, accessible, affordable and resilient quality infrastructure”; alignment with national priorities and relevant principles of effective development cooperation among others.

Our health and wellness section is on Monkeypox which is a viral zoonosis (a virus transmitted to humans from animals) with symptoms similar to those seen in the past in smallpox patients, although it is clinically less severe. It presents a factsheet from the World Health Organisation (WHO) on the outbreak, transmission, diagnosis, vaccination and prevention of the monkeypox.

We do hope you enjoy reading this edition.

Manji Yarling

DG's STATEMENT



I would like to use this opportunity to express my immense gratitude to President Muhammadu Buhari GCFR, for reposing confidence in me by appointing me as the substantive Director General of ICRC on 1st August 2022. I also wish to extend my deepest appreciation to the management and staff of the ICRC for their strong support throughout the period I was in acting capacity.

As you may be aware, ICRC recently hosted an investment summit of the Africa Public Private Partnership Network (AP3N). AP3N is a network of PPP practitioners drawn from across Africa, with the vision to find concrete solutions to bridge infrastructure gap on the continent. The 2022 summit which had as its theme: “Financing Africa’s Infrastructure through PPP” sought to proffer solution to the challenge of financing infrastructure developments on the continent. It was a successful outing.

It is gratifying to note that significant progress has been made in key PPP infrastructure projects like the Lekki Deep Seaport which is at over 98% completion, the Airport Modernization Project, the Nigeria Air project whose preferred bidder was recently selected, as well as the Highway Development and Management Initiative (HDMI) Project which targets the development of 12 road corridors across the 6 geo-political zones. Bids have already been opened and negotiations are ongoing.

The Nigeria Institute of Infrastructure and Public Private Partnership (NII3P), has made tremendous impact in capacity building with the successful completion of the 2nd Stage (Preparation) of the APMG Certified Public- Private Partnership Professional (CP3P) course and exams by another set of students. The institute also organized a special PPP Training for Nigeria Communication Commission (NCC); Basic PPP Training for the Federal Ministry of Finance, Budget & National Planning; Basic PPP Training for Federal Ministry of Environment, among others.

Within the period under review, Outline Business Case (OBC) Compliance Certificates were issued to some MDAs for the following Projects:

- Federal Ministry of Health for the Development of Oncology Centre of Excellence for Cancer Care in 8 Teaching Hospitals across the geopolitical zones on 21st July 2022.
- NNPC Medical Services Limited (NMSL) for the proposed Kano Intravenous Fluid (IVF) plant project on 21st July 2022.
- Federal Ministry of Works and Housing for Federal Site and Services Housing Scheme AVU-Owerri, Imo State on 22nd July 2022.
- Federal Ministry of Power for the Makurdi Hydropower Project Revalidated on 29th August, 2022.
- National Hajj Commission for the commercial development of residential houses in Lagos on September 22, 2022.
- Federal Ministry of Health for the Rehabilitation of Mortuary Facilities at the University College Hospital Ibadan on 2nd September 2022.

- Federal Ministry of Education/University of Benin for the Development of Shopping Mall on September 16, 2022.
- Federal Ministry of Education/University of Abuja for the Development of Commercial Farm on 16th September 2022.
- Federal Ministry of Power, Federal Ministry of Water Resources & Bureau of Public Enterprises (BPE) for the 700 MW Zungeru Hydro Electric Power Plant on 5th September 2022.

FBC compliance certificates were issued to the following agencies:

- National Space Research & Development Agency (NASRDA) for the Concession of Planetarium and Museum on 25th July 2022
- Nigeria Police Force for the Development of Senior Police Officers' Quarters at Ikeja, Lagos on 26th July 2022
- Federal Ministry of Aviation for the Development of a Maintenance, Repairs and Overhaul (MRO) Facility on 18th August 2022.

Also during the review period, the Federal Executive Council approved the concession for the development of a Deep Seaport in Badagry, Lagos under the Federal Ministry of Transportation/Nigerian Ports Authority on 3rd August 2022. The port is expected to generate over \$53 billion within the 45-year concession period and when completed, it will comprise: General cargo terminals, Container terminals, RoRo & Grain terminals, Offshore supply basis (OSB), Liquid Bulk jetties as well as Barge and Rail terminal.

As we approach the 4th and final quarter of the year, we look forward to meeting even more milestones with our PPP projects and taking strides to achieve the infrastructure development of our dreams via the PPP model.

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

J. A. M. Ohiani

Director General/CEO

FEATURE STORY 1

By: Abubakar Bambale, Contract Compliance Department

APAPA PORT COMPLEX – 17 YEARS OF CONCESSION – THE LEGACY CONTINUES



Figure 1: Apapa Port Complex. Source: ICRC Disclosure Portal

Apapa Quays as it was known in the mid 80's is Nigeria's premiere coastal business window to the world. The evolution of the port has progressed tremendously from its beginnings in the early 20th century, wherein 2023 will mark the 110th year that the first vessel carrying goods docked at the Apapa harbour. Although the port had been operational, it wasn't until the year 1956 that the Nigerian Ports Authority (NPA) was enacted to own and administer the activities of the port complex.

The Apapa Port has undergone a series of transformations over the last two decades to ensure it remains the preferred trade port destination in West Africa. The transformation includes the introduction of the landlord port model in which concessions were granted to private Port Terminal Operators (PTOs). Through the investments of the private sector, the ports were equipped with modern cargo handling equipment and personnel support facilities to ensure it is cost effective and customer friendly. The concessions have resulted in vast improvements and expansions in line with international best practices for port infrastructure, bringing about operational efficiency and improved productivity.

The Apapa Port Complex currently has four (4) Private Port Terminal Operators (PTOs) including:

SN	Port Terminal Operator	Terminal	Quay Length	Berth
1	Apapa Bulk Terminal Ltd (ABTL)	A & B	750m	1 – 5
2	ENL Consortium Ltd (ENL)	C & D	1,710m	6 – 14
3	Greenview Development Nig. Ltd (GDNL)	E	710m	19 – 21

4	AP Moller Terminal Ltd (APMT)	Container	1,500m	15 – 18

The Port complex also possesses two (2) Logistics Bases:

- (i) Eko Support Services Ltd and
- (ii) Lagos Deep Offshore Logistics (LADOL)



Figure 2: Apapa Ports. Source: ICRC disclosure portal

The concession of Apapa Port terminals which is in its 17th year of operations has been a general success with some challenges. These include PTOs having to battle traffic gridlocks as a result of limited access routes and road degradation; continuous siltation at the waterways that has necessitated calls for dredging and breakwater repairs, and typical wear and tear at the quay walls and fenders.

The Federal Government of Nigeria (FGN) and NPA in their proprietary roles have remained resolute in ensuring first class operations are ongoing at the Port by assisting the PTOs in mitigating challenges where possible. For example, the Federal Government is currently rehabilitating the road access networks to improve the evacuation of goods across the country. Other improvements include the dredging maintenance of the depth and better turnaround times for dwelling vessels.

Research has shown that the performance of high functioning national economies is directly related to the efficiency and effectiveness of trade activities and port operations at their harbours. It should come as no surprise that there are a compliment of production factories specialising in processing flour, salt, sugar and other products within the Apapa Port Complex for export which has benefitted the nation's export sector considerably.

In light of the global modern advancements in the management of port apparatus, and ensuring an enabling environment that attracts business and trade access to the international markets; the NPA has set out to further improve the working flow and processes of the Apapa Port Complex by the addition of cargo scanners, armed and unarmed security personnel, closed-circuit television (CCTV) monitoring for effective security, faster inspection and clearing of goods and process automation to boost efficiency.

As part of the NPA's Port Modernization Plan, a railway network for standard-gauge freight carriers will soon commence from Apapa Port Terminus to designated destinations nationwide, aimed at improving the evacuation of cargo, timely delivery and reducing traffic constraints widespread within the premises and surroundings of Port Complexes.

Due to the Coronavirus pandemic, Port Terminal Operators have had to withstand an economic downturn that has led to a considerable drop in cargo volumes as well as the high cost of foreign exchange which has adversely affected the levels of operations and reduced the number of vessel entry at the Port. With eight (8) years of operations and management obligations remaining in the PTOs 25-year concession with the Federal Government; there is optimism that the progressive development and economic yields that are ongoing at the ports will continue to contribute to Nigeria's global trade quota.

The Apapa legacy continues.

The Apapa Port Complex is certified under the International Ship and Port Facility Security Code (ISPS) for Port facilities with the International Maritime Organization (IMO) offering 24-hour operations and impressive vessel turnaround time.

FEATURE STORY 2

UNLOCKING THE POTENTIALS IN THE HOUSING MARKET THROUGH PUBLIC PRIVATE PARTNERSHIPS (PPP) INVESTMENT MODEL (CONTD)

by

Engr. Chidi K. C. Izuwah (Late)



Figure 3: Google Images

Some Suitable PPP Models for Housing

There are different PPP models that may be suitable for housing projects in Nigeria:

- **Build Own Operate.** The private sector finances, builds, owns and operates a facility or service in perpetuity. This is best suited for housing PPP projects because it is internal orientated rather than public orientated. For example, building staff quarters on government land for Federal Government workers. Another example is building of hostels on land belonging to universities and higher learning institutions for affordable and decent student living. The government's constraints are stated in the PPP agreement and there is on-going regulation.
- **Design-Build-Finance-Maintain-Operate/Build Operate Transfer:** The private sector designs, builds and finances an asset, provides hard and/or soft facility management services, as well as, operates under a long-term agreement. This PPP model can be suitable for public buildings, offices or headquarters of Ministries, Departments and Agencies (MDAs).
- **Operation and Maintenance Contract:** A private operator, under contract, operates a publicly-owned asset for a specified term. Ownership of the asset remains with the

public entity. For example, Government enters into a management contract to manage its asset and facilities and provide services to the users of such facilities.

V. Challenges and Solutions to PPP Housing: Undoubtedly, PPP has gained tremendous acceptability in many developing and developed countries across the globe as an effective and efficient strategy for housing delivery. However, PPPs in the delivery of homes have been known to be complicated due to the nature of different Government policies and support for the provision of housing such as social housing or low-cost housing. Consequently, in providing an enabling environment for PPPs to thrive in the housing sector, Government must be prepared to do the following:

- Conduct a needs assessment to determine what design of houses are needed; what segment of the population need such houses; and the demand from various States and the Federal Capital Territory on shortage of affordable housing; 146 Central Bank of Nigeria Economic and Financial Review December 2019
- The review of the administration of the Land Use Act is critical to PPPs at the Federal level because the Federal Government does not own land except the one it acquires from the State or granted by the State and there is no provision for freehold land ownership;
- Reviewing the high cost involved in obtaining, transferring and exchanging land or titles documents (Certificate of Occupancy) often discourage Private Sector Developers to partner with Government for the development of housing schemes on long-term basis;
- Provide market incentives that will encourage indigenous production of quality building materials that will drive down costs;
- Investment in vocational training schools for the acquisition of vocation skills in the building sector; and
- Introduction of freehold land or real property ownership (combined with the existing leasehold ownership) to enhance intense private sector participation in the housing sector, thus, making land accessible.

VI. Public Private Partnership Financing in Nigeria Partnership between the public sector and private entities for the financing, design, build, maintenance of infrastructure and delivery of associated services is the preferred means by the Federal Government of Nigeria, of meeting the need for modern and efficient infrastructure, and for reliable cost-effective delivery of public services, as envisioned in its National Vision 20:2020, as well as, the Economic Recovery Growth Plan (ERGP) of the present Administration.

The private sector, both locally and internationally, has a large pool of resources from which they can seek funding, which governments may not have access to, or the capacity to access. For this reason, there has been a marked increase in cooperation between the public and private sectors in the development and operation of infrastructure in a wide range of economic activities in recent times. Governments all over the world, have come to recognise that the collaboration between public and private sectors is crucial to securing dependable and sustainable funding for infrastructure and reducing the pressure on fiscal budgets. PPP

arrangements have engendered acceleration of infrastructure provision, faster implementation of projects, and reduced whole life costs of projects.

The demand for housing is a function of price, income, affordability and convenience. The major demand-side problem in Nigeria is affordability and poor access to housing finance by low-income earners in both formal and informal sectors.



Mass Housing. Photo source Business Day Newspapers

Therefore, the demand-side solution to housing problem in Nigeria will be one that enhances access to finance for all categories of income Izuwah. This will require an effective and efficient mortgage system that addresses the housing finance needs of those in the formal sector, including organised private sector, as well as,

home microfinance for the self-employed and low-income individuals in the informal sector. On the other hand, an appropriate PPP model targeted at increasing quantity, improving quality, at low cost, is offered as a supply-side solution.

Indeed, an appropriate framework for PPPs in Nigeria is already in place and activated, and is expected to contribute to addressing the infrastructure deficit and operational constraints. However, the urgency of the need to rebuild some critical and rapidly deteriorating infrastructure makes PPP interesting, but challenging, at least in the near-term. While advocacy for the use of PPP mechanisms as part of the solution for funding of commercially viable infrastructure continues, there is an immediate need to develop other sources, particularly of short- and medium-term funding to respond to the challenge, as the PPP mechanism will only augment FGN's efforts and resources.

In determining a project's suitability for PPP financing, the following criteria are used:

- Existence of appropriate policy, legal, and institutional frameworks for PPP in the sector;
- Ability to establish captive revenue stream from the project;
- Ability to deliver a positive rate of return for investors;
- The scale of the project is enough to justify the additional transaction costs of procuring as a PPP project;
- Ability to appropriately allocate project risks.

VII. Financing Affordable Housing The 2007-2008 global financial crisis made significant changes in the financial landscape for PPPs around the world, which has had its impact on Nigeria. Most governments have tighter budgets and fiscal constraints, which have led to limited spending thus, encouraging the adaptation of PPP models as an alternative solution to provide infrastructure. There is also stringent access to private sector financing and credit conditions, which have created cautious trends for investors and financial institutions to embark on more projects with due diligence on the investment destination country.

Consequently, government must find innovative ways of attracting private sector capital for PPP housing projects such as providing adequate long-term funding for PPP housing projects that will be transmitted to the primary mortgage institutions in Nigeria. This will make mortgages available for house purchases over a long period of time with a single digit interest rate for low-income group (LIG) and middle-income group (MIG) earners. A source of finance for the Government, we can explore is unlocking land value in prime urban areas in which land is provided in partnership with the private sector developers for real estate developments for the high-income group (HIG) and profits from the project will be used to finance LIG and MIG housing projects. Other financial incentives are, capital grants, revenue guarantees, foreign exchange risk and loan guarantees that will make Nigeria a good investor market must be explored by the Government.

The fundamental strategy for affordable and decent housing for all in Nigeria would require the adoption of appropriate PPP model and the need to engage the full potential and resources of all actors in the housing sector based on their areas of competency and comparative advantages in the production of housing units and associated infrastructure and services. This would need not only an appropriate legal and regulatory environment, but a favorable housing finance regime that brings out the best of private sector organizations in the provision of housing.

The basic ingredients such as good policy, regulatory and institutional frameworks, as well as, input, including land, finance, labor and building materials should be available for housing development. These will form the enabling environment for PPP in housing.



It has been observed *Prototype of a modern House. Source: Stringent Consulting* that many housing policies and programmes in the country could not achieve set objectives because the programmes failed to address the issue of affordability among low-income earners. This is because the high cost of units produced is traceable to source and nature of funding for the housing projects. PPP can only succeed in providing low-cost housing for low and middle-

income earners if the funding is right. Therefore, there is a need for the creation of a sustainable housing finance system that guarantees cheap access to housing finance for developers and subscribers. To achieve this, Government must take some steps. These include:

- Mobilise resources – both public and private – for housing development;
- Ensure transparent, comprehensive and accessible land rights and tenure system;
- Promote equal access to appropriate and affordable housing finance for all;
- Provide adequate incentive to encourage the private sector and not for-profit institutions and other actors to develop affordable rental and ownership housing;
- Demonstrate strong political will and commitment in promoting the supply of affordable housing by ensuring appropriate regulatory measures and market incentives; and
- Encourage community-based, cooperative and non-profit rental and owner-occupied housing programme.

VIII. The Infrastructure Concession Regulatory Commission (ICRC) and Nigerian PPP Framework was inaugurated in November 2008, as a way of addressing the huge infrastructure deficit in Nigeria and the decrepit state of existing infrastructure. The ICRC Act 2005, which established the commission, also empowers the Federal Ministries, Departments and Agencies (MDAs) to utilise Public Private Partnerships (PPP) as a procurement vehicle of choice, where suitable, to rapidly turn around the country's infrastructural insufficiency. The ICRC is tasked with providing guidelines and regulations that will create an enabling environment for the private sector to enter into partnerships with Government in the financing, operation and management of infrastructure and allied services.

Since inauguration, the Commission has developed the National Policy on PPP (N4P) and associated operational guidelines, which provide best practice guidelines and procedures for the effective development and competitive procurement of PPP Projects. In carrying out its mandate, the ICRC has worked closely with Ministries, Departments and Agencies (MDAs) in the process of building and regulating an internationally competitive PPP market in Nigeria.

In accordance with its mandate, the Commission has taken custody of and reviewed some major concessions entered into by the Federal Government before its inauguration and has developed a robust database of concessions already entered into by the FGN through the MDAs.

In addition, the ICRC has established a framework to address the complex issues arising from these "legacy concessions" and has intervened in a number of disputes between the MDAs and their private sector partners with a view to getting the parties to negotiate a mutually acceptable resolution.

Other areas that the Commission has recorded considerable progress include promoting the development of funding sources and instruments with long tenure for financing infrastructure projects in the country. The ICRC is also working with the National Planning authorities to integrate infrastructure provision into the National Planning framework as sustainable

infrastructure development must be anchored on a coherent and consistent economic planning framework.

Although the ICRC Act limits the Commission's jurisdiction to federal projects, it is recognised that aligning the PPP framework of States with the Federal framework will be an important pre-condition for the development of a coherent and robust National PPP market in Nigeria. It is likely to deepen the capacity of PPP practitioners in the country and enhance the attractiveness of Nigerian projects in an increasingly competitive global PPP market. Thus, the ICRC has established collaborative relationship with PPP agencies in a number of States, including Lagos, Cross River, Niger, Benue, Rivers, Kaduna, Kogi, Imo, Edo, Delta and Bayelsa States, and will continue to encourage such linkages with other states and assist them when required to establish or strengthen their PPP institutions.

IX. Concluding Remarks

In view of the huge housing deficit in Nigeria, a combination of hybrid approaches to PPP delivery in housing is imperative. This would require the public and private sectors working in synergy to address housing challenge in Nigeria. It would also require sharing of risks and rewards. In other jurisdictions such as UK, USA, Ireland, Canada and Australia where PPP in housing has been a successful model in which the public sector typically contributes significant funds for the project, it allows the public sector to retain significant control over the planning and development stages of the partnership while making use of the private sector's resources and expertise in design, construction and maintenance.

Similarly, in these countries, a range of financial mechanisms and incentives in reducing overall housing and debt services costs for the private partner have been a significant and key strategy that has been used to deliver PPP housing projects successfully. These are important



Housing Prototype. Source: Stringrnt Consulting

tools for low-income housing projects that depend on some form of public subsidy to keep prices at affordable levels.

Developing countries across the globe are beginning to use PPPs to deliver housing and meet up with the demand for housing, especially in urban areas where there

has been a steady rise in urbanisation. Nigeria can also take advantage of using PPPs to deliver decent living and accommodation. However, it should be noted that the successful countries mentioned (UK, USA, Ireland, Canada and Australia) have social housing or public rental housing schemes which is part of their governments' housing policies, and the foundation of providing housing through PPPs.

Undoubtedly, the success of PPP projects in housing delivery in Nigeria as the prominent approach to housing will also depend on the economic and political strength, as well as, the housing tradition. Currently, there is no social housing or public rental housing schemes in Nigeria that will provide affordable homes. Therefore, new policies and programmes should be designed and developed for the implementation of social housing, public rental housing and affordable mix housing schemes for PPPs to thrive in the housing sector in Nigeria as in other jurisdictions.

PPP housing is a co-operative venture for the provision of housing infrastructure or services, built on the expertise of each partner that best meets clearly defined public needs, through the most appropriate allocation of resources, risks, and rewards. Therefore, the public sector should concentrate on providing legal, regulatory, funding framework, oversight and quality assessment role, while the private sector should focus on financing, construction, management of housing units and other associated services. This has become the method of choice by governments throughout the world, for infrastructure service expansion and improvement.

Besides filling the resource gap in project delivery and operation, PPP arrangements does engender acceleration of project delivery, a faster implementation of projects, and reduced whole life costs of projects. It also offers better risk allocation between public and private sectors, offers better and sustainable incentive to perform, engender accountability in fund utilisation, and improve the overall quality of service. Evidence also abound that it leads to the generation of additional revenue and overall value for money for the entire economy.

Consequently, to address the huge gap in the provision of affordable housing in Nigeria, massive infusion of private investment through PPP is imperative. Traditionally, governments have been the sole financiers of infrastructure projects and have often taken responsibility for construction, operations and maintenance of infrastructure. The National fiscal budgets have therefore been the principal sources of financing infrastructure development, which in recent years, has proven to be unsustainable.

Therefore, it is time for the public and private sectors in Nigeria to synergise efforts to address the housing and other infrastructure challenges in the country through appropriate PPP models and arrangements for the benefits of Nigerians. Adopting this strategy will not only increase the housing stock, quality and address the burgeoning housing crisis, but will enhance decent and affordable housing for millions of people in Nigeria with low-income in both formal and informal sectors. However, PPP can only have good prospects for housing for the low and middle-income earners in Nigeria if the policy, institutional, regulatory and funding frameworks are adequate, relevant and effective

Ref:

[https://www.cbn.gov.ng/out/2020/rsd/efr%20vol%2057%20no%204%20december%202019%20unlocking%20the%20potentials%20in%20the%20housingmarket%20through%20public%20privatepartnerships%20\(ppp\)%20investment%20model.pdf](https://www.cbn.gov.ng/out/2020/rsd/efr%20vol%2057%20no%204%20december%202019%20unlocking%20the%20potentials%20in%20the%20housingmarket%20through%20public%20privatepartnerships%20(ppp)%20investment%20model.pdf)

KNOWLEDGE MANAGEMENT 1

A SHORT HISTORY OF PPPS FOR DEVELOPMENT: THE GOOD, THE BAD, AND THE HOPEFUL

Jean-Christophe Barth-Coullaré

SEPTEMBER 08, 2022



A new generation of more resilient, regenerative PPPs aims to leave no one behind. © Shutterstock

Public-private partnerships (PPPs) have undergone an important shift in recent years: from being understood as a risk mitigation exercise for the public and private sectors to a broader notion of structuring agreements that can bring broad development benefits—including incorporating the Sustainable Development Goals (SDGs). Alongside this evolution came a new generation of more resilient, regenerative PPPs that aim to leave no one behind. Here we’re looking at this conceptual transformation alongside the Addis Ababa Action Agenda (Addis Agenda) and approaches taken to improve PPPs’ flawed reputation and strengthen advocacy for this new generation of PPPs.

People-first PPPs (2015)

The term “People-first PPPs for the SDGs” (now shortened to “PPPs for the SDGs”) was coined in 2015 alongside discussions around the Addis Agenda. Stressing people as beneficiaries was intended to emphasize accountability as referenced in paragraph 48: “...*Projects involving blended finance, including PPPs, should share risks and reward fairly, include clear accountability mechanisms and meet social and environmental standards. We will therefore build capacity to enter into PPPs, including with regard to planning, contract negotiation, management, accounting and budgeting for contingent liabilities.*”

Following the adoption of the Addis Agenda, the UN’s Financing for Development Office convened a meeting that prepared the narrative for discussions on guidelines and documentation of PPPs.

Debates on PPPs for development

This sea change is important to understand, given that contracting out the delivery of infrastructure and services to non-public actors is seen by some as an abrogation of the responsibility of government. Critics argue that private companies' focus on profit maximization is fundamentally incompatible with protecting the environment and ensuring universal access to quality public services. While skepticism is healthy, the business world has evolved; purpose-driven organizations create deeper connections with communities where they work and so-called B-corporations have increasing sway.

Some civil society organizations (CSOs) have identified intrinsic weaknesses in the PPP model, namely a lack of accountability of private companies to the people, leading to cost overruns that impose a burden on future generations. They also argue that PPPs are used as a financial mechanism that hides expenditures off the public balance sheet.

Around 2015, audits by the UK and French governments reassessed their PPP practice due to widespread shortcomings and cost overruns. The European Court of Auditors in 2018 doubled down on the need for better risk allocation between public and private partners, countering any hiding expenditures off the public balance sheet, and mitigation of cost overruns.

Where are we now?

Despite criticisms, PPPs are now fully considered as a mechanism to deliver results under the United Nations 2030 Agenda, which articulates the following set of principles for PPPs:

- Careful consideration given to the structure and use of blended finance instruments
- Sharing risks and rewards fairly
- Meeting social and environmental standards
- Ensuring “sustainable, accessible, affordable and resilient quality infrastructure”
- Ensuring accountability mechanisms, transparency, including in public procurement frameworks and contracts
- Ensuring participation of communities in decisions that affect them
- Ensuring effective management, accounting, and budgeting for contingent liabilities, and debt sustainability
- Alignment with national priorities and relevant principles of effective development cooperation

The Addis Agenda treats sustainable and resilient infrastructure as a key thematic area, given that investments in transport, energy, water, and sanitation are

prerequisites for achieving the SDGs. It clearly recognizes both traditional and new sources of financing—such as blended finance—as essential to help fill the infrastructure gap. At the same time, debt sustainability is a very large and worsening problem for many developing countries and many governments need support to fully understand the advantages and risks of different kinds of funding.

Where are we with respect to capacity building?

The Addis Agenda points strongly to the need for PPP capacity building in the technical, economic, social, environmental, legal, and financial aspects that are essential to properly channel PPPs that meet development goals.

Specific vehicles have been created, such as the African Legal Support Facility that has a dedicated academy for officials, lawyers, academics, and professionals. Several other organizations want to develop their policies and strategies, but also to establish systems and processes, design legal agreements, and create a collaboration culture, e.g., Red APP for the Latin America region. The 2030 Agenda Partnership Accelerator is an initiative of the UN Department of Economic and Social Affairs and the Partnering Initiative, in collaboration with the UN Office for Partnerships, the UN Global Compact, and the UN Development Coordination Office. The World Association of PPP Units & Professionals aims to build capacity with relevant stakeholders (such as national PPP Units, CSOs, and the private sector) and bring together PPP professionals who are determined to drive this new generation of partnerships forward. As good governance is critical for PPPs' performance, an initiative of the German Institute for Cooperation has aggregated around 90 rating platforms to measure sustainable infrastructure in an effort to increase transparency—an example of how more experienced countries can contribute to this agenda.

The World Bank Group too has teams dedicated to providing expertise, data, tools, and services to get PPPs right—when this modality is appropriate within a country's context. The World Bank Group and other multilateral development banks are essential to help governments understand the advantages and disadvantages of building physical and social infrastructure through government or concessional funding, traditional PPPs, or privatizations—exploring which options are best in the mid- and long-term.

PPPs with value for future generations

Since the People-first PPPs for the SDGs term was coined seven years ago we've come a long way in the wide recognition that people should be at the heart of PPPs. Given the measurable momentum and resources now committed to future-proof this goal, I'm hopeful that we're truly moving from value for money to value for society and value for future generations. These three forms of financing values should be considered comprehensively to contribute to common prosperity and mutual value creation.

<https://blogs.worldbank.org/ppps/short-history-ppps-development-good-bad-and-hopeful>

GREECE TO OFFER CONCESSIONS BUT WON'T PRIVATISE 10 PORTS



Despite the success of the privatisation of Greece's two leading ports - Piraeus and Thessaloniki, port operations is to center on concessions agreements rather than sell-offs as Greek ports endeavour to become more competitive.

David Glass

Since control of Piraeus was sold to China's Cosco, the country's largest port, has become the fastest growing container port in the world according to PortEconomics, the web-based initiative aiming to advance knowledge exchange on seaport studies. Piraeus is seventh among Europe's largest trading ports and occupies 38th place worldwide.

Piraeus climbed six places in the global ranking of commercial ports in 2017 according to Lloyd's List (Global Ports Top 100) and is expected to climb higher with the completion of the works on Pier III in early 2019, as the port's capacity will increase to 7.2m teu. In 2017 the port handled 4.1m teu.

In March 2022, a special investment vehicle, South Europe Gateway Thessaloniki (SEGT), comprised of Germany's DIEP, France-based Terminal Link and Belterra Investments, controlled by Greek-Russian businessman and investor Ivan Savvidis, finalised the purchase of a 67% stake in the Athens Stock Exchange-listed Thessaloniki Port Authority, along with its management, for roughly EUR231.9m paid to Greece's privatisation fund Taiped.

Already, heavy investment is getting underway with the aim of turning the northern Greek port into a gateway to eastern and central Europe as China develops its 'belt and road' concept.

However, Christos Lambridis, secretary general of Ports, Port Policy and Shipping Investments at the Shipping and Island Policy Ministry has said the port privatisation model followed in the case of the country's two major ports, will not be applied for the 10 other Greek ports operating as Société Anonymes.

"The concession of port activities will be the preferable liberalisation model from now," said Lambridis.

With control of another two ports in northern Greece, neighbouring Kavala and Alexandroupolis looming considerable interest is being expressed, particularly by US and European investors. Interest has also come from Cyprus, Israel, Qatar and Algeria,

Alexandroupolis is to be a key hub in the piping of natural gas from Eastern Europe to Italy and central Europe. An LNG terminal is to be built near the northern city.

Further, the Peter G Livanos-backed NYSE-listed GasLog has signed the operation and maintenance agreement for the provision of related services to the Alexandroupolis floating storage and regasification unit (FSRU) project.

GasLog, which has a 20% stake in the Alexandroupolis project Greek operator Gastrade, said the partners now aim to align the Alexandroupolis FSRU project with the start-up of the Greece-Bulgaria gas interconnector with the FSRU start-up in the second half of 2020.

<https://www.seatrade-maritime.com/europe/greece-offer-concessions-wont-privatise-10-ports>



3rd QUARTER 2022 3PUCF MEETING REPORT

The third quarter 2022 Public Private Partnership Unit Consultative Forum (3PUCF) meeting, a knowledge and experience sharing platform, held on 1st September 2022 at the Stonehedge Hotel in Abuja. It was sponsored by the Nigerian Shippers Council (NSC) and had in attendance representatives from the Office of the Head of Service of the Federation, Director General of the ICRC, Michael Ohiani and other dignitaries.

Declaring the meeting open, Mr. Ohiani, DG ICRC welcomed participants to the third quarter 2022 3PUCF meeting. He shared the Commission's achievements during the review period stating that he was grateful to all the MDAs for their constant support and belief in PPPs, without which such successes would have not been achieved.

The DG informed the house that following the last 3PUCF meeting, a working visit was organized by NPA to Lekki Deep Seaport in order for members to witness first hand the success of the Project.

Continuing, the DG said that the Federal Ministry of Transportation through the NPA obtained the Federal Executive Council approval on the Full Business Case Compliance Certificate for the Development of the Badagry Deep Seaport in Lagos on August 3, 2022.

Other successes recorded include the issuance of additional three Full Business Case Compliance Certificates; two to the National Space Research & Development Agency (NASRDA) for the Research and Development of Satellite Technology and Equipment for the provision of cost-effective satellite broadband to rural Nigeria and; concession of Planetarium and Museum at the Obasanjo Space Centre Abuja. The third was to the Nigeria Police Force for the re-development of Senior Police Officers' quarters at Ikeja, Lagos.

The Permanent Secretary Special Duties OHCSF, Engr. Faruk Yusuf Yabo representing the Head of Service, Folasade Yemi-Esan, in his opening address welcomed all MDAs present. He commended ICRC for their untiring commitments in handling its mandate to ensure successful PPP Projects; he also appreciated the Commission as the 3PUCF Secretariat for ensuring the success of every meeting of the Forum. He went on to commend the Commission for successfully hosting the Africa PPP Network Summit held in July 2022. He urged all MDAs to continue to take advantage of the forum because private sector involvement in the development of Nigeria was no longer an

option but a necessity due to paucity of funds from the FGN. In closing, he assured the forum of the commitment of the OHCSF towards ensuring the success of PPPs.

A technical presentation was made by Mr. Daniel Odibe, from the Lekki Port LFTZ Enterprises; a special-purpose entity legally created to fulfil the implementation of the Lekki Deep Seaport PPP Project. He stated that the model of procurement for the project was a Build, Own, Operate and Transfer (BOOT); concession period was for 45 years, concession scope was 3 Containers, 3 Liquid & 1 Dry Bulk Bert and the estimated aggregate impact of US\$ 361 bn was expected from the project.

Another paper was delivered by Mrs. Abidemi Emmanuel, Director PPP in the Federal Ministry of Finance, who represented the Honourable Minister. Her presentation was based on contingent liabilities in PPPs and steps the Ministry has planned towards minimizing government liabilities. She informed the house that all projects irrespective of chosen procurement method will generate a level of liability for the government, so planning for contingent liabilities from the onset was important.

WORKSHOPS - TRAININGS - CONFERENCES – SUMMITS – SYMPOSIUMS



Commercial Close for Onitsha River Port between the Ministry of Transportation and Universal Elysium Consortium ~ 1ST July 2022



Africa Public Private Partnership Network (AP3N) 4th-5th July, 2022 in Abuja



Inauguration of the Anti-Corruption and Transparency Unit of the ICRC on 25th July 2022 at ICRC office in Abuja.



Minister of State for Mines and Steel Development, Sen. Gbemisola Saraki, accompanied by the Permanent Secretary in the Ministry, during a congratulatory visit to DG ICRC on his confirmation. 26th July 2022.



ICRC team led the Pubic Private Partnership Units Consultative Forum (3PUCF) on a site tour of the Lekki Deep Sea Port to see first-hand how project is progressing. 28th July 2022 in Lagos.



ICRC Team led by DG ICRC Mike Ohiani during a site visit of FRCN Lagos' 9 hectare land proposed for PPP development. 30th July 2022



DG ICRC Mike Ohiani leads delegation of ICRC staff to a meeting with NNPC-Limited over proposed establishment of 5 specialist hospitals and one Intravenous Fluid Plant across Nigeria. 9th August 2022



Delegation from Nigeria Association of Chambers of Commerce, Industry, Mines and Agriculture (NACCIMA) led by its National President, John Udeagbala visits ICRC, seeks collaboration on infrastructure development through PPPs on 10th August 2022



DG ICRC presents FBC to Minister of Science Technology and Innovation, Mr. Adeleke Mamora for the Concession of an Internet Broadband Project as well as a Planetarium and Museu. 15th August 2022



PPP training for Project Development Team (PDT) members of Nigerian Communications Commission (NCC) by NII3P on 24th August 2022.



3rd Quarter 3PUCF hosted by the Shippers' Council in Abuja 1st September 2022



ICRC team led by DG ICRC Mike Ohiani, during a courtesy visit to DG Bureau for Public Procurement (BPP) Mr. Mamman Amadu on 1st September 2022 in Abuja.



ICRC DG Michael Ohiani, receives delegation from Media Trust Limited led by the Group Chief Executive Officer, Mounir Gwazor who came on a courtesy visit to congratulate the ICRC DG on his confirmation and also seek areas of partnership with the ICRC. 20th September 2022.



ICRC DG, Michael Ohiani presents OBC to Minister of Finance and National Planning, Hajiya Zainab Ahmed for an Integrated Secure Track and Trace Solution Project. 26th September 2022 in Abuja

FG REACHES COMMERCIAL CLOSE FOR N4BN ONITSHA PORT CONCESSION – ICRC

02/07/2022

FG reaches commercial close for N4bn Onitsha Port concession – ICRC

The Federal Government has reached commercial close for the concession of the Onitsha River Port to a private sector developer, Universal Elysium Consortium for a concession period of 30 years.

The concession which is under the regulatory guidance of the Infrastructure Concession Regulatory Commission (ICRC), is for a concession period of 30 years.

<https://www.icrc.gov.ng/fg-reaches-commercial-close-for-n4bn-onitsha-port-concession-icrc/>

AFRICA NEEDS TO DEVELOP VIBRANT, RESILIENT PPP FRAMEWORK – SGF

06/07/2022

By Okeoghene Akubuike

Boss Mustapha, the Secretary to the Government of the Federation (SGF), says there is the need to develop and imbibe a resilient Public Private Partnership (PPP) framework in Africa.

The SGF said this on Monday in Abuja, at a two-day Africa Public Private Partnership Network (AP3N) Investment programme, with the theme, “Financing Africa’s Infrastructure through PPP”.

The programme was organised by the Infrastructure Concession Regulatory Commission (ICRC).

Mustapha said that a resilient and vibrant PPP was necessary in order to facilitate rapid infrastructure transformation on the continent.

He said the current economic growth pattern on the continent stressed the importance of private sector investment through PPP in promoting Africa’s growth and structural transformation.

<https://punchng.com/icrc-plans-53-ppp-projects-worth-22bn-in-2022/>

<https://www.icrc.gov.ng/africa-needs-to-develop-vibrant-resilient-ppp-framework-sgf/>

AVIATION: MINISTER SAYS NIGERIA WILL HAVE A NATIONAL CARRIER BEFORE END OF 2022

07/07/2022

The Minister of Aviation, Hadi Sirika says Nigeria will have a national carrier before the end of 2022.

Sirika said this at a two-day Africa Public Private Partnership Network (AP3N) Investment programme held in Abuja on Tuesday.

The programme was organised by the Infrastructure Concession Regulatory Commission with the theme, “Financing Africa’s Infrastructure through Public Private Partnership (PPP).”

The News Agency of Nigeria (NAN) reports that Nigeria Air is the nation’s proposed national carrier which was unveiled at the Farnborough Air Show in the United Kingdom in July 2018.

The minister, represented by Mr Akin Olateru, the Commissioner and Chief Executive Officer, Accident Investigation Bureau (AIB), said the Air Transport License had been issued.

<https://www.icrc.gov.ng/aviation-minister-says-nigeria-will-have-a-national-carrier-before-end-of-2022/>

SENATE CONFIRMS OHIANI’S APPOINTMENT AS SUBSTANTIVE DG OF ICRC

20th July 2022

The Senate of the Federal Republic of Nigeria has confirmed the appointment of Mr Michael Ohiani as the Director General of the Infrastructure Concession Regulatory Commission (ICRC).

Ohiani’s confirmation followed his appointment by President Muhammadu Buhari in a letter to the Senate, and his subsequent screening by the Committee on Works of the upper legislative chamber.

President Buhari’s letter read in part: “In accordance with the provision of Section 2] (1)(a) of the Infrastructure Concession Regulatory Commission (Establishment) Act, 2005, I am pleased to forward for confirmation by the Senate, the appointment of Joe Aniku Michael Ohiani as Substantive Director-General of the Infrastructure Concession Regulatory Commission.”

<https://www.icrc.gov.ng/senate-confirms-ohianis-appointment-as-substantive-dg-of-icrc/>

BPE DG CONGRATULATES OHIANI FOR WELL-DESERVED CONFIRMATION AS DG ICRC

21/07/2022

The Director General of the Bureau of Public Enterprises (BPE), Alex Okoh has congratulated the Director General of the Infrastructure Concession Regulatory Commission (ICRC), Michael Ohiani, on his well-deserved confirmation as substantive DG by the Senate on Wednesday.

Okoh who led a delegation of top management staff of the BPE on a visit to the ICRC on Thursday, said that Barr. Ohiani was well experienced in the Public Private Partnership (PPP) sphere and as such deserved the appointment and confirmation.

The meeting which was at the request of the BPE was also to discuss matters that border on the infrastructure development of the country.

<https://www.icrc.gov.ng/bpe-dg-congratulates-ohiani-for-well-deserved-confirmation-as-dg-icrc/>

‘PPP IS A DEPENDABLE VEHICLE FOR ACCELERATING INFRASTRUCTURE DEVELOPMENT’

30/07/2022

FEC approves concession of Badagry Deep Sea Port, targets \$53bn revenue

In one week, the federal government has launched the Nigeria Integrated Infrastructure Master Plan (NIIMP) and organised a summit on infrastructure financing hosted by the Infrastructure Concession Regulatory Commission (ICRC), in collaboration with the Africa Public-Private Partnership Network (AP3N). These two events and the submissions made have shown the level of importance that government now attaches to infrastructure provision in the country through public-private partnerships. Assistant Editor NDUKA CHIEJINA reports.

Having dawned on it that its budgetary allocations to infrastructure are often grossly insufficient, the federal government has ramped up efforts to involve the private sector in the provision of infrastructure. It is so important to the government that in 2014, a National Integrated Infrastructure Master Plan (NIIMP) was developed to midwife an infrastructure revolution.

<https://www.icrc.gov.ng/ppp-is-a-dependable-vehicle-for-accelerating-infrastructure-development/>

TACKLING INFRASTRUCTURE GAP VIA PUBLIC PRIVATE PARTNERSHIP

04/08/2022

Nigeria is infrastructure deficient, no doubt. The President, African Development Bank (AfDB), Dr Akinwumi Adesina, last year, estimated that Nigeria would be needing over \$100 billion yearly for the next 30 years to close her infrastructure deficit. The Association for Consulting Engineering in Nigeria (ACEN) in a rough

estimation projected that about \$11 trillion would be required to close infrastructure gaps in the critical sectors of the Nigerian economy.

Similarly, a report on Nigeria's Economic Outlook 2022 published by Proshare Economy had estimated that for Nigeria to meet its huge infrastructure, it needs about N36 trillion yearly for the next 30 years. From airports – aviation sector to the seaport; roads, electricity, health sector and other key infrastructure facilities that make a nation thriving and modern, Nigeria is lacking and deficient in them. Government is not only constrained with limited resources at its disposal to fix the infrastructure gap; it's waned with other governance challenges.

<https://www.icrc.gov.ng/tackling-infrastructure-gap-via-public-private-partnership/>

FEC APPROVES CONCESSION OF BADAGRY DEEP SEA PORT, TARGETS \$53BN REVENUE

August 4, 2022

FEC approves concession of Badagry Deep Sea Port, targets \$53bn revenue

In its quest to bridge infrastructure gap through Public Private Partnerships (PPPs) the Federal Executive Council (FEC) has approved the concession of the Badagry Deep Sea Port on a Build Own Operate and Transfer (BOOT) PPP model.

The approval by FEC followed the issuance of the Full Business Case Certificate (FBC) by the Infrastructure Concession Regulatory Commission (ICRC) in April, 2022 to the Federal Ministry of Transportation, through the Nigerian Ports Authority (NPA).

The \$2.5 billion Port project which is under the regulatory guidance of the ICRC, is expected to generate over \$53 billion within the 45-year concession period.

The PPP arrangement shows that the port concession will have a construction period of five years, after which operations will begin and revenue accruals will commence.

<https://www.icrc.gov.ng/fec-approves-concession-of-badagry-deep-sea-port-targets-53bn-revenue/>

**OUTLINE BUSINESS CASE/FULL BUSINESS CASE (FBC) COMPLIANCE CERTIFICATES
ISSUED BY THE COMMISSION IN THE THIRD QUARTER 2022**

OBC compliance certificates issued

S\N	MDA	PPP Project	Date
1.	Federal Ministry of Health	Development of Oncology Centre of Excellence for Cancer Care in 8 Teaching Hospitals across the Geopolitical zones	21st of July, 2022
2.	NNPC Medical Services Limited (NMSL)	The NNPC through its subsidiary seek to develop 5 Multi specialties hospitals in 5 locations, these locations are: Maiduguri, Port Harcourt, Lagos, Kaduna and Abuja. It also proposed the Establishment of Intravenous Fluid Plant in Kano through PPP methodology.	OBC Compliance Certificates issued to NMSL on the 21st of July, 2022 for the proposed Kano Intravenous Fluid (IVF) Plant project. OBC Compliance Certificates issued to NMSL on the 21st of July, 2022 for the proposed Multi-Specialist Hospitals (MSH) in Lagos. OBC Compliance Certificates issued to NMSL on the 21st of July, 2022 for the proposed Multi-Specialist Hospitals

			(MSH) in Maiduguri.
3.	Federal Ministry of Works and Housing	Federal Site and Services Housing Scheme AVU-Owerri Imo State	July 22, 2021
4.	Federal Ministry of Power, Works & Housing (FMPW&H)	Makurdi Hydropower Project	Revalidated on 29th August, 2022
5.	Federal Ministry of Health/UCH Ibadan	Rehabilitation of Mortuary Facilities in the University College Hospital Ibadan	OBC certificate of Compliance issued on September 2, 2022
6.	Federal Ministry of Power Federal Ministry of Water Resources & Bureau of Public Enterprises (BPE)	700 MW Zungeru Hydro Electric Power Plant	OBC Certificate of Compliance issued on September 5, 2022

7.	Federal Ministry of Education/University of Benin	Development of Shopping Mall	OBC certificate of Compliance issued on September 16, 2022
8.	Federal Ministry of Education/University of Abuja	Development of Commercial Farm	OBC certificate of Compliance issued on September 16, 2022
9.	National Hajj Commission	Commercial development of residential houses in Lagos	OBC certificate of Compliance issued on September 22, 2022.

FBC compliance certificates issued

S/N	MDA	PPP Project	Date
1	National Space Research & Development Agency (NASRDA)	Concession of Planetarium and Museum	July 25, 2022
2	Nigeria Police Force	Development of Senior Police officers' quarters at Ikeja, Lagos through PPP arrangement	July 26, 2022
3	Federal Ministry of Aviation	Development of a Maintenance, Repairs and Overhaul (MRO) Facility	August 18, 2022

FEC Approved Projects

S/N	MDA	PPP Project	Date
1	Federal Ministry of Transportation/ Nigerian Ports Authority	The Development of Deep-Sea Port in Badagry, Lagos.	FEC approval August 3, 2022 concession period 45 years



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

Activities of NII3P 3rd Quarter 2022

- The MBA in PPP students successfully rounded off the 2nd semester with required modules and examinations done.
- The 2nd Stage of the APMG CP3P certification course and exams (preparation stage) concluded and students who passed will proceed to the next stage (execution) of the Course.
- Basic PPP training for corp members also held from 6th – 8th July, 2022
- The institute also organized a special course PPP Training for Nigeria Communication Commission (NCC) from 22nd -26th Aug, 2022
- Basic PPP Training for the Federal Ministry of Finance – 29th -31st Aug, 2022
- Basic PPP Training for Federal Ministry of Environment – 27th -29th September 2022
- Special PPP Training for USAID Staff -30th September 2022

HEALTH & WELLNESS

Monkeypox FACT Sheet (WHO)



Key facts

- Vaccines used during the smallpox eradication programme also provided protection against monkeypox. Newer vaccines have been developed of which one has been approved for prevention of monkeypox
- Monkeypox is caused by monkeypox virus, a member of the Orthopoxvirus genus in the family Poxviridae.
- Monkeypox is usually a self-limited disease with the symptoms lasting from 2 to 4 weeks. Severe cases can occur. In recent times, the case fatality ratio has been around 3–6%.
- Monkeypox is transmitted to humans through close contact with an infected person or animal, or with material contaminated with the virus.
- Monkeypox virus is transmitted from one person to another by close contact with lesions, body fluids, respiratory droplets and contaminated materials such as bedding.

- Monkeypox is a viral zoonotic disease that occurs primarily in tropical rainforest areas of central and west Africa and is occasionally exported to other regions.
- An antiviral agent developed for the treatment of smallpox has also been licensed for the treatment of monkeypox.
- The clinical presentation of monkeypox resembles that of smallpox, a related orthopoxvirus infection which was declared eradicated worldwide in 1980. Monkeypox is less contagious than smallpox and causes less severe illness.
- Monkeypox typically presents clinically with fever, rash and swollen lymph nodes and may lead to a range of medical complications.

Introduction

Monkeypox is a viral zoonosis (a virus transmitted to humans from animals) with symptoms similar to those seen in the past in smallpox patients, although it is clinically less severe. With the eradication of smallpox in 1980 and subsequent cessation of smallpox vaccination, monkeypox has emerged as the most important orthopoxvirus for public health. Monkeypox primarily occurs in central and west Africa, often in proximity to tropical rainforests, and has been increasingly appearing in urban areas. Animal hosts include a range of rodents and non-human primates.

Outbreaks

Human monkeypox was first identified in humans in 1970 in the Democratic Republic of the Congo in a 9-month-old boy in a region where smallpox had been eliminated in 1968. Since then, most cases have been reported from rural, rainforest regions of the Congo Basin, particularly in the Democratic Republic of the Congo and human cases have increasingly been reported from across central and west Africa.

Since 1970, human cases of monkeypox have been reported in 11 African countries: Benin, Cameroon, the Central African Republic, the Democratic Republic of the Congo, Gabon, Cote d'Ivoire, Liberia, Nigeria, the Republic of the Congo, Sierra Leone and South Sudan. The true burden of monkeypox is not known. For example, in 1996–97, an outbreak was reported in the Democratic Republic of the Congo with a lower case fatality ratio and a higher attack rate than usual. A concurrent outbreak of chickenpox (caused by the varicella virus, which is not an orthopoxvirus) and monkeypox was found, which could explain real or apparent changes in transmission dynamics in this case. Since 2017, Nigeria has experienced a large outbreak, with over 500 suspected cases and over 200 confirmed cases and a case fatality ratio of approximately 3%. Cases continue to be reported until today.

This outbreak led to over 70 cases of monkeypox in the U.S. Monkeypox has also been reported in travelers from Nigeria to Israel in September 2018, to the United Kingdom in September 2018, December 2019, May 2021 and May 2022, to Singapore in May 2019, and to the United States of America in July and November 2021. In May 2022,

multiple cases of monkeypox were identified in several non-endemic countries. Studies are currently underway to further understand the epidemiology, sources of infection, and transmission patterns.

Transmission

Human-to-human transmission can result from close contact with respiratory secretions, skin lesions of an infected person or recently contaminated objects. Transmission via droplet respiratory particles usually requires prolonged face-to-face contact, which puts health workers, household members and other close contacts of active cases at greater risk. However, the longest documented chain of transmission in a community has risen in recent years from 6 to 9 successive person-to-person infections. This may reflect declining immunity in all communities due to cessation of smallpox vaccination. Transmission can also occur via the placenta from mother to fetus (which can lead to congenital monkeypox) or during close contact during and after birth. While close physical contact is a well-known risk factor for transmission, it is unclear at this time if monkeypox can be transmitted specifically through sexual transmission routes. Studies are needed to better understand this risk

Monkeypox is usually a self-limited disease with the symptoms lasting from 2 to 4 weeks. Severe cases occur more commonly among children and are related to the extent of virus exposure, patient health status and nature of complications. Underlying immune deficiencies may lead to worse outcomes. Although vaccination against smallpox was protective in the past, today persons younger than 40 to 50 years of age (depending on the country) may be more susceptible to monkeypox due to cessation of smallpox vaccination campaigns globally after eradication of the disease. Complications of monkeypox can include secondary infections, bronchopneumonia, sepsis, encephalitis, and infection of the cornea with ensuing loss of vision. The extent to which asymptomatic infection may occur is unknown.

The case fatality ratio of monkeypox has historically ranged from 0 to 11 % in the general population and has been higher among young children. In recent times, the case fatality ratio has been around 3–6%.

Diagnosis

The clinical differential diagnosis that must be considered includes other rash illnesses, such as chickenpox, measles, bacterial skin infections, scabies, syphilis, and medication-associated allergies. Lymphadenopathy during the prodromal stage of illness can be a clinical feature to distinguish monkeypox from chickenpox or smallpox.

If monkeypox is suspected, health workers should collect an appropriate sample and have it transported safely to a laboratory with appropriate capability. Confirmation of monkeypox depends on the type and quality of the specimen and the type of

laboratory test. Thus, specimens should be packaged and shipped in accordance with national and international requirements. Polymerase chain reaction (PCR) is the preferred laboratory test given its accuracy and sensitivity. For this, optimal diagnostic samples for monkeypox are from skin lesions – the roof or fluid from vesicles and pustules, and dry crusts. Where feasible, biopsy is an option. Lesion samples must be stored in a dry, sterile tube (no viral transport media) and kept cold. PCR blood tests are usually inconclusive because of the short duration of viremia relative to the timing of specimen collection after symptoms begin and should not be routinely collected from patients.

In order to interpret test results, it is critical that patient information be provided with the specimens including: a) date of onset of fever, b) date of onset of rash, c) date of specimen collection, d) current status of the individual (stage of rash), and e) age.

Vaccination

Vaccination against smallpox was demonstrated through several observational studies to be about 85% effective in preventing monkeypox. Thus, prior smallpox vaccination may result in milder illness. Evidence of prior vaccination against smallpox can usually be found as a scar on the upper arm. At the present time, the original (first-generation) smallpox vaccines are no longer available to the general public. Some laboratory personnel or health workers may have received a more recent smallpox vaccine to protect them in the event of exposure to orthopoxviruses in the workplace. A still newer vaccine based on a modified attenuated vaccinia virus (Ankara strain) was approved for the prevention of monkeypox in 2019. This is a two-dose vaccine for which availability remains limited. Smallpox and monkeypox vaccines are developed in formulations based on the vaccinia virus due to cross-protection afforded for the immune response to orthopoxviruses.

Prevention

Raising awareness of risk factors and educating people about the measures they can take to reduce exposure to the virus is the main prevention strategy for monkeypox. Scientific studies are now underway to assess the feasibility and appropriateness of vaccination for the prevention and control of monkeypox. Some countries have, or are developing, policies to offer vaccine to persons who may be at risk such as laboratory personnel, rapid response teams and health workers.

Reducing the risk of human-to-human transmission

Surveillance and rapid identification of new cases is critical for outbreak containment. During human monkeypox outbreaks, close contact with infected persons is the most significant risk factor for monkeypox virus infection. Health workers and household members are at a greater risk of infection. Health workers caring for patients with

suspected or confirmed monkeypox virus infection, or handling specimens from them, should implement standard infection control precautions. If possible, persons previously vaccinated against smallpox should be selected to care for the patient.

Samples taken from people and animals with suspected monkeypox virus infection should be handled by trained staff working in suitably equipped laboratories. Patient specimens must be safely prepared for transport with triple packaging in accordance with WHO guidance for transport of infectious substances.

<https://www.who.int/news-room/fact-sheets/detail/monkeypox>

ON A LIGHTER NOTE



- Only in Nigeria can one find a native doctor using a laptop. You then wonder, are they consulting the spirits online?
- Do not worry if time does not wait for you. Simply remove the battery from the clock and live your life.
- A beggar tells a rich Nigerian prince that money can't buy happiness. The prince thinks for a while, then replies, "Well, true, but poverty can't buy anything!"
- A small apple is now ₦100. Something the serpent gave Eve for free.
- Stop warming bath water with a cooking pot; one man in the bank today was smelling like jollof rice.

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 Bulletin 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.

Thank you.

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