



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

Tuesday, 11th July, 2023

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1. **Prayers**
 2. **Approval of the Votes and Proceedings**
 3. **Oaths**
 4. **Announcements (if any)**
 5. **Petitions**
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ORDERS OF THE DAY

MOTIONS

1. Urgent Need to Investigate the Delay in the Completion of Umuahia-Umudike-Ikot-Ekpene, Aba-Ikot-Ekpene, and Aba-Ossisioma to Port-Harcourt Roads

Sponsor: Senator Nwokocha, Darlington (*Abia Central*)

The Senate:

Notes that the Aba-Ossisioma-PortHarcourt, Umuahia-Umudike-Ikot Ekpene, and Aba to Ikot Ekpene, roads are critical national assets and Federal Government Category A interstate roads, traversing and connecting the South-East, South-South, South-West and Northern geo-political zones of the country;

Also notes that the roads, which are central to the economic and social nerves of the cities of Aba, Umuahia, Uyo, Ikot-Ekpene, and Port-Harcourt, and serve as the arteries of the Nigeria National Petroleum Cooperation Limited (NNPC-Limited) operations, providing the company an alternative channel for the distribution of Petroleum Products, as well as important Agricultural Produce Nationwide, has continued to dilapidate due to unaccountable delays in the completion of the projects;

Further notes that the roads absolve heavy-duty vehicles and serve as the major alternative routes for the movement of essential goods and passengers across the contiguous States of the South East, South-South, Western, and Northern States of the country with access to important national economic establishments like the Export Zones, Cement Factories, and large-Scale Manufacturing Concerns;

Aware that the Federal Government awarded the Umuahia-Umudike-Ikot Ekpene, Aba-Ikot Ekpene, and Aba-Ossisioma-Port-Harcourt roads to Messrs. CGCC Global Project Nigeria Limited, Heartland & Raycon Construction Company Limited, and China Civil Engineering Construction Company (CCECC) respectively and funded by the NNPC-Limited pursuant to the Presidential Executive Order 007 signed in 2019 under the Road Infrastructure Tax Credit Scheme designed to boost Nigeria's national Roads Asset and marginally reduce critical infrastructure deficit in the country;

Recalls that on Tuesday, December 22, 2021, the Nigerian National Petroleum Corporation (NNPC), through its Chief Finance Officer, Mr. Umar Ajiya publicly handed over a symbolic cheque of N621.24 billion for the reconstruction/rehabilitation of 21 critical roads across the country, including the Aba-Ikot Ekpene and Umuahia-Umudike Ikot-Ekpene Roads to the Federal Government of Nigeria;

Disturbed that despite expending in excess of N15Billion since inception on these critical roads, the Umuahia-Ikot Ekepe Road had only attained 6% completion as of April 2023, while the Aba-Ikot Ekpene and Aba-Port-Harcourt roads continued deplorable states have led to the economic stagnation of the former boisterous commercial city of Aba with more than 1000 businesses closing down, and associated negative impact on the standard of living of households, youth unemployment, government revenues, and general productivity; and if not expeditiously addressed would worsen the devastating economic woes and threats to lives and property posed by the failed sections of the roads;

Also disturbed that the land-locked situation and deprivation of economic means created by the unending deplorable state of the roads have significantly contributed to the escalating insecurity activities in the South-East and the loss of several precious human lives on the affected sections of roads over time; and

Cognizant that the National Assembly has the constitutional mandate to conduct oversight over government policies, programs, and projects to ensure value for money, promotion of economic prosperity, protection of lives and property, and enhancement of sustainable national development of the country and every part thereof,

Accordingly resolves to:

- i. *Urge* the Federal Ministry Works and Housing and the Federal Roads Maintenance Agency (FERMA) to urgently intervene and include the repair of the failed portions of the roads especially in the Aba-Ossisioma to Port-Harcourt, Umuahia-Ikot Ekpene and Aba to Ikot-Ekepene axis in the planned nationwide Federal Roads Repair during this rainy season as palliative measure while ensuring that a full and permanent solution is devised to urgently complete the projects; and
 - ii. *Mandate* the Senate Committee on Works (when constituted) to investigate the award of the contracts for the reconstruction/rehabilitation of Aba-Ossisioma to Port-Harcourt, Umuahia-Ikot-Ekpene, and Aba-Ikot-Ekpene Roads, level of funds released, and utilization, the level of work completed and factors contributing to the unaccounted delays in the execution of the projects and report to the Senate within four (4) weeks for further legislative action.
2. Need to Investigate the Controversial Huge Expenditure on Premium Motor Spirit (PMS) under the Subsidy/Under Recovery Regime by the Nigerian National Petroleum Company Limited (NNPCL).

Sponsor: Sen. Chinwuba, Ndubueze Patrick (*Imo East*)

The Senate:

Notes that the Federal Government, in its fight against corruption and in order to plug the presumed highly proliferated leakages, wastages and slippages surrounding the fuel subsidy as well as in an attempt to end the controversial subsidy regime, on May 11, 2016, announced increase in fuel pump price from N87 to between N135 and N145 per litre;

Aware that at the inauguration of the present Government on May 29, 2023, the President took a bold step to announce the total removal of "fuel subsidy," noting that the scheme has "increasingly favoured the rich more than the poor";

Recognizes that the Federal Government's interest in exiting the subsidy regime was in line with its policy to reduce cost of governance, and desire to eliminate corrupt practices surrounding the Scheme through diversion and smuggling of the products into border countries as well as introduce fair competition in the Downstream Sector;

Informed that NNPCL within the period of subsidy exit attempt, substituted the term "subsidy" with "under recovery" without any recourse to the National Assembly or supervision by any other arm of the government;

Observes that while NNPC within 10 years, 2006 and 2015, claimed about N170 billion as under recovery, the same NNPC within 13 months, January 2018 to January 2019 claimed a whopping sum of N843.121 billion as under recovery;

Concerned that the then Petroleum Product Pricing Regulatory Agency (PPPRA) published in its website, figures that contradicted NNPC's daily under recovery claims within the same period;

Also concerned that the Federal Government appropriated N1.42 trillion and N4.3 trillion for petrol subsidy in 2021 and 2022 respectively while N3.6 trillion was appropriated for petrol subsidy for 6 months ending in June, 2023;

Worried that the NNPC's arbitrary and unsupervised direct deductions from the country's crude oil revenue without recourse to any enabling law contravenes Section 89 (1c and 1d) of the 1999 Constitution (as amended) and does not speak well of the good intentions of the Federal Government, especially in its fight against corruption; and

Also worried that the uninvestigated and alarming cost of under recovery/direct deductions by NNPC without necessary checks, has led to great misunderstanding of the Government's good intention on subsidy removal,

Accordingly resolves to:

- i. *Constitute* an Ad-hoc Committee to holistically investigate all controversies surrounding "subsidy and under recovery regime";
 - ii. *Invite* the Group Chief Executive Officer (GCEO) of NNPC to brief the Senate on its under recovery expenditures and the Company's position on subsidy removal of the present administration;
 - iii. *Mandate* the Committee on Downstream Petroleum Sector (when constituted) to constantly monitor, scrutinize and approve Midstream and Downstream spending of the NNPC; and
 - iv. *Urge* the NNPC, in conjunction with some major international oil companies (IOCs) in Nigeria, to form three different consortium and build three refineries, one each to stabilize our oil market, give value to our currency and stabilize our economy.
3. **Urgent Need to expeditiously Complete the ongoing 166 kilometer Abuja-Kaduna Expressway Construction and to increase the presence of Security Surveillance through Deployment of more Personnel and Use of Unmanned Aerial Vehicles (UAVs) such as Drones, Radars and Scanners on and around the Highway.**

Sponsor: Sen. Usman, Lawal Adamu (Kaduna Central)

The Senate:

Notes that the Abuja/Kaduna phase of the Abuja/Kaduna/Kano Expressway needs urgent attention;

Also notes that it is one of the most important Trunk "A" Roads that lead into the North West, parts of the North Central and the North East geopolitical regions of the country. The road is not only a link into the FCT, but connects Nigerians from the North to the South and is an extremely important business route for supply goods and services from the South to the North and vice versa;

Worried that as a result of the state of the road, travelers experience the trauma of driving through bandit infested areas and it also cause damage to their vehicles as a result of accidents or hitting deep pot holes etc, not to mention the goods they carry;

Recalls that previous Administrations had contracted the services of Julius Berger Plc to reconstruct the road and during the first term of the immediate past administration, the sum of 275 billion was released to the company for the reconstruction; and

Concerned that the delay in the completion of the road is worrisome to road users which has hindered socio-economic activities between the South, the FCT and various parts of the country,

Accordingly resolves to:

- i. ***Mandate*** the Senate Committee on Works (when constituted) to engage the Federal Ministry of Works, Federal Ministry of Finance and FERMA to investigate all funds released for this important project from the award date to the present with the aim of finding out the reason for the delay in completing the project;
- ii. ***Call*** on the contractor to quickly mobilize to the site to ensure completion in the shortest time frame;
- iii. ***Also call*** on the security agencies to deploy personnel and equipment on the highway in order to curb the menace of criminalities along the expressway and its environs; and
- iv. ***Mandate*** the Senate Committee on Legislative Compliance (when constituted) to ensure compliance.