



**SENATE OF THE  
FEDERAL REPUBLIC OF NIGERIA  
ORDER PAPER**

Thursday, 6<sup>th</sup> July, 2023

- 
1. Prayers
  2. Approval of the Votes and Proceedings
  3. Oaths
  4. Announcements (if any)
  5. Petitions
- 

ORDERS OF THE DAY

MOTIONS

1. Urgent Need to Carry-Out Remedial Work on Obodoukwu, Urualla, Akokwa, Umumaisiaku, Umuchima and Umueshi Gully Erosion Sites in Ideato North and Ideato South LGAs, Imo State.

Sponsor: Sen. Izunaso, Osita (*Imo West*)

*The Senate:*

*Notes* the total collapse of the Obodoukwu, Urualla, Akokwa, Umumaisiaku, Umuchima and Umueshi Gully Erosion sites in Ideato North and Ideato South Local Government Areas of Imo State; and that the gullies and floodwaters have become treacherous which recently led to the loss of human lives, properties worth over four billion naira (N4b), and inflicted severe injuries;

*Also notes* the economic impact of the continuous loss of lives, businesses and properties of individuals, NGOs and the government as flood is burying them under debris day after day;

*Observes* that the total number of affected communities are twelve (12) and that the two LGAs share border with Anambra, Enugu and Abia states;

*Concerned* that the gullies and floodwaters are now beyond the Imo state government. Hence, the need for federal government's presence and urgency to undertake immediate remedial work (to mitigate the risks and prevent further loss of lives, properties, and environmental degradation) in the affected areas; and

*Aware* that by taking immediate action and working together, we can protect lives, preserve our community's well-being, and build a safer and more resilient future,

*Accordingly resolves to:*

- i. Urge the Ecological Fund Office (EFO) and the National Emergency Management Agency (NEMA) to jointly and urgently engage relevant experts, including geologists, hydrologists, and environmental engineers, to conduct the assessment and Implement measures such as slope stabilization, gabion installations, terracing, re-vegetation, and construction of retaining walls to prevent further losses and minimize the risks to nearby infrastructure, communities, LGAs and states;

- ii. *Also urge* NEMA to urgently implement a community resettlement plan, where necessary, to relocate residents from high-risk areas, providing them with adequate housing, livelihood support, and necessary amenities;
- iii. *Further urge* NEMA and EFO to establish community-based initiatives to enhance resilience, such as emergency response teams, evacuation plans, and the formation of local task forces focused on disaster management; outlining the achieved milestones, challenges encountered, and plans for future actions every four (4) weeks; and
- iv. *Commend* the Imo state government on its quick response/intervention which saved some lives and reclaimed many properties.

2. Urgent Need to Reverse the Concessioning of Mallam Aminu Kano International Airport, Kano.

Sponsor: Sen. Suleiman, A. Kawu Sumaila (*Kano South*)

*The Senate:*

*Notes* that the Federal Executive Council, on 17th May, 2023, approved the concessioning of Mallam Aminu Kano International Airport, Kano for 30 years, to Messrs Corporación America Airports Consortium;

*Aware* that the Federal Ministry of Aviation (and Aerospace) does not own, or run, any airport in Nigeria and that by the dictates of the governing Act of the Federal Airports Authority of Nigeria (FAAN), ownership and management of all federal government airports are fully vested in the Authority;

*Also aware* that the Infrastructure Concession and Regulatory Commission (ICRC) procedure document states, with respect to the agency that wishes to concession a facility that, "The public entity should have enabling authority to transfer its responsibility - enabling legislative and policy framework or an Administrative Order to that effect;

*Reflects* that from the combined import of the FAAN Act and the ICRC procedures manual, is an evident manifestation that the entire airports concession is based on an incurably faulty foundation. For, there is no doubt that it is the Federal Airports Authority of Nigeria, not the Ministry of Aviation, that has power 'to transfer its responsibility' to a would be concessionaire. It is also FAAN, not the Ministry, which has the requisite 'legislative & policy framework' for such;

*Convinced* that if the claim that the FEC has approved the concessioning of Mallam Aminu Kano International Airport has any substance, then the FEC has indeed been misguided in its decision, and that action cannot amount to anything than a nullity;

*Worried* about the rationale in borrowing and spending public money to upgrade the airport only to hand it over to foreign businesses for a period of 30 years in the name of a concession;

*Alarmed* that Nigeria is receiving a concession fees or upfront of \$1.5m while the total amount of money that the Kano airport is accruing to government is \$97.4m;

*Disturbed* that this concession is clearly dubious and raise questions on the process and what the actors stand to gain;

*Recalls* that unions in the aviation industry embarked on a strike to question the integrity of the concession exercise, stressing that the concession of the airport away from FAAN would necessarily cause a cessation of the employment of all the staff involuntarily;

*Worried* that the concession by the Buhari-led administration raises a fundamental question of injustice on why an elephant project with huge public investment would take place just at the end of the administration; and

*Observes* that the faulty gaps inherent in the concession would lead to array of lawsuits and thereby embarrassing the current administration,

*Accordingly resolves to:*

- i. Condemn in strong terms the Concessioneering of the Mallam Aminu Kano International Airport, Kano, as it was not done in public interest;
  - ii. Urge the Federal Government to immediately cancel and reverse the concessioneering of the Mallam Aminu Kano International Airport, Kano; and
  - iii. Also Urge the federal government to, if need be, review the entire exercise and give a level playing field to all stakeholders.
3. The Deplorable State of Benin-Ekpoma-Auchi-Okene Roads: Urgent Need for Government to Mobilise Contractors to Site.

Sponsor: Sen. Oshiomole, Adams Aliyu (*Edo North*)

*The Senate:*

*Notes* the Deplorable and dangerous state of the Benin-Ekpoma-Auchi-Okene Roads which are major federal roads that link Edo State to the North and other Southern states in the country. These Roads were constructed more than four decades ago and have aided the smooth vehicular movement of persons and goods from the South to the North and from Edo state to the South-East and other South-South States thereby boosting socio-economic activities between five geo-political regions of the country;

*Also notes* that as a result of age, wear and tear, certain portions of these Roads have failed completely and this development has caused untold hardship to the many Nigerians who rely on this route for socio-economic activities;

*Aware* that in 2012, following series of complaints by commuters and motorists plying the Benin-Ekpoma-Auchi-Okene Road, the contract for its reconstruction and dualisation was awarded by the federal government under the President Goodluck Jonathan led administration;

*Also aware* the federal government under the Buhari Presidency in January 2023 approved the sum of N75 Billion for the reconstruction of the Lokoja-Benin Road, specifically extending from Obajana Junction in Kogi State to Benin City, and N64 billion for the Benin-Warri dual carriageway;

*Observes* that since the award of the rehabilitation and reconstruction contract, pace of work on this Road has been very slow; The Lokoja-Benin Road which was included in the Infrastructure Development and Refurbishment Investment Tax Credit Scheme Phase of the Buhari administration;

*Disturbed* that currently, certain portions of these Roads have failed completely and have become a source of nightmare to motorists, especially articulated vehicles that spend days on the same spot thereby preventing other smaller vehicles from navigating their way through the Roads. This situation, now sadly compel smaller vehicles to opt for longer alternative routes through Ondo State totally out of their normal direction in order to avoid the gridlocks and sometimes inability to maneuver through the bad portions;

*Further disturbed* that Transporters are forced to hike their fares due to increased hours of time it takes for them to arrive at a journey that they would otherwise spend less time to arrive at, thereby passing the buck to the passengers and travelers who now pay astronomically high fares to their destinations. This situation is disheartening, considering the current high cost of living that Nigerians are already grappling with; and worried about the deplorable state of these roads which have caused damage to properties and led to the death of numerous innocent lives through accidents; and

*Worried* that this Roads pass through the locations of the BUA and Dangote Cement factories in Okpella which attracts heavy duty vehicular movement 24 hours of the day, throughout the year, making it a very strategic route for the county's development,

*Accordingly resolves to:*

- i. Urge the President C- in - C to grant approval for the augmentation of costs on this road through the Federal Ministry of Works pending the constitution of the Federal Executive Council for ratification; and
  - ii. Urge the Federal Ministry of Works to as a matter of urgency:-
    - commence immediate repairs on the failed portions of these Roads;
    - Provide adequate funding sufficient to complete the reconstruction of these Roads; and
    - Come up with a plan to settle all lingering issues bordering on the dualisation of the Roads with contractors and also review the terms and conditions of the contract to meet current realities of inflation.
4. Urgent Need to Stem the Tide of Illegal Motor Parks and Pick-Up Points within Abuja Metropolis.

Sponsor: Sen. Aliyu, Ahmed Wadada (*Nasarawa West*)

Co-Sponsor: Sen. Kingibe Ireti Heeba (*FCT*)

*The Senate:*

*Notes* that by the constitution of the Federal Republic of Nigeria as (Amended), the National Assembly is constitutionally empowered to legislate for the Federal Capital Territory;

*Also notes* that Cap F6 LFN 2004 created the Federal Capital Territory to be managed by the FCT Administration which is divided into several departments under which there are: VIO, Abuja Transport Secretariat, Abuja Environmental Protection Board and so on;

*Aware* that the Federal Capital Territory is perhaps the fastest growing city in Africa with the influx of people from all parts of the nation thereby putting pressure on existing facilities and causing increased vehicular traffic as people have come from all walks of life to seek greener pasture;

*Concerned* that even though the Abuja master plan has designated motor parks and garages for pickup and drop-off of passengers, transporters in the Federal Capital City have formed the terrible habit of picking up and dropping off passengers indiscriminately and also parking at NON-DESIGNATED PARKING ZONES on the high way thereby causing unnecessary traffic and congestion and also accidents on the highway;

*Worried* that if the illegal pickup and drop off indiscriminately at non-designated parking zones are not controlled or eliminated it may in addition to causing accidents become a serious security threat and concern in the FCT;

*Further concerned* that if the creation of illegal garages and pickup/drop off points is not curtailed, it will remain an avenue of leakage in revenue Generation for the FCT Administration;

*Further worried* that these illegal pickups and drop off points may become impediments to easy commuting of essential service vehicles such as Fire Service, Ambulance, Police etc., to access points where their services might be urgently needed; and

*Also worried that this traffic indiscipline is becoming an acceptable norm for these offenders,*

*Accordingly resolves to:*

- i. *Urge the FCT Administration, the VIO, FRSC, and other relevant agencies to immediately commence a joint task force to step up activities to eradicate these illegal garages and pick-up or drop-off points within the Federal Capital City; and*
  - ii. *Also urge the joint task force to always enforce the penalty for the creation of illegal Garages within the Federal Capital City.*
5. **Need to Investigate the Controversial Make up Gas (Mug) Reprocessing Deal involving the Federal Ministry of Finance, Niger Delta Power Holding Company (NDPHC), Calabar Generation Company Limited, and ACUGAS Ltd.**

**Sponsor: Sen. Aniekan, Basse (Akwa-Ibom Northeast)**

*The Senate:*

*Recalls that the Niger Delta Power Holding Company (NDPHC), a company owned by the Federal, States and Local Governments in Nigeria to hold and manage Nigeria's Independent Power Projects, sometime in 2017 entered into a Gas Supply Agreement (GSA) with Acugas Limited for the supply of gas to Calabar Generation Company Ltd (Calabar Genco), a subsidiary of the NDPHC;*

*Recalls also that under the said GSA, the Federal Government Nigeria is obliged to pay over \$10million monthly to Acugas Limited and this monthly obligation was protected and secured with a "take or pay" clause implying that the monthly payment of over \$10million must be discharged unconditionally by the Federal Government whether the Calabar Genco takes delivery of gas or not;*

*Notes that the discharge of this "take or pay" obligation by the Federal Government has become a major concern to all well-meaning Nigerians because of its huge burden on public treasury as huge sums of money were paid to Acugas even for gas not received or utilized by Calabar Genco;*

*Notes also that in a bid to get Nigeria out of this controversial "take or pay" cul de sac and put in place an arrangement to reprocess and redirect the gas for which Nigeria has paid for but not utilized over time, the then Minister of Finance, Budget and National Planning, Dr. (Mrs) Zainab Ahmed initiated a Make -up Gas (MUG) Reprocessing deal involving Calabar Genco and Acugas Ltd;*

*Observes that the controversial MUG deal was devoid of transparency and allegedly involved the payment of huge sums of money as fees to Transactions Advisers even when Acugas Ltd was reportedly discussing the extension of the sunset date for the utilization of the MUG without the involvement of paid consultants or Transaction Advisers with an addendum to the GSA already signed between the parties; and*

*Concerned that if the Senate does not investigate the Circumstances under which the GSA and MUG were executed by the Federal Government with Acugas Limited, these transactions would constitute an endless drain on scarce public funds which should have been applied towards the execution of other pressing Government projects,*

*Accordingly resolves to:*

- i. *Mandate the Committee on Power when constituted to investigate the circumstances under which the Gas Supply Agreement(GSA) and Make -up Gas Reprocessing(MUG) arrangement was executed, the parties involved, payments so far made to entities to date, the status of implementation of the GSA, and for this purpose invite all stakeholders to the transaction including the Immediate past Minister of Finance, Budget and Economic Planning, the Niger Delta Power Holding Company (NDPHC),*

Acugas Limited, Calabar Genco, the Transaction Adviser engaged under the MUG deal, etc ,and to report back within two weeks; and

- ii. *Urge* the Federal Government particularly the Office of the Attorney General of the Federation to ensure due diligence in the preparation and execution of transaction agreements with companies and other investors to avoid the ugly scenario Government is facing under the Gas Supply Agreement Acugas Limited and several other entities.