



**Jigawa State Government**

# Critical Infrastructure Sector

Rapid 2023 – 2025 MTSS  
Rollover

September, 2022

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## Foreword

Good governance, prudent management, value for money in service delivery as well as ease of doing business are the fundamental factors to achieve a good success in the Jigawa State Public Financial Management Medium.

The Medium Term Sector Strategy (MTSS) is designed to reinforce these issues particularly introducing measures such as public expenditure and financial accountability, equity and transparency through participatory approach in the sustainable budgeting process.

This participatory approach in the development of MTSS makes it possible to get the knowledge and experience of various stakeholders from different professional backgrounds e.g., politicians legislatives, Administrators, Engineers, Environmentalist and Economists etc.

The MTSS process is based on the Targets set in the CDF II where reasonable progress have been achieved in meeting these targets in the Critical Infrastructure Sector. It is however important to note that Critical Infrastructure is one of the Sectors in the State Development Plan which is the CDF-II in contributing the policy directives of the Jigawa State led by Governor Muhammad Badaru Abubakar MON, mni since the inception of his Administrations in 2015.

In the preparation of the 2023 MTSS, efforts of the Sector Planning Team, Directorate of Budget and Economic Planning, PERL/ARC-FCDO and CSOs are acknowledged. The 3 years MTSS plan was develop to guide its implementation as well as performance tracking.

Finally, we appreciate the efforts and commitments of present administration for the support and corporation it has been given to the Critical Infrastructure in order to improve the level of Regional, Township and Feeder Roads in the State for the improvement of the socioeconomic wellbeing of the people of Jigawa State.

Thank you

Engineer Datti Ahmad

**Permanent Secretary,  
Ministry of Works & Transport**

## Acknowledgements

I had like to express my deepest thank to all those that had contributed towards the the successful development of the 2023 - 2025 Rapid MTSS Rollover process of the Critical Infrastructure, worthy of note to recognize their contributions are all our Development Partners that supported for the successful development of the document. Other stakeholders includes the Chief Executives of Jigawa State Roads Maintenance Agency, Fire Service Directorate, Civil Society Organizations which without their support the document would not have been produced.

The tremendous contribution of the Sector Planning Team from the commencement to the end of the process must be appreciated. I therefore whole-heartedly express our gratitude and appreciation to the entire members of the SPT members who worked tirelessly towards the actualization of this document. I would also like to recognize the positive contribution of Civil Society Organizations particularly PMP Partner and Nigerian Society of Engineers, Dutse State Branch, for their contribution in coming up with this document. The wonderful contribution and guidance of our able Consultant in person of the former Director Planning, Budget and Economic Planning Directorate who facilitate the process is also highly commended and appreciated.

Finally, it is hope that the SPT and BEPD would judiciously use this document as a guide when it comes to MTSS Roll-Over process for the subsequent years.

Thank you all and may Allah guide us

**Engr. Datti Ahmed, MNSE, FNICE**

Permanent Secretary

Ministry of Works and Transport

## Table of Acronyms

Acronym	Definition
ASPER	Annual Sector Performance Evaluation Report
BEPD	Budget and Economic Planning Directorate
BOT	Building, Operate and Transfer
CBOs	Community Based Organizations
CDF	Comprehensive Development Framework
DIA	Dutse International Airport
DPPMB	Due Process & Projects Monitoring Bureau
FAAN	Federal Airports Authority of Nigeria
HIT	High Tension
ICT	Information and Communication Technology
JIRMA	Jigawa Roads Maintenance Agency
JSG	Jigawa State Government
KEDCO	Kano Electricity Distribution Company
KPIs	Key Performance Indicators
KRAs	Key Result Areas
LT	Low Tension
LGA	Local Government Area
MAKIA	Mallam Aminu Kano International Airport
NAMA	Nigerian Airspace Management Agency
M & E	Monitoring & Evaluation
MDAs	Ministries, Departments & Agencies
MOW&T	Ministry of Works & Transport
MTEF	Medium Term Expenditure Framework
MTP	Medium Term Plan
MTSS	Medium Term Sector Strategy

NGOs	Non Governmental Organizations
SDSD	State Development Strategy Document
SLGP	State and Local Governments Programmes
SLOGOR	State & Local Governance Reform
SPT	Sector Planning Team
SPR	Sector Performance Review
SSG	Secretary to the State Government

## Executive Summary

Critical Infrastructure is one of the Jigawa State Government top priority area in the Comprehensive Development Framework (CDF) for creating and sustaining economic growth and development in the State. Robust and reliable infrastructure is a critical element of conducive business environment and investment climate, and by extension, a necessary condition for an economy to develop and grow. The main components of the sector are identified as Roads & Transport Development; Power Supply; and Information & Communication Technology [ICT] and the Fire Prevention and Fighting Operations. The sector focus on infrastructural development to support the full mobilization of the private and other actors to facilitate a sustain economic growth. While these are critical in building conducive investment climate to trigger pro-poor economic growth, they also provide the necessary springboard for economic empowerment given their high employment, income generation and poverty reduction potentials. Despite the deregulation of the power sector, Government would also continue to support power generation and distribution in the State through encouragement of private sector investment and rural electrification program which are catalyst in transforming the social and economic life of the populace.



The Directorate of Budget and Economic Planning has allocated an indicative sector budget envelop of N15,526,000,000, N18,271,000,000 and N21,445,000,000 for 2023, 2024 and 2025 respectively for the entire sector which covers: Ministry of Works and Transport Development, Jigawa Roads Maintenance Agency and Fire Service Directorate.

Despite the fact that there was a serious challenge of resource allocation due to the Covid-19 Pandemic crisis from the 2021 allocation where a number of projects in the last years budget were not concluded, but still the sector was able to utilize what was appropriated to it in the 2021 appropriation and it however received a contingency transfer and some significant of another allocation in the Supplementary budget this made the sector to perform wonderfully.

## **Section One: Introduction**

The Critical Infrastructure Medium Term Sector Strategy (MTSS) stemmed from the Sector's Policy and State's Comprehensive Development Framework (CDF II) for the conducive business environment and investment climate and by extension a necessary condition for the economy to grow. There are three main components of the sector that were identified as key under the Jigawa State Comprehensive Development Framework which includes Roads & Transport Development, Power Supply and Information and Communication Technology. As we are all aware, Jigawa State under the able leadership Governor Muhammad Badaru Abubakar MON, mni, is one among the few States that have developed infrastructure in the State. This is done because of the budget reliability been followed by the government and the best practice pursued unlike before.

### **1.1 Background**

Jigawa is one of the third generation states in Nigeria typified by rural settings; challenged by poor and emerging infrastructure and social facilities. The geographical location of the Jigawa State lies between Latitudes 11°N to 13°N and Longitudes 8°E to 10.15°E. Bordered Kano and Katsina States to the west, Bauchi State to the east and Yobe State to the northeast. To the north, Jigawa shares an international border with Republic of Niger and is one of thirty-six States that constitute Federal Republic of Nigeria.

Critical Infrastructure and Roads in particular has received significant progress in the recent times with over 4,000 kilometres of tarred road networks coverage through sustained public sector spending. It is obvious to say that all the 27 Number Local Government Headquarters of the State have a good road network which were directly linked with other Local governments and the State Capital in particular. Construction of rural feeder roads has also received a renewed attention. There is absolutely a good political commitment in responding to public demands which is largely responsible for the progress that has been recorded.

## **1.2 Summary of the Rapid MTSS Rollover Process**

The Medium Term Sector Strategy (MTSS) describes the Critical Infrastructure outputs that would contribute to Jigawa State development in the next three years (2023 - 2025). This was done by a step by step process of translating the Sector Policies into its resource (human and financial) realities. This way, the MTSS seeks to create a balance between revenue and spending on one hand and the recurrent and capital budgets on the other hand. It however emphasises a balance budget in which policy planning and budgeting is based on realistic revenue sources and availability of funds.

The exercise was carried out by a separate team of the SPT and members of the SPT chaired by the Permanent Secretary of Ministry of Works, key Staff of the Sector, Representative of the Directorate of Budget and Economic Planning, CSOs and of course the Development Partners working with Governance and Infrastructure. Through brainstorming exercises the SPT synchronised each policy goal to reflect the sector's mandate and avoid duplications in the log frame. The processes of prioritization and phasing the MTSS activities also reflect existing sector programs/projects and provided a smooth flow into the forthcoming years of the medium term plan.

Detailed costing was conducted by members of the sector team, Budget and Economic Directorate staff and the CSOs, breaking down the initiatives and activities into smaller identifiable elements and sub-activities that from experience are required to deliver the main initiatives. Based on the most recent prices/budget data in common usage within the sector indicative costs of every activity were estimated by detailed costing of the outputs.

## **1.3 Role of the SPT and Membership**

Membership of Sector Planning Team (SPT) comprises of the Honourable Commissioner, Permanent Secretary, key staff of the entire sector, representatives of the Directorate of Budget and Economic Planning, Representatives of NGOs, ARC and CSOs.

The SPT is responsible for carrying the whole MTSS rollover process. The process started with a meeting at Ministry's conference hall and reviewed membership of the planning team. The meeting also reviewed the objectives, Programmes and key initiatives. The process continued with another meeting with the consultant where the work done by the team was reviewed. This was followed with another meeting at the Farm Center Hotel, Kano. This meeting was attended by all the sectors involved in the MTSS process. During this meeting, the MTSS process was reviewed by the consultant and the sectors were guided on how to carry out the process.

Membership of Sector Planning Team (SPT) comprise the following:

<b>S/No.</b>	<b>SECTOR PLANNING TEAM</b>	<b>MEMBERSHIP</b>
1	Hon. Commissioner Ministry of Works	Chairman
2	Permanent Secretary Ministry of Works	Member
3	Director Civil Ministry of Works	Member
4	Director Fire Service Directorate	Member
5	Director Roads Traffic Ministry of Works	Member
7	Deputy Director Civil, Ministry of Works	Member
8	Director Engineering, Ministry of Works	Member
9	Director Electrical, Ministry of Works	Member
10	Managing Director JIRMA	Member
11	Executive Secretary, REB	Members
12	Director Administration & Finance, Works	Members
13	Representative of Budget & Planning	Member
14	DPRS, Ministry of Works	Secretary

## Section Two: Sector Strategy and Policy in the Medium Term

### 2.1 Overview of Sector's Institutional Structure

The Critical Infrastructure Sector in the State have comprises of Ministry and Three Agencies that includes the followings:

Directorate of Fire Service, Jigawa Roads Maintenance Agency and REB. There are some other government agencies that the sector has a cross-cutting issues with such as Ministry of Lands and Housing, Ministry of Environment, Ministry of Water Resources etc.

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### 2.2 Sector's Institutional Mandate

**Ministry of Works & Transports:** The Jigawa State Ministry of Works and Transports like any similar sector at Federal or State levels is responsible for coordinating the sector units and activities. Specifically, within this jurisdiction the ministry is responsible for:

- Construction and rehabilitation of roads network and its related infrastructure across the State. These include Township roads, Dutse Capital roads network, feeder roads and regional roads.
- Maintenance of roads network and its related infrastructure across the State and hire services of road construction machineries and equipment.
- Provision of technical support and assistance to government Agencies and Local Governments in roads project design & implementation.
- Development and implementation of State Transportation Policy.
- Formulate and enforce traffic rules and regulations towards the safety of lives and property of the people.
- Generate, transmit, distribute and sell electricity either in bulk or to individual consumers in the rural areas of the State (where KEDCO does not presently maintain its services).
- Construct, reconstruct, maintain and operate electricity generating stations, transmission lines, transformer stations and all works necessary for the provision of electricity

- The manufacture, provision, sale, letting or hire, connection, maintenance, repair or removal of any electric lines, fittings, apparatus for which electricity can or may be used.
- The maintenance of shops and showrooms for the display, sale and hire of electrical equipment of all kinds.
- The advertisement of such electrical equipment whether by way of demonstration, exhibition or otherwise.
- Revenue generation through the provision of ICT services.
  - Provision of access to Internet services;
  - Training and development of ICT professionals;
  - Provision of rural telephony within the state
  - Carry out any other functions as may be assigned by the Governor of Jigawa State.

**Rural Electrification Board:**

\* The Jigawa State Rural Electrification Board established and managed electricity undertaking in those areas of the State where KEDCO does not maintain any electricity undertaking or installation

- take over all electricity undertakings and installations within the State which are the property of the State government
- secure the supply of electricity at reasonable and affordable prices;
- the manufacture, provision, sale, letting on hire, connection, maintenance, repair or removal of any electric lines, fittings, apparatus for which electricity can or may be used;
- the maintenance of shops and showrooms for the displays, sales and hire of electricity equipment of all kinds and;

- advertisement of such electricity equipment whether by way of demonstration, exhibition or otherwise

**Directorate of Fire Service:** Mandate of the Agency are: -

- To extinguish , control and prevent;
- Rescue victims during an emergency;
- To save life and protect property;
- To carry out other humanitarian works as may be required of them under the supervision of the Honorable Commissioner.

**Jigawa Road Maintenance Agency (JIRMA)):** Mandates of JIRMA includes:

- rehabilitation and maintenance of all State roads;
- rehabilitation and maintenance of bridges and culverts;
- any other responsibilities that may be assigned by the Honorable Commissioner of Works.

#### Overall mandate of the sector

The overall mandate of the Critical Infrastructure Sector is to develop a robust and reliable infrastructure for the socioeconomic development of Jigawa State, on the other hand , in three components of the sector is made up of several policy objectives which includes:

- \* to provide good road network in order to facilitate and enhance socioeconomic development of the State;
- \* to ensure access to affordable, reliable, sustainable and modern energy for all Jigawa State citizens;
- \* to develop an effective and reliable ICT infrastructure;
- \* build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;
- \* ensure the safety of lives and properties against fire, water and road traffic accidents across the State;
- \* to facilitate access to safer road, water, rail and air transportation to various destinations within and outside the State

### 2.3 Links between Sector's Mandate and CDF II

The State level goals and policy objectives of the Jigawa State Critical Infrastructure Sector are all derived from State Comprehensive Development Framework (CDF-II)

and are however in line with the Federal Ministry of Works & Transport. The linkages are both generic is purposeful arisen from the complementary mandate for all State policy objectives where they reflect the Federal goals.

## 2.4 Sector's Objectives, Programme, and Outcome deliverables

### VISION

To become a modern society with state of art transportation and power infrastructure that would promote socioeconomic advancement of the State

### MISSION

To raise the standard of living of the Jigawa State citizens by construction and maintenance of roads, power and airportbe ensure and also maintain a viable, efficient and effective road transport system in the State

## Section Three: The Development of Sector Strategy

### 3.1 Outline Major Strategic Challenges

Below are some of the identified challenges facing the Critical Infrastructure sector and the proposed strategies to be followed for their mitigation in the 2023 - 2025 MTSS rollover process

S/N	Identified Challenges	Strategies for their Mitigation
1	Windstorm damages to electrical poles	Use of high quality poles and reduction of span length
2	Limited energy available from the grid	Facilitating of investors for the take off of solar projects
3	Abandoned IPPs	Disposal of the IPPs
4	Unresolved issues between solar investors and Federal Government	State Government to intervene
5	Perennial flooding leading to collapse of roads and bridges	Provision of adequate hydraulic structures during design

6	Haulage distance for laterite	Creating alternative route to closer source of laterite material
7	High axial loading on the road	Enforcement of Traffic Law to check against overloading
8	None existence of ICT policy in the State	Adoption of the National ICT Policy
9	Obsoltte ICT equipment	Procurement of modern ICT equipment

### 3.2 Resource Constraints

The provision of Infrastructure is always a capital intensive that requires a huge budgetary provisions from national to sub-national governments. Without adequate provisions, no Infrastructure development could emerge. If there is adequate provision of budget allocation in the sector, the number of ongoing projects which the government is committed to do can certainly be completed.

The tables below can actually give the summary of the 2020 & 2021 budgeted and actual expenditure data and the ongoing implementation of 2022 budget which provides the actuals for the third quarter of the year

**Tablexxx: Summary of 2020Budget**

Item	Approved Budget (N,000)	Amount Released (N,000)	Amount Released as a % of approved	Variance
Personnel	309,144,000	308,985,919	99%	158,081
Overhead	1,530,400,000	1,516,706,549	99%	13,693,451
Capital	14,489,500,000	14,363,931,732	99%	125,568,268
<b>Total</b>	<b>16,329,044,000</b>	<b>16,189,624,200</b>	<b>99%</b>	

As there was the emergence of Covid-19 pandemic that spread the world, the State budget was revised to confirm with the current reality. The initial budgetary allocation



for the sector was N20,402,464,000 and revised to N16,329,044,000 for both Recurrents and Capital Expenditures. This shows there was a slight decrease of about 4 percent. This however shows that the performance made by the sector still is wonderful as there was about 99 percent performance in both expenditure components.

**Tablexxx: Summary of 2021Budget**

<b>Item</b>	<b>Approved Budget (N,000)</b>	<b>Amount Released (N,000)</b>	<b>Amount Released as a % of approved</b>	<b>Variance</b>
Personnel	304,997,000	298,958,314	98%	6,038,686
Overhead	1,551,400,000	1,520,922,002	98%	30,477,998
Capital	14,754,400,000	12,425,421,809	84%	328,978,191
<b>Total</b>	<b>16,110,797,000</b>	<b>14,245,302,125</b>	<b>88%</b>	<b>1,865494875</b>

In 2021we can see that the sector has a budgetary provision of **N16,110,797,000** which includes both recurrent and capital expenditures where about **N14,245,302,125** was **expended** or 88 percent. This shows a slight decrease compared to 2020 fiscal year with all the issue of Covid-19 pandemic.

**Tablexxx: Summary of 2022Budget (Third Quarter Implementation)**

<b>Item</b>	<b>Approved Budget (N,000)</b>	<b>Amount Released (N,000)</b>	<b>Amount Released as a % of approved</b>	<b>Variance</b>
Personnel	303,612,000	200,764,997	66%	102,847,003
Overhead	1,828,667,000	1,212,713,300	66%	615,953,700
Capital	34,079,000,000	12,421,037,044	36%	21,657,962,956

<b>Total</b>	<b>16,110,797,000</b>	<b>14,245,302,125</b>	<b>88%</b>	<b>1,865494875</b>
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From the figure above, it is observed that the 2022 is just for quarter three (Q3) of the year, and based on the performance, it looks like there will be a good historical performance with only capital aspect which will definitely difficult to record better performance.

### 3.3 Observations and Suggestions for Improvement

The following are the key observations

- a. The assessment template gives clear prioritisation of the projects which can easily be notice from its relevance, technological option and cost effective.

## Section Four: Rapid Projects Costing

### 4.1 Description of Projects Costing Process

The project costing template was used to prepare the MTSS costing for the 2023 – 2025. Costing was done using the knowledge of past costs on each project. A more detailed costing will be conducted during the implementation process of the projects. The total cost of each project is the amount to be spent for the 3years period based on the magnitude of works to be executed as per the feasibility studies and sign.

There are 34No projects planned to be executed in the next three years, most of them are ongoing. The total cost of the capital projects requirements for 2023, 2024 and 2025 are; N15,526,000,000, N18,271,000,000 and N21,445,000,000 respectively

### 4.2 Specification of Budget Ceiling and Fitting of Projects into Indicative Budget Ceiling

The sector budget ceiling for the 2023 as provided by the Directorate of Budget and Economic Planning (BEPD) is N15,526,000,000. The cumulative capital budget was estimated taking cognisance of the indicatives budget ceiling as such the total capital cost is equal to the indicated budget ceiling. A total of 34 projects were entered into the sector indicative envelope.

### 4.3 Output of the Projects Costing Process

The result of the project costing template is attached as Appendix II.

#### **4.4 Observations and Suggestions for Improvement**

The key observation: -

Most of the Critical Sector projects are ongoing in nature and their completion periods are within the medium term plan that is three year plan.

### **Section Five: Rapid Projects KPIs**

#### **5.1 Description of the Projects Results Framework**

The sector initiatives were used in populating the assessment, the costing templates and the KPI's template. For each of the projects identified were plan in such a way that it will produce results on expected output and expected outcomes.

#### **5.2 Output of the Projects Result Framework**

The results of the project KPI's template is attached as Appendix III.

#### **5.3 Observations and Suggestions for Improvement**

The KPI's template gives details information on the sectors milestones which indicate the current situation and the target to be achieved for each of the projects.

### **Section Six: Conclusion**

#### **6.1 What Went Well with the Rapid MTSS Rollover Process**

The commitments and the support from Jigawa State Government and BEPD were appreciated for ensuring successful deliberation. Participants from the sector were committed, dedicated and hardworking during the processes of annual 2023 - 2025 MTSS Rollover event that took place at Farm Centre Hotel, Kano where all SPT members were in attendance. However, members of the SPT were confident in what they have done.

#### **6.2 What Did Not Go So Well with the Rapid MTSS Rollover Process**

The key challenge associated with the process is the time constraints, it was observed that the timeline given to develop the document after issuing the Call Circular was too short. The refresher training was not adequate.

#### **6.3 Key Lessons from the Process and Their Implications for Our Sector/MDA**

The 2023-2025 MTSS rollovers was interesting, simplified in the sense that the process was conducted in house without any support. Then one of the most critical implication

was that some of the documents needed were not available and one has to go back to Dutse and get the documents for alignment with what was on the ground during the session, so much time was wasted.

<b>JIGAWA STATE BUDGET AND ECONOMIC PLANNING DIRECTORATE</b>											
<b>2023 - 2025 Medium-Term Costed Plans and 2023 Budget Process</b>											
<b>Name of Agency: MINISTRY OF WORKS &amp; TRANSPORTS</b>								<b>MDA Sector: CRITICAL INFRASTRUCTURE</b>			
S/ N	Project Description	Project's Primary Objective	Project Status	If Ongoing	Total Project Cost (NGN)	If Ongoing		Medium -Term Phasing of Cost to Completion (NGN)			Estimated Recurrent Cost Implication (Personnel and Running Cost
			New or Ongoing	Project Budget Code		Year Project Started	Actual Expenditure to Date	2023	2024	2025	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	Construction Of Bridges and Major Culverts		on-going	20300				1,000,000,000	500,000,000	300,000,000	
2	Upgrading Of Rural		Ongoing	20301				2,000,000,000	1,000,000,000	1,000,000,000	

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	(Feeder) Roads										
3	Road and Other Projects Consultancies		Ongoing	20302				500,000,000	300,000,000	300,000,000	
4	Limawa - Warwade - Jidawa - Sakwaya - Dutse Road		Ongoing	20306				400,000,000	0	0	
5	Girimbo - Gantsa - Sara Road		New	20318				500,000,000	1,000,000,000	1,000,000,000	
6	State Capital Road Networks		Ongoing	20324				1,000,000,000	1,500,000,000	1,500,000,000	
7	Construction of Township Roads		Ongoing	20325				2,000,000,000	1,500,000,000	1,500,000,000	
8	Feeder Roads Project		Ongoing	20328				1,000,000,000	1,000,000,000	1,000,000,000	
9			Ongoing	20334				500,000,000	0	0	
10	Dutse Airport Projects		Ongoing	20329				250,000,000	300,000,000	300,000,000	

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11	State Driving School		Ongoing	20331				50,000,000	30,000,000	20,000,000	
12	Kwanar Kuka - Tafa Road		New	20335				200,000,000	1,500,000,000	500,000,000	
13	Farun Daba - Maitsani - Ba'auzini - Kafin Chiroma - Gallu Babba - Gallu Karama - Karkarna Bye Pass Road		New	20336				200,000,000	1,500,000,000	500,000,000	
14	Rehabilitation of Gwaram-Basirka		Ongoing	20337				500,000,000	0	0	
15	Hadejia-GarunGabas Road		New	20338				500,000,000	1,500,000,000	500,000,000	
16	Maigatari-Babura Road		New	20339				500,000,000	1,500,000,000	500,000,000	
17	Arbus - Girbobo Road		New	20341				200,000,000	1,500,000,000	500,000,000	

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18	Dundubus - 'Yanjaji - Wangara - Gidan Maidaru Road		New	20342				200,000,000	1,500,000,000	500,000,000	
19	Daguma - Garin Kosau Road		New	20343				200,000,000	1,500,000,000	500,000,000	
20	Kuka Yasku - Malam Abba - Katuka - Garin Kwalandi Road		New	20344				200,000,000	1,500,000,000	500,000,000	
21	Kwanar Idonduna - Kadawawa - Gangawa - Nahuce - Kwanar Olayinka Road		New	20346				200,000,000	1,500,000,000	500,000,000	
22	Vehicle Inspectio n Operatio ns Office		New	20332				50,000,000	50,000,000	50,000,000	
23	Conventi onal/Sola r		Ongo ing	20516				1,000,000,000	1,000,000,000	1,000,000,000	



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	Streetlights Project										
24	Dutse Street light		Ongoing	20517				200,000,000	200,000,000	200,000,000	
25	Special Road Routine Maintenance (Reconstruction of failed road sections)		Ongoing	20322				3,000,000,000	3,000,000,000	3,000,000,000	
26	Purchase and refurbishing of road construction plants and equipments		Ongoing	20323				100,000,000	100,000,000	100,000,000	
27	Maintenance of Township Roads		Ongoing	20326				200,000,000	200,000,000	200,000,000	

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28	Procurement of Fire Fighting vehicles and equipments		Ongoing	10012				500,000,000	30,000,000	30,000,000	
29	State Fire Service Headquarter and Zonal Offices Projects		Ongoing	10013				20,000,000	20,000,000	20,000,000	
30	New Rural Electrification Project		New	20100				300,000,000	400,000,000	550,000,000	
31	Completion of ongoing Electrification Projects		Ongoing	20101				500,000,000	600,000,000	450,000,000	
32	Upgrading/Maintenance of		Ongoing	20102				400,000,000	550,000,000	600,000,000	

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	existing electricity Infrastruc ture										
33	Purchase of project vehicles, plants and equipmen ts		New	20104				250,000,000	150,000,000	150,000, 000	
34	State Driving School		New	20331				50,000,000	50,000,000	50,000,0 00	
<b>T O T A L</b>								18,670,000,000			