



**FIRST QUARTER 2023**



**HDMI: GAME CHANGER IN HIGHWAY ECONOMY**

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## EDITOR – IN – CHIEF’S DESK

Dear Reader,

The ICRC Bulletin Editorial Team is pleased to present the first quarter edition for the year 2023. The theme for this edition is “Highway Development and Management Initiative (HDMI): Game Changer in Highway Economy”.



Our feature story, which has same title as the theme of the Bulletin was written by Owe Agbajileke. Agbajileke is a journalist, social analyst, prolific writer, communications expert and currently the Chief Press Secretary to the Deputy President of the Nigerian Senate.

In the article, he notes that Nigerian roads and highways form the backbone of the country’s transport network, handling about 90percent of all passenger and freight traffic. He then applauded the proactive effort of the Federal Ministry of Works and Housing under ICRC’s regulation for the conceptualization and development of the Highway Development and Management Initiative (HDMI) for an initial twelve routes, nine of which have received Federal Executive Council (FEC) approval.

The primary objective of the HDMI is leveraging private sector investment to improve facilities and operations on the selected routes. The scope of the Project includes the construction and maintenance of road pavements, construction of interchanges and pedestrian crossings, construction and operations of tolling facilities; provision of towing services, refuse management, desilting of drains, etc.

Also in this edition, is the concluding part of an article written by Mr. Tunde Ajia with the theme “Effective Regulation of PPP Projects: Lessons from Success Stories in Various Jurisdictions”. In the article, he discusses the key components of effective regulation of PPP projects including - legal and institutional frameworks; project selection and evaluation; risk management and contract management.

Our knowledge management story is titled “Are Women A Minority If They Count For At Least Half Of Your Infrastructure PPP Demand?”; written by Luciana Guimaraes Drummond E Silva. The write-up notes that women, who make up about half the world population cannot possibly be considered a minority group, therefore, treating their preferences in second order by most infrastructure stakeholders is illogical. Article goes on to share findings from an interview with 18 private investors and lenders with solid experience in financing infrastructure

projects in developing economies with the view to understand how they perceive gender inequality in the projects in which they invested, and the importance of gender considerations in investment decisions.

In our health and wellness section, we share the “Diabetes FACT Sheet (WHO)”. It gives an overview of what diabetes is, different types of diabetes, health impact of the disease, its prevention, diagnosis and treatment.

We do hope you enjoy reading this edition. Have a great year 2023.

**Manji Yarling**

## DG's STATEMENT

The Year 2023 marks the last of the current administration and will herald a new one by May 29. It is a year to take stock of achievements and consolidate on the milestones that have been recorded.

Although this is an election year with a lot of attention on politics, the drivers of this administration did not lose sight of the importance of Infrastructure development through Public Private Partnerships (PPPs).

Undoubtedly, the pace of activities slowed down as it is with every election year, but the nation's economy got a major boost as early as January with the approval of the Highway Development and Management Initiative (HDMI) by the Federal Executive Council.

The HDMI which was initiated by the Federal Ministry of Works and Housing, originally targets 12 road corridors within which there are 13 routes, however three corridors and one route had yet to reach the FEC approval stage.

Over N11.54 trillion (N11,543,821,736,086) is expected to be generated in the 25 years concession period of the projects.

The projects aim to ensure the management and development of the Nigerian Federal Road Network with the ultimate aim of achieving adequate highway services across the entire network through construction, rehabilitation and management of the road pavement in line with the Federal Government economic reform agenda and global best practices.

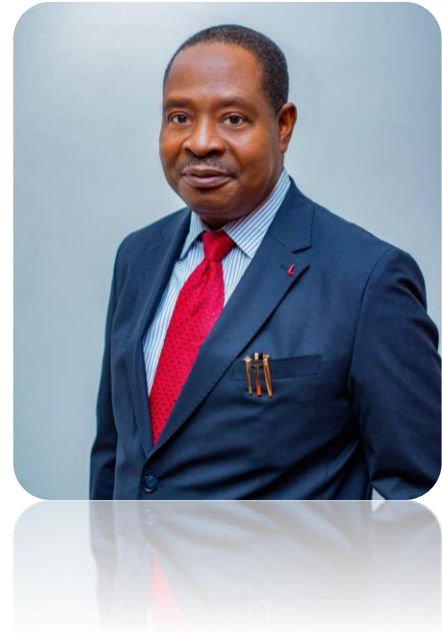
Also in January and to demonstrate the strong commitment of this administration to Infrastructure Development, the Lekki Deep Sea Port, a flagship PPP project under the regulatory guidance of the ICRC was commissioned by His Excellency, President Muhammadu Buhari.

With this, the port is ready for full operation and is expected to have a \$361bn impact on Nigeria's economy within the 45-year period of the concession.

The port which is the first deep sea port in Nigeria, sits on a 90 hectares land area and is the deepest Port in West Africa. It is a multipurpose Port which has 3 container berths, 3 liquid and 1 dry bulk berth.

Another landmark for PPP is FEC's approval on February 15<sup>th</sup> of the International Cargo Tracking Note (ICTN), whose process commenced in November 2021 with the issuance of the Outline Business Case Certificate (OBC).

In this new year, the Commission has started exploring new frontiers for infrastructure development and advancement using PPP.



For instance, the ICRC has opened talks with the Federal Ministry of Foreign Affairs to revitalize Nigerian foreign missions, develop new ones and unify all websites of foreign missions through Public Private Partnerships (PPPs).

The Commission by way of its regulatory function, is monitoring the procurement process for the a 300,000 twenty-foot equivalent unit per annum Benin port project.

Already, we have issued the Full Business Case (FBC) Compliance Certificate for the National Fire Detection and Alarm System (NAFDAS) under the Federal Fire Service.

We are optimistic as a Commission that in the year 2023, this and other projects that have received the FBC certificates, as well as those that are in line for the certificates, will all get the approval of the Federal Executive Council.

The Commission also granted an FBC compliance certificate to the Federal Ministry of Finance, Budget and National Planning for the implementation of Cassava Bioethanol Biofuel Value chain Project. This project is expected to receive FEC approval soon

Within the period under review, Mr. President signed some Constitution amendment bill granting state governments power to undertake certain infrastructure projects that were hitherto an exclusive preserve of the Federal Government.

In view of the foregoing, the ICRC through the Nigerian Public-Private-Partnership Network (NPPPN) is positioned as always to support states who are willing to undertake development of such infrastructure using PPP.

The NPPPN was established in 2011 through collaboration between the ICRC, Lagos state PPP office and the Nigerian Infrastructure Advisory Facility (NIAF) to create a platform for all states heads of PPP units nationwide.

It was designed to serve as a knowledge and experience sharing forum to upscale the learning curve of public officers at the sub-national level of government on the Public-Private Partnership form of procurement.

As you are already aware, by the second quarter of 2023, a new President would be sworn in and thus a new administration will begin.

It is our hope that in the spirit of continuity and going by the antecedents of the President-elect Asiawaju Bola Ahmed Tinubu who was a former governor of Lagos state renowned for his developmental strides, Infrastructure Development and PPPs will retain its pride of place in the affairs of the government.

Long live the Federal Republic of Nigeria.

**J.A.M Ohiani**

Director General/CEO



## HDMI: GAME CHANGER IN HIGHWAY ECONOMY

By Owede Agbajileke



*An Engineer on a rail site. Photo Source: World Bank*

Without question, Nigerian roads and highways form the backbone of our transport network. According to the National Integrated Infrastructure Master Plan (NIIMP), these arteries handle 90percent of all passenger and freight traffic in the country.

History tells us that road transportation predates the 1914 Amalgamation of the Northern and Southern Provinces of Nigeria. Specifically, it started in the colonial era of Lord Lugard in 1904 during his attempt to construct a mule road linking Zaria and Zungeru in the former Northern Nigeria Protectorate now present day Northern Nigeria. It was later extended from Zaria to Sokoto, Katsina and Maiduguri.

The country's road network has an estimated length of 200,000km of which 18percent is owned by the Federal Government, 16percent by state governments and 66percent (mostly earth roads) by local governments. Although the federal roads constitute only 18percent of the road network, they nonetheless carry over 70percent of vehicular traffic.

It is a universal truth that effective road network remains a vital factor to the economic prosperity of any country because of its role in driving commerce, and transportation. According to a BusinessDay report of December 13, 2022, GDP data by the National Bureau of Statistics (NBS) disclosed that the Nigerian road transport sector emerged as one of the best-performing sectors in the third quarter of 2022 with a 49.68 percent growth.

With roads being the most frequently used mode of transportation as compared to the other means of transportation, coupled with the present administration's determination to diversify the economy and seek alternatives to funding road infrastructure in the country, it didn't come as a surprise to industry watchers when the Federal Executive Council approved the construction and maintenance of nine road corridors under the Highway Development and Management Initiative (HDMI).

The projects which will utilise the Public Private Partnership (PPP) model hopes to generate over N11.54 trillion in the 27 years concession period.

The highways slated for this first phase of the exercise with their concessionaires include: Shagamu-Benin, 258km (AFC/Mota Engil Consortium); Abuja-Lokoja, 195km (Avia Infrastructure Services Limited); Benin-Asaba, 125km (Africa Plus Consortium); Abuja-Keffi-Akwanga-Lafia-Markurdi, 175.9km (China Harbour Engineering Company Limited); Onitsha-Owerri-Aba, 161.2km (Enyimba Economic City Consortium); Kano-Shuari, 100km (Dafac Consortium); Lagos-Ota-Abeokuta, 80km (Africa Plus Consortium); Lagos-Badagry-Seme, 79km (AFC/Mota Engil Consortium) and Enugu-Port Harcourt 200km (Enyimba Economic City Consortium).

While the Shagamu-Benin highway is expected to generate N2 trillion within the concession period, the Abuja-Lokoja route would rake in N1.76 trillion. Others are Benin-Asaba N1.58trn, Abuja-Keffi-Akwanga-Lafia-Markurdi N540 billion, Onitsha-Owerri-Aba N706bn, Kano-Shuari N813bn, Lagos-Ota-Abeokuta N1.57trn, Lagos-Badagry-Seme N1.35trn and Enugu-Port Harcourt N1.15trn.

This development would also see Nigerian road users enjoy first-class facilities on federal highways with directional signages, well-equipped rest areas, round-the-clock security patrol, ambulance services for emergencies among others.



The HDMI was conceptualized and developed by the Federal Ministry of Works and Housing in collaboration with the Infrastructure Concession Regulatory Commission (ICRC). It seeks to facilitate the development of parts of Nigeria's 35,000km of federal highway network by bringing order, efficiency, accountability, and profitable entrepreneurship to the operation, management and maintenance of all assets within the right-of-way.



*Ohiani hands over FBC compliance certificate for HDMI to Minister of Works Babatunde Fashola – January 29<sup>th</sup> 2021*

Under the regulatory guidance of the Infrastructure Concession Regulatory Commission (ICRC), HDMI is anchored on private sector engagement for the management and development of the right-of-way, as over 250,000 direct and indirect jobs are expected to be created, spanning construction, installation, fabrication, health, waste management among others.

To achieve the objectives, the home-grown programme has been structured along two components:

- the Value-Added Concession initiative: Under this category, the road pavement and entire right of way is concessioned for development and management by the concessionaire;

- The Unbundled Assets Approvals initiative: Under this category approvals/permits are issued for individual assets on the right of way on a Build, Operate and or maintain basis.

A peep into some of the corridors reveal that in the Benin-Shagamu road, the minimum commitment from the Concessionaire includes:

construction/rehabilitation of the road pavement, streetlights, and open spaces which includes design and construction of truck parks and resting areas, directional signage and advertisement assets; telecommunications facilities; toll plaza; continued upgrading of the highway to deal with increasing capacity and directing growth and traffic; dealing with collector road development within existing built-up areas adjoining the highway corridor; creation of additional lanes on the highway route to deal with increased capacity; highway management and maintenance among others.

For the Kano-Shuuri route, which has a concession period of 27 years, the concessionaire is expected to construct/rehabilitate the road pavement, streetlights, and open spaces which includes design and construction of truck parks and resting areas, directional signage and advertisement assets; telecommunications facilities; toll plaza, etc; upgrade the highway to deal with increasing capacity and directing growth and traffic; deal with collector road development within existing built-up areas adjoining the highway corridor; create additional lanes on the highway route to deal with increased capacity and management and maintenance of the route.

There are several benefits of this initiative. Firstly, it would spur economic growth in the country by opening up various regions to new markets thereby creating thousands of jobs and new business opportunities.

Secondly, it would reduce the number of fatalities on our roads as well as man-hours spent by travelers. Data obtained from the Federal Road Safety Corps (FRSC) puts the number of people killed yearly via road accidents in Nigeria at 41,693 (representing 2.82 per cent of global figures). The report listed bad roads as one of the leading causes of road traffic accidents.

Of note, while the Senate revealed that the country was losing over N1tn annually as a result of bad roads across the country, the Federal Roads Maintenance Agency (FERMA) puts the cost in man-hours loss due to bad roads and traffic delays at N1.02trillion per annum. Thirdly, the project will

not only save lives but also reduce travel times and costs as well as cut down vehicle wear and tear due to improved roads.



*Minister of Works, Babatunde Fashola*

The initiative would also bring accountability and profitable entrepreneurship to the operations, management and maintenance of Federal Highways; attract sustainable investment/funding to the development of highway infrastructure across the country; facilitate the development of assets and other highway furniture along the right of way; develop the economic potentials of viable road corridors among others.

It is a win-win situation as the Concessionaires will recoup their investments through the use of road tolls and other land value capture infrastructure like rest areas, advertisement infrastructure, vehicle towing services and a host of others. This is in line with the provisions of the ICRC Establishment Act 2005, National Policy on Public-Private Partnership (“N4P”), Federal Roads and Bridges Tolling Policy of August, 2021 and Federal Highways Act CAP. 135, 1971, which grants the Minister of Works the power to administer tolls on federal highways.

It is gratifying to note that the HDMI has received the endorsements of key players of the economy.

To the Minister of Finance, Budget and National Planning, Hajia Zainab Ahmed, "HDMI would be one of the most important ways to provide infrastructure required today without government direct funding which is really required at this time. It helps the government bridge the infrastructure budget gap"

Also, the Chairman, Senate Committee on Works, Senator Mohammed Adamu Aliero, believes "Infrastructure investments gap in developing countries have become a major issue, hence various governments around the world are exploring PPP as a means to address this recurring issue of lack of funding".

For Minister of Aviation, Hadi Sirika, "This is a clever move by the FMWH and will be a game changer in the scheme of things.... It is noble and timely".

On his own, Public Policy Analyst, Gbolahan Olojede, submits that "The HDMI has started on an excellent and strong note. If seen through with the level of credibility and transparency with which it was started, it might well be the key that would unlock the door of public trust and confidence in this model of delivering infrastructure".

In conclusion, road transport has direct impact on economic growth and it goes without saying that this laudable programme would impact positively on the real sectors of the economy like manufacturing and agriculture.

AGBAJILEKE is the Chief Press Secretary to the Deputy President of the Senate and writes from Abuja.

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## HDMI Project – BROKEN DOWN

### INTRODUCTION

The development and management of the nation's federal road network lies within the statutory responsibilities of the Federal Ministry of Works and Housing (FMWH). The FMWH has been constrained in fulfilling this remit due to lack of sufficient funds required to maintain the road network. On the average, it is estimated that road projects, repair and rehabilitation would require an estimated sum of N900 billion annually. However, this is against an average annual budgetary allocation of N120 billion, leaving a very significant shortfall of N780 billion. Hence, the adoption of Public-Private Partnership (PPP) arrangements by the FMW&H among other alternative means to fund roads development and management.

### HDMI PROJECT

#### a) Project Objective

The primary objectives of the HDMI is the leveraging private sector investment to improve facilities and operations on the selected routes; infrastructural development by applying a commercial approach that bridges funding gaps in annual capital budget expenditure appropriation; maximise the revenue generating potential of the routes; achieve equity in road charges; establish government's role as investment promoter through the provision of an enabling environment and reduce dependence budgetary allocations for commercially viable road projects; and attain international best practices coupled with affordability for road users.

#### b) Project Scope

The main scope of the HDMI projects for the pilot PPP scheme includes the construction and maintenance of road pavements; construction of interchanges and pedestrian crossings; construction and operations of tolling facilities; installation of weighbridges and operations; installation and operation of intelligent traffic systems for highway remote monitoring; physical patrol of the highway, provision of towing services, refuse management and desilting of drains. Others include the provision of directional signages, rest areas, and highway illumination, etc.

#### c) Project Governance Structure

The HDMI project governance structure consists of the Project Steering Committee (PSC) chaired by the Honourable Minister of Works & Housing and Project Delivery Team (PDT) chaired by the Head, PPP Unit, FMW&H.

#### d) Project Investments and Financial Analysis

The total estimated investments required for the development and maintenance of the underlisted 12 routes is **NGN1.134 trillion**. The breakdown of investment requirements for the HDMI routes is depicted in the table below.

Route	Location	State	Length (Km)	Estimated Investments N'000
1	Benin-Asaba	Delta/Edo	100	65,151,158
2	Abuja-Lokoja	FCT/Kogi	195	83,677,918
3	Kano-Katsina	Kano/Katsina	149	75,771,610
4	Onitsha-Aba	Anambra/Abia	161	56,810,033
5	Shagamu-Benin	Ogun/Edo	198	131,550,953
6	Abuja-Akwanga	FCT/Nasarawa	122	48,897,259
7-Lot 1	Kano-Shuari	Kano	100	71,477,852
7-Lot 2	Potiskum-Damaturu	Yobe	96	41,186,754
8	Lokoja-Auchi	Kogi/Edo	124	88,175,497
9	Enugu-PH	Enugu/Rivers	200	133,033,191



10	Ilorin-Jebba	Kwara	100	55,466,543
11	Lagos-Abeokuta	Lagos/Ogun	77	39,956,288
12	Lagos-Badagry	Lagos	79	243,534,992
<b>Total estimated Investments</b>				<b>1,134,690,048</b>

**e) RFQ and RFP**

A total of 75 responses were received from potential investors and evaluated. Out of this number, 18 firms were prequalified to proceed to the second stage, that is, RFP. At the expiry date for the submission of Technical and Financial proposals, six (6) consortia responded by making nine (9) applications, namely:

**HDMI**  
HIGHWAY DEVELOPMENT  
& MANAGEMENT INITIATIVE  
...Highway to Prosperity

**THE PROCUREMENT PROCESS  
FOR PRIVATE SECTOR  
PARTNERS HAS STARTED**

For more details about HDMI and the RFQ,  
Visit [www.hdmi.worksandhousing.gov.ng](http://www.hdmi.worksandhousing.gov.ng)

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Works and Housing

 Infrastructure Concession  
Regulatory Commission

✉ [hdmi@worksandhousing.gov.ng](mailto:hdmi@worksandhousing.gov.ng)

*Procurement process for HDMI as advertised by the Ministry of Works*

Route	Project Corridor	Preferred Bidders
1	Benin – Asaba	Africa Plus Partner Nigeria Limited

11	Lagos – Otta – Abeokuta	Consortium
2	Abuja – Lokoja	Avia Infrastructure Services Ltd Consortium
4	Onitsha – Owerri – Aba	Eyimba Economic City Development Company Consortium
9	Enugu – Port Harcourt	
5	Shagamu – Benin	Africa Finance Corporation Consortium
12	Lagos – Badagry – Seme Border	
7a	Kano – Shuari	Dafac Consortium
10	Ilorin-Jebba	CCCC-CGC-HDWORKS JV

However, Messrs. CCCC-`-HDWORKS JV was unable to meet the deadline for submission of N100 million Bid Security and requested for an additional seven (7) weeks. The requested has been forward to the Project Steering Committee for consideration and were not scheduled for concession contract negotiation.

The following routes have been re-advertised to the prequalified bidders and have responded to the RFP by submitting technical and financial proposals. The bids were opened on the 26<sup>th</sup> July, 2022 and arrangements are in progress to evaluate the proposals.

- Kano-Katsina
- Potiskum-Damaturu
- Lokoja-Auchi
- Keffi-Akwanga

**f) Concession Contract Negotiations**

At present, concession contract negotiations and due diligence exercises are concluded for the nine (9) of the pilot routes and the FEC has granted approved to enable the projects reach commercial close.

## EFFECTIVE REGULATION OF PPP PROJECTS: LESSONS FROM SUCCESS STORIES IN VARIOUS JURISDICTIONS

. . . (Continued from Q4 2022)

By Tunde Ajia

For context, effective contract management involves several key undertakings which include:

- 1) **Contract monitoring and performance management:** This involves monitoring the performance of the private sector party and ensuring that they are meeting their obligations under the contract.
- 2) **Dispute resolution:** PPP contracts often involve complex legal and financial arrangements, creating enough avenue for disputes between governments and private entities.
- 3) **Establish Clear Objectives and Standards**

The first stage in successfully regulating PPP projects is to create clear project goals and standards. These goals and standards must be defined at the start of the undertaking and must be in the public's interest.

Clear goals and standards will help to ensure that the project fulfills the requirements of the community it serves, is cost-effective and produces the desired results. In establishing objectives and standards for a PPP project, regulators must ask:

- a) What are the key project goals?
- b) How will the host community benefit from the project?
- c) What benchmarks should we use to measure project success?
- d) How would we finance the project, and what are the risks associated with the financing?

With these questions settled, regulators must work alongside project stakeholders to develop clear objectives and standards to guide development and evaluation by:

#### **4) Establishing Clear Roles and Responsibilities**

Here, the regulators identify the roles and responsibilities of the public entity, the private entity and any third-party contractors or consultants involved in the project.



*ICRC DG Mr Michael Ohiani leads delegation of staff and members of the Public Private Partnership Units Consultative Forum (3PUCF) on a Monitoring Visit to Lekki Deep Seaport - July 2022*

Clear roles and responsibilities ensure that all stakeholders understand their respective obligations and work together to achieve that. Conflicts of interest are largely minimised when every stakeholder is accountable for their actions.

#### **5) Establishing Effective Governance Structures**

Effective governance structures ensure the regulation of PPP projects in ways that maximise their benefits and minimises risks. Such structures must be designed to provide oversight and accountability for all aspects of the project, including its financing, construction and operation.

An effective governance structure for PPP projects must include clear lines of authority and decision-making responsibilities; regular reporting and monitoring mechanisms; effective dispute resolution procedures; independent oversight and evaluation mechanisms; establishing effective governance structures for PPP projects can help prevent corruption; ensure transparency and accountability; and build public trust in the project.

## **6) Due Diligence**

Due diligence involves a thorough assessment of the private entity's financial and operational capacity, as well as an analysis of the project's potential risks and benefits. It covers the financial capacity of the private entity; operational capacity of the private entity; risk assessment and management; legal and regulatory compliance; environmental and social impact assessment.

Effective due diligence helps regulators to identify potential issues and risks associated with a PPP project and take appropriate measures to mitigate them.

## **7) Ensure Transparency and Accountability**

PPP initiatives require substantial public and corporate resources. As a result, public access to details about the project's funding, construction and operation is critical.

Regulators can ensure transparency and responsibility by requiring all project papers, including PPP projects are used to fund and deliver public infrastructure and services.





*Figure 2 Abuja-Kaduna Rail Infrastructure*

## **8) Legal and Institutional Framework**

The legal and institutional structure is the foundation of all successful PPP regulation. The legal structure must define the rights and duties of the parties and provide systems of conflict resolution. The institutional structure must define tasks and obligations of the various stakeholders' and ensure that they have the required ability to carry out those responsibilities.

In addition, the legislative and administrative structure must guarantee that the PPP initiative is in line with the national development strategy and policies. The PPP should reflect one or more of the government's objectives and must also define the parameters for project selection and the procurement procedure.

## **9) Risk Allocation**

Due to the substantial financial, technological and operational risks involved in PPP projects, effective regulation ensures that such risks are equitably shared among all its partners.



Risk allocation must be founded on a thorough examination of the project's risks and the parties' capacity to handle them. As a general rule of thumb, the private partner takes up risks that it can handle better than the public sector and vice versa. For instance, the public sector stands a better chance to overseeing political and regulatory hazards because they are better handled by the government.

#### **10) Effective Monitoring and Evaluation**

When the Federal Government launched its monitoring and evaluation blueprint for the NDP, it was creating an avenue for effective regulation of PPP components of the plan. Periodic monitoring and evaluation ensure that PPP projects are meeting their objectives and delivering the expected outcomes. It must be based on clear and measurable performance indicators which are aligned with the project objectives. These objectives must also be reviewed and updated regularly for relevance.

#### **Conclusion**

The Agenda 2063, the African Continental Free Trade Agreement and other broad developmental initiatives all carry an infrastructural component. Africa needs infrastructure to develop, but it cannot develop without infrastructure. It's a Catch-22.

To overcome this dilemma, the continent and its states must build robust regulatory mechanisms that attracts the trust of the private sector and citizens' confidence. More PPP projects will crop out of Africa in the coming decades. Therefore, effective regulation is required to ensure their delivery. This would necessarily require a clear legal and institutional framework, appropriate risk allocation, transparent procurement processes and effective monitoring and evaluation.

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## KNOWLEDGE MANAGEMENT

## ARE WOMEN A MINORITY IF THEY COUNT FOR AT LEAST HALF OF YOUR INFRASTRUCTURE PPP DEMAND?

LUCIANA GUIMARAES DRUMMOND E SILVA |

MARCH 07, 2023



*Integrating gender equality measures into infrastructure PPPs is vital to ensure projects fully serve the communities for which they are created. © Shutterstock*

How can women possibly be considered a minority group? Yes—by and large, women do not share the same power, privilege, and opportunities as men—yet, defining half of the world population as a minority always seemed strange to me. We can see this play out in infrastructure finance, for instance. I began exploring the impact of private sector involvement in infrastructure on gender disparities in the course of developing a series of papers and as I delved deeper into this research, I found the idea of treating women's needs as secondary even more perplexing.

Considering potential demand and use of any infrastructure project, including the ones developed using a public-private partnership (PPP) arrangement, is vital for the overall project bankability and revenue. Therefore, treating the preferences of half of a project demand as something of a second order by most stakeholders – including financial investors and project sponsors – sounds as illogical as calling women a minority.

To understand such a contradictory practice in the field of PPPs, the [Public-Private Infrastructure Facility \(PPIAF\)](#) and the [Global Infrastructure Facility \(GIF\)](#) interviewed 18 private investors and lenders with solid experience in financing infrastructure projects in developing economies. We wanted to understand how they perceive gender inequality in the projects in which they invested, and the importance of gender considerations in investment decisions.

Some of the findings were predictable since infrastructure had always been perceived as gender-neutral and apolitical. Most of the respondents have never taken into consideration the need for (i) understanding how infrastructure can

perpetuate, exacerbate, or alleviate gender inequality in society, (ii) collecting data on how women's inclusion in infrastructure can improve the financial performance of investments, and (iii) the creation of standards on criteria to screen interventions that could reduce gender gaps in a given project.

Despite the current practice, the truth is that depending on how infrastructure is planned, it can be deeply exclusionary if masculine sensibilities and preferences solely determine the design. Some investors are starting to realize and address this. Interviews also revealed that active investors and funds recognize the need to explicitly consider gender in the project appraisal and screening stages.

Currently, these financial institutions do this by assessing risks around gender-based violence, sexual harassment, and exploitation in the communities where the project will occur. Although this is somewhat limited, it is a start and provides a glimpse of the powerful role private investors can play in incentivizing gender equality measures.

We developed three case studies analyzing projects in Haiti, Türkiye, and Vietnam, with project sizes varying from \$500k to \$2.5 million in the energy sector. All projects selected have incorporated gender measures at different stages of the project cycle to close gender gaps. Lessons learned from these cases include:

1. Unfortunately, integration of gender equality measures into infrastructure PPPs is still in its infancy;
2. Projects tend to incorporate gender-related measures only when they were required by lenders and investors – which once again reaffirms the power and responsibility of such stakeholders;
3. Governments can also influence the project through its design and procurement requirements;
4. Importantly, including gender considerations in the projects did not make it more expensive nor reduce the private appetite for it.

Although this is a nascent space in infrastructure, the evidence is robust enough to make stakeholders stop treating women as a minority and consider them for what they are: at least half of infrastructure project demand. To help us get this right, PPIAF and GIF are now working on a PPP Gender Toolkit that will provide practical guidance on how to close gender gaps at all stages of the project cycle. The toolkit is an essential resource that will help infrastructure projects reach their potential and fully serve the communities for which they are created.

[https://blogs.worldbank.org/ppps/are-women-minority-if-they-count-least-half-your-infrastructure-ppp-demand\](https://blogs.worldbank.org/ppps/are-women-minority-if-they-count-least-half-your-infrastructure-ppp-demand)



# Institutional reforms: The critical factor to attracting infrastructure investment in Sub-Saharan Africa

BY: [ZIVANEMOYO CHINZARA](#), [SEBASTIEN DESSUS](#) AND [STEPHAN DREYHAUPT](#)

MARCH 22, 2023

Infrastructure is an unmissable driver for development in Sub-Saharan Africa and beyond. It not only stimulates private investment and productivity growth, but also facilitates domestic and international trade, while safeguarding the environment. Yet the infrastructure needs in the region to meet the Sustainable Development Goals (SDG) are immense, and largely unmet. The [World Bank](#) estimates that countries in Sub-Saharan Africa need to invest 7.1% of their GDP annually in SDG-related infrastructure, but have actually only been investing around half of this level, 3.5% of GDP.



*Attracting private investment will be critical for Africa to make steady progress towards the SDGs. © Stock.adobe.com*

Between 2015–2018, governments in the region have shouldered the bulk (90%) of infrastructure financing from their own resources or external borrowing, leaving the small residual (10%) to the private sector. And while already insufficient compared with needs, it is likely that the capacity of governments in the region to finance infrastructure in the next decade will shrink. Average public debt over GDP was estimated at 71% in 2021 (up from 43% in 2013), increasing debt service obligations at the expense of other expenditures—including investment infrastructure—and reducing countries' attractiveness for creditors given heightened debt distress risks. And recovery from COVID, including for governments to mobilize domestic resources, will take time.

Clearly, given the limited fiscal latitude, the substantial infrastructure needs in Africa cannot be met unless there is sizeable response from private sector financing, to which all eyes are now turning. But how much private sector infrastructure

financing can countries in the region realistically attract, and how can it be attracted?

A recent study explores this question using a novel data set covering all important infrastructure projects conducted in Sub-Saharan Africa between 2008–19. It suggests that progress (or deterioration) in countries' governance indicators explain most of the variations over time in private participation in infrastructure (PPI) within each country in the region. Among them, the indicator capturing the quality of the regulatory framework—such as the existence of an independent regulator, fair competitive practices, and investment freedom—influences more PPI variations than other governance indicators such as the control of corruption, the rule of law, or voice and accountability. The study also suggests that progress in the regulatory framework generates higher investment payoff in countries where these are inadequate, often also in countries affected by fragility, conflict, and violence (FCV).

Such results confirm anecdotal evidence. In Senegal, the regulatory reform aimed to introduce a transparent and competitive bidding process in the power sector unlocked a foreign direct investment of \$52 million (0.2% of GDP) in solar energy in 2018. In Ethiopia, an FCV country, the issuance of competition and licensing directives in 2019 within one year opened up the telecom sector to private sector participation with a first investment of \$850 million (0.9% of GDP) to acquire an operating license, to be followed up by over \$1 billion in additional infrastructure investments. These are just two measurable examples where changes in the regulatory frameworks led to increased PPI financing.

Using these results allow us to simulate the impact of improving the regulatory framework on PPI in each country in Sub-Saharan Africa based on respective current situations and the observed recent dynamics of progress, or deterioration, in regulatory frameworks. It turns out that continued progress (or reversal in deterioration) over four years could raise PPI over GDP by 0.8 percentage points on average, rising up to more than 1.5 percentage points in countries such as Rwanda, Gabon, Liberia, Madagascar, and Mauritania. At the aggregate regional level, it would mean an additional \$20 billion worth of investment in infrastructure by 2025 compared with a situation of unchanged regulatory quality.

Attracting private investment will be critical for Africa to make steady progress towards the SDGs . This is why engaging proactively with governments in the region and the private sector to improve regulatory frameworks and mobilizing private capital at scale is at the center of the World Bank Group strategy to create markets and opportunities, particularly in the poorest and fragile and conflict-affected countries.

<https://blogs.worldbank.org/ppps/institutional-reforms-critical-factor-attracting-infrastructure-investment-sub-saharan-africa>



## WORKSHOPS - TRAININGS - CONFERENCES – SUMMITS – SYMPOSIUMS



Dr Emmanuel Onwodi represents DG ICRC Michael Ohiani at the flagship interview programme of the NTA: Tuesday Live. With him in the studio is Isa Pantami, Minister of Communications and Digital Economy



ICRC Team meets with delegation from Power Training Institute – January 2023



ICRC DG, Michael Ohiani with other members of the management team, meet Minister of Aviation, Hadi Sirika and his team, discuss certain technical aspects of the Nigerian Air Project January 10, 2023





President Muhammadu Buhari Commissions the Lekki Deep Seaport for operation – January 23, 2023: Photo source – NAN/Punch

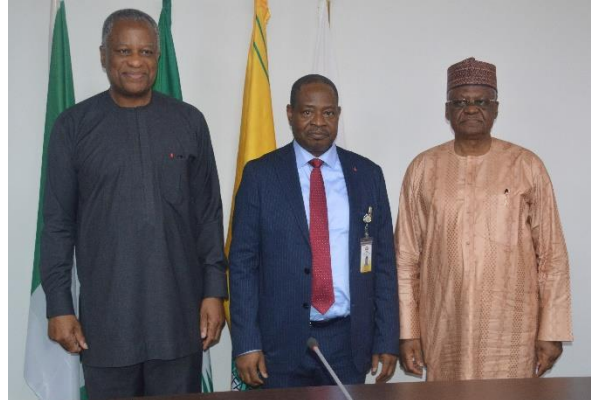


ICRC team meets with Nigerian Institute of Transport Technology





Niger Delta Ministry, Oando meets ICRC over proposed PPP to decarbonate Niger Delta – January 28, 2023



ICRC DG, EMC Members received by Minister of foreign affairs Geoffery Onyeama during a visit to the Ministry – January 31, 2023

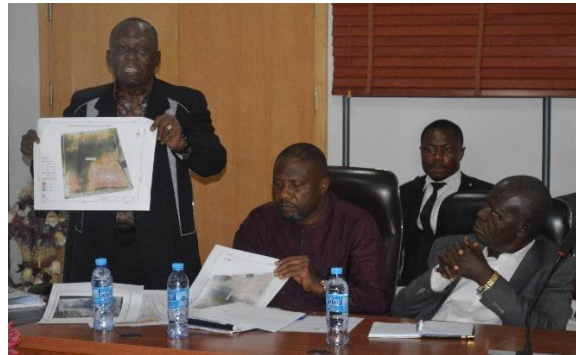


Inauguration of the PPP unit at the Ministry of Foreign Affairs





Minister of Foreign Affairs leads delegation to a follow-up meeting with ICRC to further its discussions on PPP collaboration – February 2023.



ICRC intervenes in stalled FESTAC 2 Concession, meets with Federal Housing Authority, Concessionaire – February 20, 2023

## **FG HOLDS BIDDERS' CONFERENCE FOR AEROTROPOLIS, CARGO TERMINAL DEV'T**

17/01/2023

By Ezra Ukanwa, Abuja

The Federal Government, FG, has held a bidders' conference for aerotropolis and cargo terminal development in the country, in Abuja.

The conference was in line with the criteria in the Public Private Partnership, PPP, procurement phase, and a fulfillment of the provision of the Infrastructure Concession Regulatory Commission, ICRC, Act and National Policy on Public-Private Partnership.

The Minister of Aviation, Hadi Sirika, in a statement, obtained by our correspondent, on Monday, in Abuja, said: "Government is committed to the projects and that is why it is taking time because of due diligence as ICRC is superintendent to the process."

He explained that as "an entity regulating PPP, we follow their template so that public get the value for the money

"The present administration is not willing to sell public properties but willing to make them better, by giving them to the private sector to make them better so that there is value for the money". He added.

Director of Planning, Research and Statistics, Muhammed Shehu who doubles as Chairman Project Delivery Team, PDT, said the Ministry is in the procurement phase for the selection of preferred bidders for the projects...

<https://www.vanguardngr.com/2023/01/fg-holds-bidders-conference-for-aerotropolis-cargo-terminal-devt/>

## **HDMI: FEC approves 1,374km roads across 9 Corridors, to generate N11.54trn – ICRC**

...Onitsha-Owerri-Aba, Abuja-Keffi-Akwanga, Lagos-Badagry-Seme Border highways, others approved

January 19, 2023

The Federal Executive Council on Wednesday, approved the construction and maintenance of nine road corridors under the Highway Development and



Management Initiative (HDMI) under the regulatory guidance of the Infrastructure Concession Regulatory Commission (ICRC).

The projects which will utilise the Public Private Partnership Model will generate over N11.54 trillion (N11,543,821,736,086) in the 25 years concession period for the projects.

The highway development project which was initiated by the Federal Ministry of Works and Housing, originally targets 12 road corridors within which there are 13 routes, however three corridors and one route had yet to reach the FEC approval stage.

The projects aim to ensure the management and development of the Nigerian Federal Road Network with the ultimate aim of achieving adequate highway services across the entire network through construction, rehabilitation and management of the road pavement in line with the Federal Government economic reform agenda and global best practices...

<https://www.icrc.gov.ng/hdmi-fec-approves-1374km-roads-across-9-corridors-to-generate-n11-54trn-icrc/>

### **1,374km Concessioned Roads In 9 Corridors To Generate N11.54trn – ICRC**

20/01/2023

The Infrastructure Concession Regulatory Commission (ICRC) has said federal roads approved by the Federal Executive Council (FEC) for concession will generate over N11.54 trillion in the 25-year concession period for the projects.

The projects would be delivered under the public private partnership model.

The construction and maintenance of nine road corridors are under the Highway Development and Management Initiative (HDMI) of the regulatory guidance of the ICRC.

The highway development project was initiated by the Federal Ministry of Works and Housing, and originally targeted 12 road corridors, within which there are 13 routes. However, three corridors and one route had yet to reach the FEC approval stage.

<https://dailytrust.com/1374km-concessioned-roads-in-9-corridors-to-generate-n11-54trn-icrc/>

## **PPP: ICRC, Foreign Affairs partner to revitalise FG's properties abroad**

05/02/2023

By Idu Jude

The Infrastructure Concession Regulatory Commission (ICRC) and the Ministry of Foreign Affairs have opened talks for the revitalization and commercialization, where possible, of federal government properties abroad.

Acting Director of Media and Publicity Mr. Manji Yarling in a press statement Sunday, said, talk opened last Tuesday between the Minister of Foreign Affairs Geoffrey Onyeama and ICRC DG Michael Ohiani to that effect

According to the statement, partnership, which was at the instance of the Ministry was part of efforts to get alternative funding sources to maintain the nation's missions abroad and also develop or acquire new properties for newly set up missions.

At the inaugural meeting of the PPP committee, the Minister of Foreign Affairs, Geoffrey Onyeama, observed that funding had become a major problem for the ministry with many of its properties being undeveloped, underutilized or poorly maintained.

<https://sunnewsonline.com/ppp-icrc-foreign-affairs-partner-to-revitalise-fgs-properties-abroad/>

## **FEC APPROVES CARGO TRACKING SCHEME FOR PORTS NATIONWIDE**

15/02/2023

The Federal Executive Council, on Wednesday, approved the installation of Electronic Cargo Tracking Notes for seaports nationwide.

It said the ECTN will tackle several challenges, such as the under-declaration, concealment and wrong classification of important cargo, which are “the primary causes of revenue leakages, insecurity and safety issues at the borders.”

The Minister of Transportation, Mu'azu Sambo, disclosed this while briefing State House Correspondents after this week's Federal Executive Council meeting presided over by the President, Major General Muhammadu Buhari (retd.), at the Aso Rock Villa, Abuja.

Sambo said the scheme, which is already operational in 26 African countries, would plug revenue leaks and is expected to generate between \$90m-\$235m annually for the FG..

<https://punchng.com/fec-approves-cargo-tracking-scheme-for-ports-nationwide/>

## **Benin Port: FG, Edo Govt Commence Bidding Process for Devt of 300,000 TEUs Per Annum Project**

16/02/2023

The Federal Ministry of Transportation (FMOT) and the Nigerian Ports Authority (NPA) in collaboration with the Edo state government have called for bids for the development of the Benin Port (on an area of approximately 20 hectares) under a public-private partnership (PPP).

In an advert for the project, the government said the purpose of the proposed project was to enhance the national water transportation capacity and to develop a multi-purpose port with capability to handle container and general cargo.

According to the federal government, “The project has been certified by the federal government of Nigeria through the Infrastructure Concession Regulatory Commission (ICRC) as eligible for a PPP. Edo State Government and NPA will act as counterparts for the project.

“The project is in line with Edo state government strategic integrated infrastructure plan to promote infrastructure development, attract investment, create employment and stimulate economic growth.

“Edo state government’s vision is to develop in the future, an Agro-Industrial Park (on an area of approximately 717 hectares) adjacent to the Benin Port which will have a positive impact on the port and which the private partner can leverage to create ancillary services and facilities.”

It added that the Edo State government had engaged the services of CPCS Transcom Nigeria Limited as the Transaction Advisor to assist in the procurement of interested private sector investors with the requisite technical competence, managerial capability and financial resources.

<https://www.thisdaylive.com/index.php/2023/02/16/benin-port-fg-edo-govt-commence-bidding-process-for-devt-of-300000-teus-per-annum-project/>

**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 Certificates Issued
1.	Ministry of Finance, Budget & National Planning	Development of Cassava Bio Ethanol Value chain	January 25, 2023
2.	National Hajj Commission	Commercial development of residential houses in Kwara	January 31 <sup>st</sup> 2023
3.	Nigeria Ports Authority	Development of Burutu Port Complex Phases 1,2 & 3	February 8, 2023 (Certificate Revalidation)
4.	Federal Ministry of Transportation	The Expansion and development of Snake Island Multipurpose Sea Port	February 24, 2023
5	Federal Ministry of Labour & Employment	Procurement of E-NSITF digitalization of the fund-wide activities/processes and automation of employee contribution & compensation scheme (phase -2)	March 7, 2023
6.	Federal Ministry of Industry Trade and Investment (FMITI)	The Provision of Online Web Based Registration Platform for Trademarks, Patents and Designs	March 7, 2023
7.	Federal Ministry of Budget & National Planning	Expatriate Employment Levy (EEL)	March 14, 2023 (Certificate Revalidation)

**FBC compliance certificates issued**

S/N	MDA	PPP Project	Date Certificates Issued

1.	Federal Fire Service (FFS)	National Fire Detection and Alarm System (NAFDAS)	January 13, 2023
2.	Federal Ministry of Interior/ Nigeria Immigration Services	Establishment of E-Passport Production Facility under a PPP arrangement	February 6, 2023
3.	Nigeria Police Force	Development of Senior Police officers' quarters at Ikeja, Lagos through PPP arrangement	February 6, 2023 (Certificate Revalidation)
4	Federal Fire Service/Federal Ministry of Interior	Development of National Fire Data Repository Centre (NFDRC)	February 8, 2023 (Certificate Revalidation)
5.	Nigeria Ports Authority	The Refurbishment, Operation and Management of the water system at Apapa Ports	March 16, 2023
6	Nigeria Ports Authority	The Refurbishment, Operation and Management of the water system at Tin Can Port, Tin Can Island	March 16, 2023
7.	Ministry of Finance, Budget & National Planning	Development of Cassava Bio Ethanol Value chain	March 27, 2023

**STATUS:** FBC to be presented at FEC for approval

#### FEC Approved Projects

S / N	Project Name & Description / Current Status	MDA / Grantor	Approval Date/Duration of Concession	Value of Concession / Project cost
1.	The International Cargo Tracking Note (ICTN)	Federal Ministry of Transportation (FMOT)	FEC approval on February 15, 2023 for a 15 year Concession Period	\$60,000,000 (N27,600,000,000)
2.	The Construction & Maintenance of 12 corridors under a highway development and management initiative (HDMI): Route 1: Benin- Asaba 125 km road	Federal Ministry of Transportation (FMOT)	FEC approval on January 19, 2023 for a 25 year Concession Period	N87,258,586,463 (\$189,692,579)
2	The Construction & Maintenance of 12 corridors under a highway development and	Federal Ministry of Transportati	FEC approval on January 19, 2023 for a 25 year Concession	N134,006,560,000 (\$291,318,609)



	management initiative (HDMI): Route 2: Abuja - Ilokoja 195km road	on (FMOT)	Period	
3.	The Construction & Maintenance of 12 corridors under a highway development and management initiative (HDMI): Route 4: Onitsha - Owerri - Iba 161.2 km road	Federal Ministry of Transportation (FMOT)	FEC approval on January 19, 2023 for a 25 year Concession Period	N104,410,351,000 (\$226,979,023)
4	The Construction & Maintenance of 12 corridors under a highway development and management initiative (HDMI): Route 5: Shagamu - Benin 258km road	Federal Ministry of Transportation (FMOT)	FEC approval on January 19, 2023 for a 25 year Concession Period	N122,271,257,000 (\$265,807,080)
5	The Construction & Maintenance of 12 corridors under a highway development and management initiative (HDMI): Route 6: Abuja-keffi-Akwanga 175.9km road	Federal Ministry of Transportation (FMOT)	FEC approval on January 19, 2023 for a 25 year Concession Period	N3,028,612,000 (\$6,583,939)
6	The Construction & Maintenance of 12 corridors under a highway development and management initiative (HDMI): Route 7A: Kano – Shucri 100km road	Federal Ministry of Transportation (FMOT)	FEC approval on January 19, 2023 for a 27 year Concession Period	N39,135,027,712 (\$85,076,147)



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

1.0 The Nigeria Institute of Infrastructure and Public Private Partnership (NII3P), established by the ICRC, is still admitting participants to the 1st 2023 International PPP Training as follows:

**Topic: PPP Project Financing / Development of PPP Business Cases**

**Dates: Monday 15th to Friday 19th May, 2023**

**Location: Kigali, Rwanda**

Kindly contact the institute for more details. <https://www.nii3p.org/>

### **1.1 MBA in PPP Programme**

The NII3P in collaboration with Malaysia University of Science and Technology, commenced the Master of Business Administration in PPP. The class currently has 24 Students enrolled

### Diabetes FACT Sheet (WHO)



*Diabetes Testing. Photo source: [WHO](#)*

### Key facts

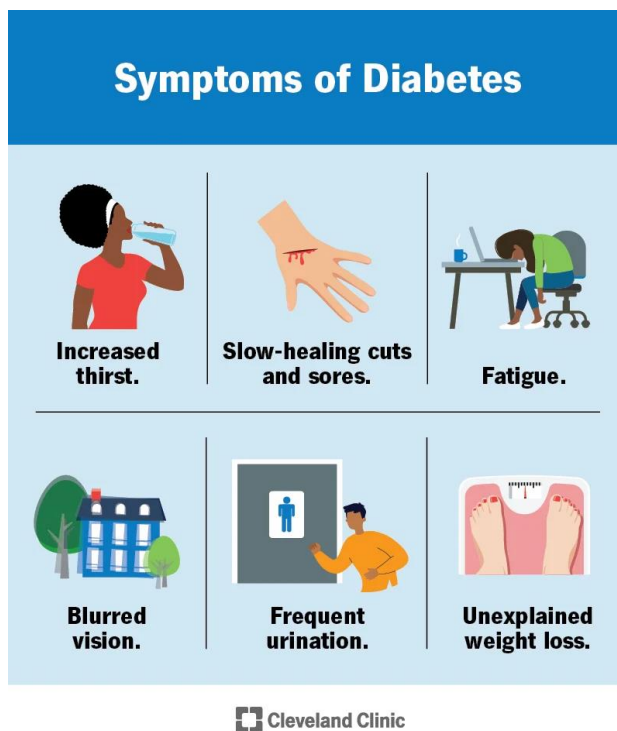
- The number of people with diabetes rose from 108 million in 1980 to 422 million in 2014. Prevalence has been rising more rapidly in low- and middle-income countries than in high-income countries.
- Diabetes is a major cause of blindness, kidney failure, heart attacks, stroke and lower limb amputation.
- Between 2000 and 2019, there was a 3% increase in diabetes mortality rates by age.
- In 2019, diabetes and kidney disease due to diabetes caused an estimated 2 million deaths.
- A healthy diet, regular physical activity, maintaining a normal body weight and avoiding tobacco use are ways to prevent or delay the onset of type 2 diabetes.
- Diabetes can be treated and its consequences avoided or delayed with diet, physical activity, medication and regular screening and treatment for complications.

### Overview

Diabetes is a chronic disease that occurs either when the pancreas does not produce enough insulin or when the body cannot effectively use the insulin it produces. Insulin is a hormone that regulates blood glucose. Hyperglycaemia, also called raised blood glucose or raised blood sugar, is a common effect of uncontrolled diabetes and over time leads to serious damage to many of the body's systems, especially the nerves and blood vessels.

In 2014, 8.5% of adults aged 18 years and older had diabetes. In 2019, diabetes was the direct cause of 1.5 million deaths and 48% of all deaths due to diabetes occurred before the age of 70 years. Another 460 000 kidney disease deaths were caused by diabetes, and raised blood glucose causes around 20% of cardiovascular deaths (1).

Between 2000 and 2019, there was a 3% increase in age-standardized mortality rates from diabetes. In lower-middle-income countries, the mortality rate due to diabetes increased 13%.



*Diabetes Symptoms - Source: [my.clevelandclinic.org/](https://my.clevelandclinic.org/)*

By contrast, the probability of dying from any one of the four main noncommunicable diseases (cardiovascular diseases, cancer, chronic respiratory diseases or diabetes) between the ages of 30 and 70 decreased by 22% globally between 2000 and 2019.

## Type 2 diabetes

Type 2 diabetes (formerly called non-insulin-dependent, or adult-onset) results from the body's ineffective use of insulin. More than 95% of people with diabetes have type 2 diabetes. This type of diabetes

is largely the result of excess body weight and physical inactivity.

Symptoms may be similar to those of type 1 diabetes but are often less marked. As a result, the disease may be diagnosed several years after onset, after complications have already arisen.

Until recently, this type of diabetes was seen only in adults but it is now also occurring increasingly frequently in children.

## Type 1 diabetes

Type 1 diabetes (previously known as insulin-dependent, juvenile or childhood-onset) is characterized by deficient insulin production and requires daily administration of insulin. In 2017 there were 9 million people with type 1 diabetes; the majority of them live in high-income countries. Neither its cause nor the means to prevent it are known.

Symptoms include excessive excretion of urine (polyuria), thirst (polydipsia), constant hunger, weight loss, vision changes, and fatigue. These symptoms may occur suddenly.

## Gestational diabetes

Gestational diabetes is hyperglycaemia with blood glucose values above normal but below those diagnostic of diabetes. Gestational diabetes occurs during pregnancy

Women with gestational diabetes are at an increased risk of complications during pregnancy and at delivery. These women and possibly their children are also at increased risk of type 2 diabetes in the future.

Gestational diabetes is diagnosed through prenatal screening, rather than through reported symptoms.

## Impaired glucose tolerance and impaired fasting glycaemia

Impaired glucose tolerance (IGT) and impaired fasting glycaemia (IFG) are intermediate conditions in the transition between normality and diabetes. People with IGT or IFG are at high risk of progressing to type 2 diabetes, although this is not inevitable.



Diabetes-control-chart - Source: Medindia.net

## Health impact

Over time, diabetes can damage the heart, blood vessels, eyes, kidneys, and nerves.

- Adults with diabetes have a two- to three-fold increased risk of heart attacks

and strokes (2).

- Combined
- with reduced blood flow, neuropathy (nerve damage) in the feet increases the chance of foot ulcers, infection and eventual need for limb amputation.
- Diabetic retinopathy is an important cause of blindness and occurs as a result of long-term accumulated damage to the small blood vessels in the retina. Close to 1 million people are blind due to diabetes (3).
- Diabetes is among the leading causes of kidney failure (4).
- People with diabetes are more likely to have poor outcomes for several infectious diseases, including COVID-19.



## Prevention

Lifestyle measures have been shown to be effective in preventing or delaying the onset of type 2 diabetes. To help prevent type 2 diabetes and its complications, people should:

- achieve and maintain a healthy body weight;
- be physically active – doing at least 30 minutes of regular, moderate-intensity activity on most days. More activity is required for weight control;
- eat a healthy diet, avoiding sugar and saturated fats; and
- avoid tobacco use – smoking increases the risk of diabetes and cardiovascular disease.

## Diagnosis and treatment

Early diagnosis can be accomplished through relatively inexpensive testing of blood glucose.

Treatment of diabetes involves diet and physical activity along with lowering of blood glucose and the levels of other known risk factors that damage blood vessels. Tobacco use cessation is also important to avoid complications.

Interventions that are both cost-saving and feasible in low- and middle-income countries include:

- blood glucose control, particularly in type 1 diabetes. People with type 1 diabetes require insulin, people with type 2 diabetes can be treated with oral medication, but may also require insulin;
- blood pressure control; and
- foot care (patient self-care by maintaining foot hygiene; wearing appropriate footwear; seeking professional care for ulcer management; and regular examination of feet by health professionals).

Other cost saving interventions include:

- screening and treatment for retinopathy (which causes blindness);
- blood lipid control (to regulate cholesterol levels);
- screening for early signs of diabetes-related kidney disease and treatment.

## WHO response

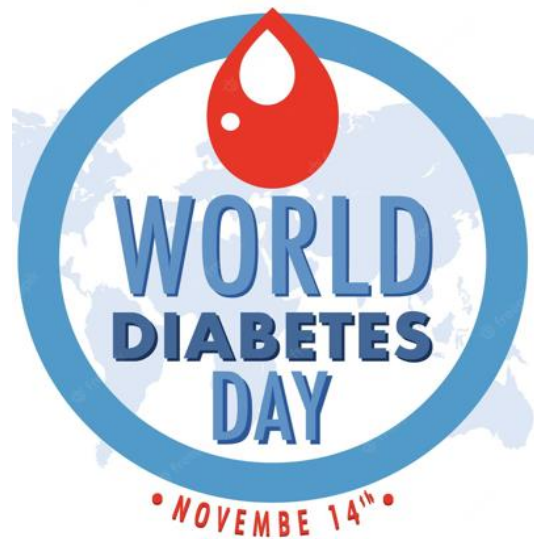
WHO aims to stimulate and support the adoption of effective measures for the surveillance, prevention and control of diabetes and its complications, particularly in low- and middle-income countries. To this end, WHO:

- provides scientific guidelines for the prevention of major noncommunicable diseases including diabetes;
- develops norms and standards for diabetes diagnosis and care;
- builds awareness on the global epidemic of diabetes, marking World Diabetes Day (14 November); and
- conducts surveillance of diabetes and its risk factors.

The WHO [Global report on diabetes](#) provides an overview of the diabetes burden, interventions available to prevent and manage diabetes, and recommendations for governments, individuals, the civil society and the private sector.

The [WHO module on diagnosis and management of type 2 diabetes](#) brings together guidance on diagnosis, classification and management of type 2 diabetes in one document.

In April 2021 WHO launched the Global Diabetes Compact, a global initiative aiming for sustained improvements in diabetes prevention and care, with a particular focus on supporting low- and middle-income countries. The Compact is bringing together all stakeholders to work on a shared vision of reducing the risk of diabetes and ensuring that all people who are diagnosed with diabetes have access to equitable, comprehensive, affordable and quality treatment and care.



*World Diabetes Day - Source: WHO*

In May 2021, the World Health Assembly agreed a Resolution on strengthening prevention and control of diabetes. It recommends action in areas including increasing access to insulin; promoting convergence and harmonization of regulatory requirements for insulin and other medicines and health products for the treatment of diabetes. In May 2022 the World Health Assembly endorsed five global diabetes coverage and treatment targets to be achieved by 2030.

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Collaborators\* on behalf of the Vision Loss Expert Group of the Global Burden of Disease Study† Lancet Global Health 2021;9:e141-e160.

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United States Renal Data System. National Institutes of Health, National Institute of Diabetes and Digestive and Kidney Diseases, Bethesda, MD, 2014:188–210.

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

## ON A LIGHTER NOTE



- A professor in Nigeria is teaching her students how to form English sentences. "Attention, class. I have two words: Cheetah and dandelion. Can anybody use these together in a sentence?" One student raises their hand and answers, "the cheetah is faster dandelion."
- Buying flowers for your Nigerian village girlfriend is not a problem. The problem is when you get a text from her the next day saying, 'the vegetables you bought me tasted funny.'
- A mad man tells a doctor, "I have a problem, I dream of cows playing football every day." The doctor gives him some medicines. The mad man replies, "I'll start taking the meds tomorrow, today is the 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 opinion. For enquiries, comments and suggestions on this issue, you may email us at [info@icrc.gov.ng](mailto:info@icrc.gov.ng).

Publisher: J A M Ohiani

Editor-in-Chief: Manji Yarling

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