

RIVERS STATE OF NIGERIA



MINISTRY OF WORKS **ANNUAL** Review **JOURNAL**



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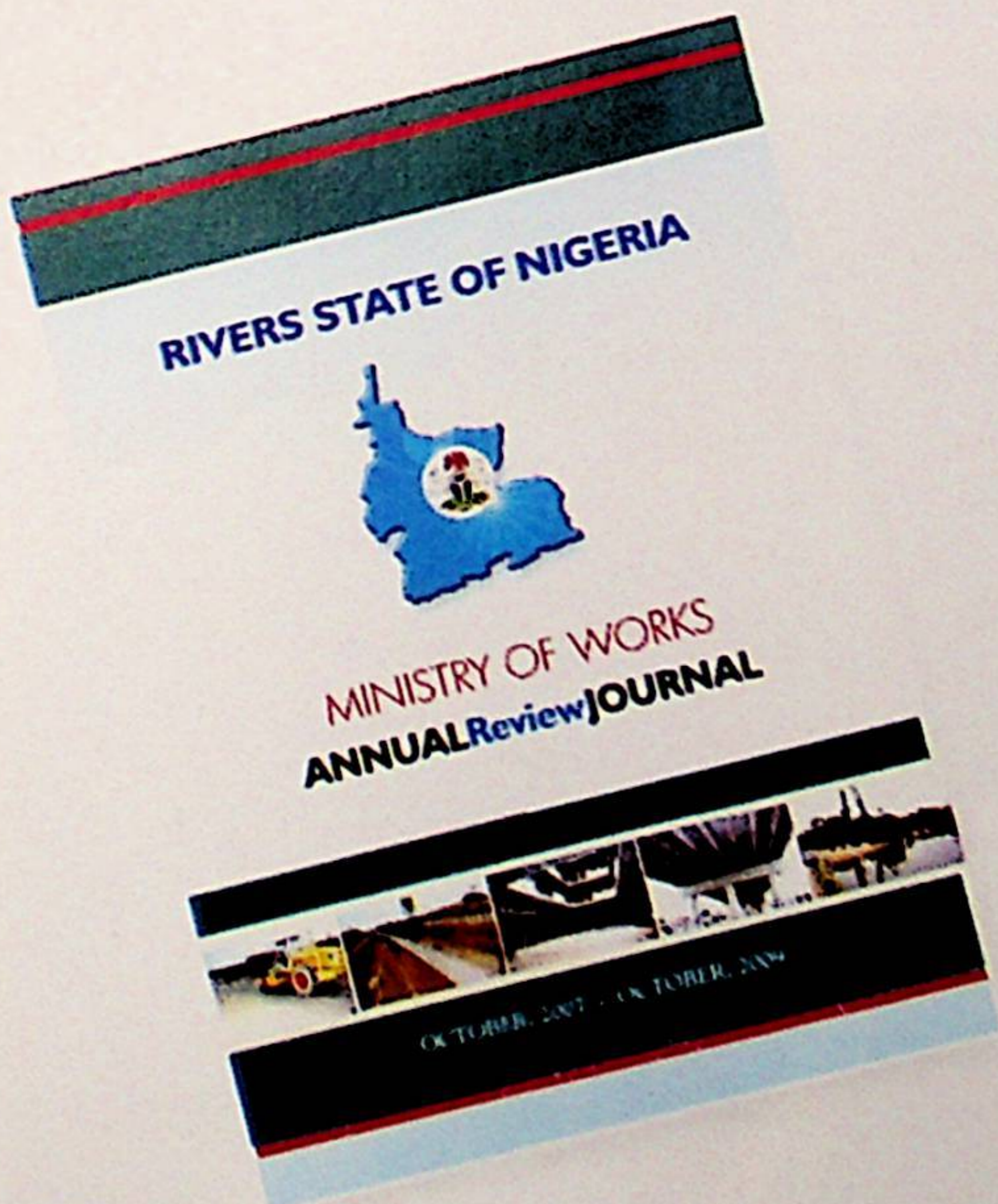
CONTENTS

State Vision	6		
Our Mandate in Ministry of Works	7		
From the Honorable Commissioner's Table	8		
Quick facts about Rivers State	9		
Introduction	10		
Project Monitoring teams	11		
The three-prong reforms in Ministry of Works	12 - 13		
Rivers State: Two years abridged report	14 - 16		
Two years report: A vast construction site	17 - 24		
Tables: Contracts awarded between October 25, 2007 to date	26- 35		
Table: Some completed roads	36		
Interview with Honorable Dakuku Peterside	37 - 39		
The challenge of road construction in Rivers State: Rumuokuta Mgbuoba Choba Road	41 - 43		
Rivers State Ministry of Works and Public Community Participation	44 - 46		
Africa's largest municipal highway: The Port Harcourt Ring Road	48 - 49		
Opinion: A journalist's view point	50		
Private Partnership (PPP)	52 -53		
Cultural Tourism: A new wave of Investment In Rivers State	54 - 58		
		Road Concession programmes	59 - 62
		Markets: Creating Modern Garden City	63 - 67
		New Faces of Urban Development in Rivers State	68 - 73
		Photo Speak	74- 79
		Trans-Kalabari high way projects	80 - 81
		Constituency progress report	82 - 83
		The new Faces of Old Port Harcourt Township, Bori and Ahoada Town	84 - 85
		Many bridges, many rivers to cross	86 - 90
		Dimension of bridges	91
		Regional Infrastructure Co-Operation - Communique	93 - 94





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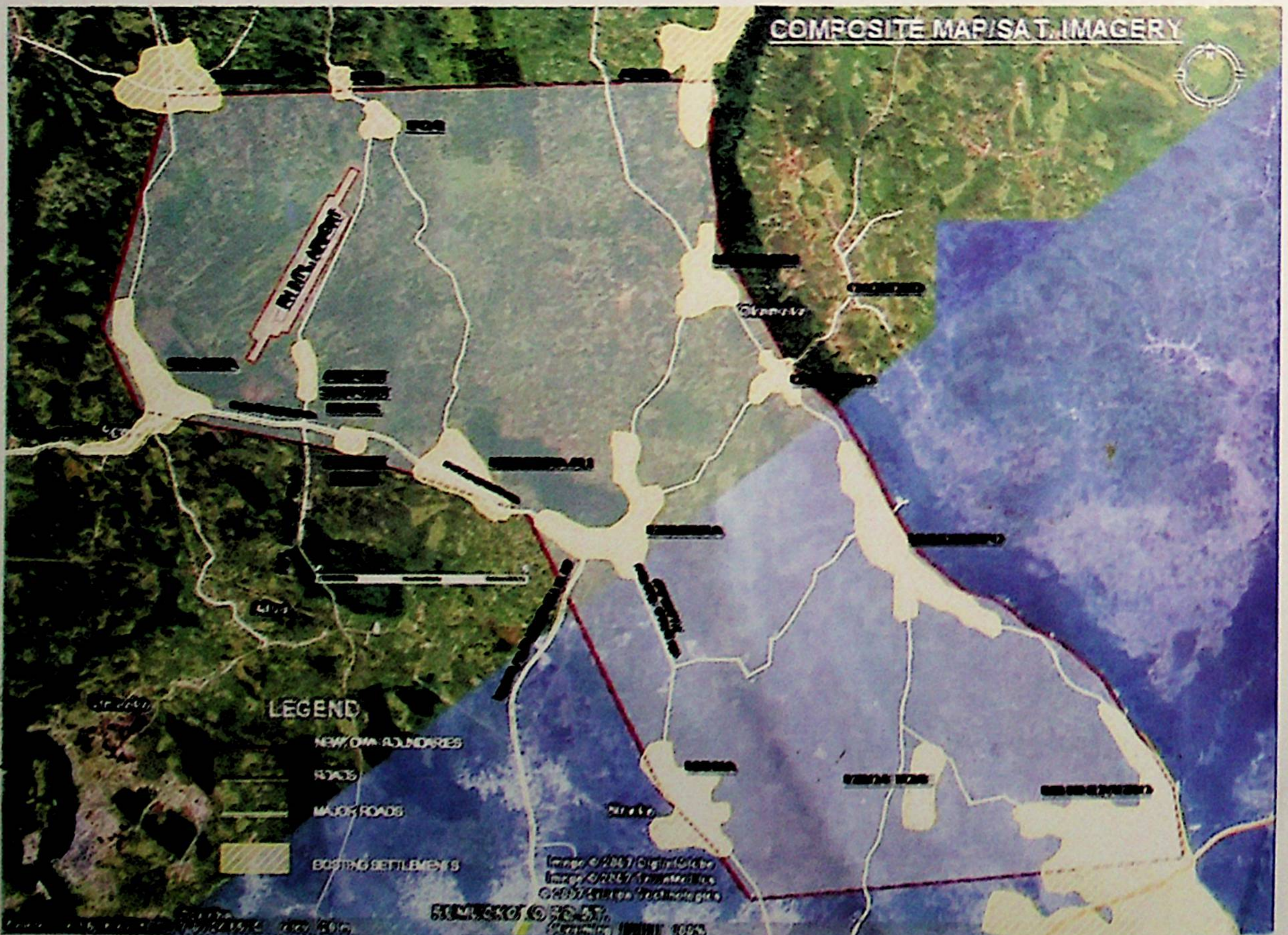
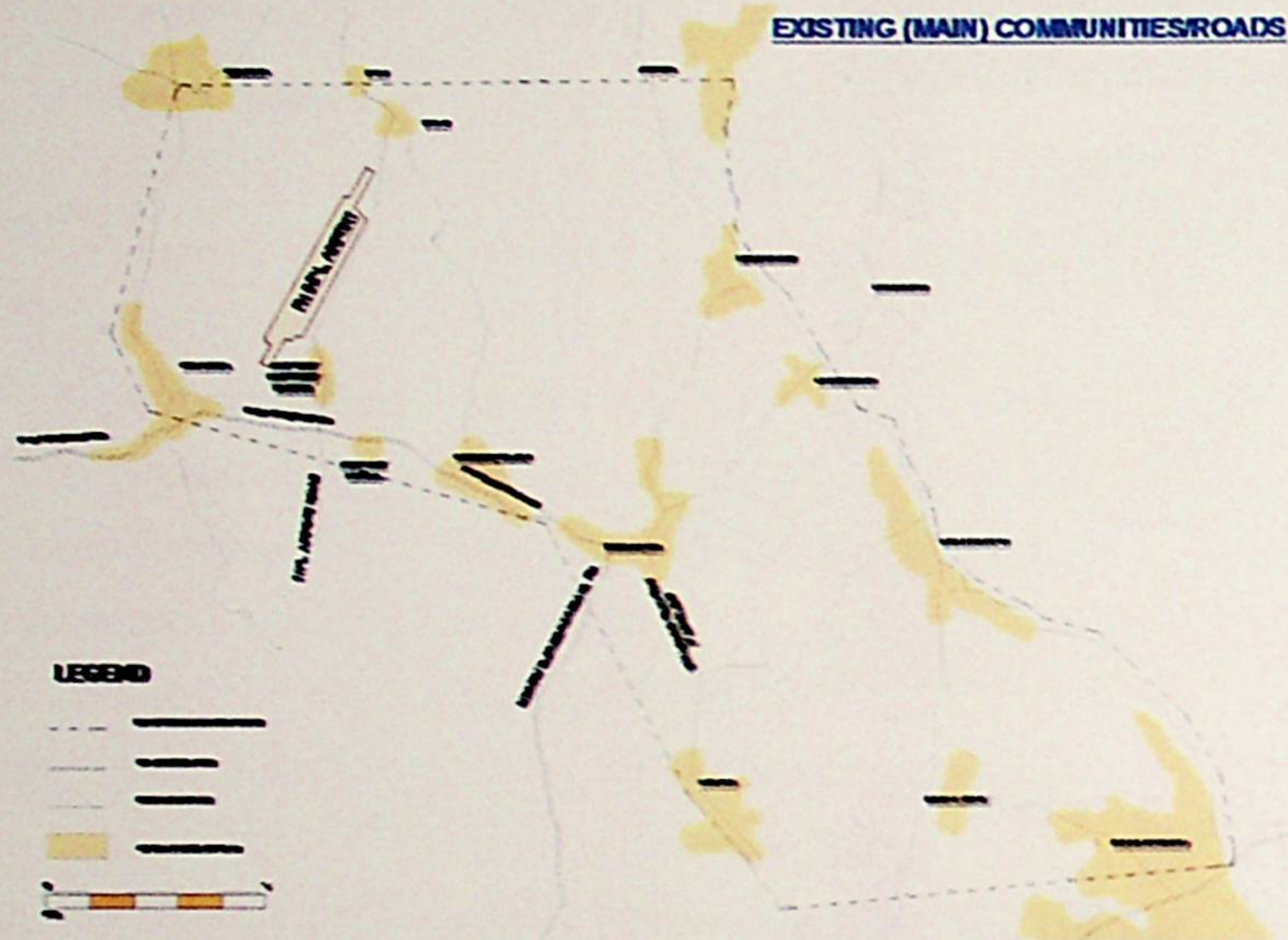
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The vision of His Excellency, Rt. Hon. Chibuike Rotimi Amaechi's administration on road development is a Rivers State where all communities are accessible by quality roads and infrastructure all year round.





To deliver sustainable roads and infrastructure that will drive economic growth within specified time, and at a competitive cost. The aim is to leverage on world class infrastructure to attract investment and investors.

The bigger picture

To position the State as the prime investment and tourism hub/destination of Nigeria.

Sectoral and major projects in the State

- (i) Port Harcourt Ring Road
- (ii) Port Harcourt Drainage Master Plan
- (iii) Strategic Road Dualization Projects
- (iv) Sub-urban Road Network
- (v) Trans-Amadi arterial and Ada George diversionary roads
- (vi) Shore Protection/Sand filling projects
- (vii) Flyovers (4 in number)
- (viii) Rural roads (in all 23 LGAs)

Key Statistics of our projects

1. 700 kilometres of roads under construction
2. 240km of roads completed
3. 10 major bridges under construction
4. 20 minor bridges under construction
5. Four Flyovers/Interchange under construction (2 nos ready)
6. Five land reclamation/ shore protection (Opobo, Buguma, Abalama, Egbormung/Oluk-ama, Olombie/Owukiri Island)
7. Minimum of N100billion invested yearly on roads, bridges and infrastructures in the past two years.
8. Two major markets and a shopping mall under construction
9. 70% of roads under construction are in rural areas, 30% in Greater Port Harcourt Metropolis.
10. 170 roads/infrastructure contracts awarded between October 200- October 2009



Sir Promise C. Njiowhor
Permanent Secretary, Rivers State

The policy objectives of the Ministry are as outlined below:

- a. Chief Technical Agency of Government; provides engineering support to all other ministries doing engineering projects.
- b. Planning, surveying and designing of highways;
- c. Implementation of the State's development plan to achieve effective good road network throughout the State;
- d. Planning and implementation of drainage schemes in the State;
- e. Inspection and supervision of planning, designing of projects awarded on contract;
- f. Construction of State roads by direct labour including Federal roads being maintained by the State.
- g. Supervision and inspection of road construction contracts awarded by Government
- h. Quality control of engineering jobs using the Ministry's tools and materials laboratory;
- i. Training of young engineers and organizing training for craftsmen and technical staff of the Ministry;
- j. Monitoring and evaluating all capital projects under the Ministry;
- k. Evaluation and publication of research data on various sectors assigned to the Ministry;
- l. Research into pertinent sectors over which the Ministry has jurisdiction; and
- m. Construction of recreational facilities and structures. ●



From The Hon. Commissioner's TABLE

In all economies, especially developing countries, infrastructure constitutes the foundation for economic growth. The most critical elements of infrastructure being Road Networks, Power, Railways, Airways, Ports, Water Supply amongst others. It is the state of Infrastructure, Education, Science & Technology that distinguishes one nation from another as developed or developing.

Cognizant of this fact, infrastructure, especially road development, power, health care and education infrastructure, forms the core components of Rivers State Government's strategic blue print under Governor Chibuike Rotimi Amaechi. The Governor's unrivalled zeal in driving the process of infrastructure transformation of the state is a testimony to his faith in infrastructure as catalyst for growth and development.

Road development in particular and infrastructure generally impact on other productive sectors of the economy as well as every member of the society.

This is the reason why every citizen and resident of Rivers State is a stakeholder in the work we do at the Rivers State Ministry of Works. This partially accounts for why we must be at the public domain regularly reflecting on and sharing the Gov. Amaechi led government's vision, achievements and challenges in road development.

We have the honour of being the government since the creation of Rivers State that has embarked on the most ambitious road and infrastructure development programme. 700 km of roads are under construction and/or reconstruction, 10 major bridges (50m length and above), 20 minor bridges (less than 50m), four flyover bridges, five major sand fill/land reclamation projects and two markets are all under construction. 35 of such projects have already been delivered with the projection that about sixty (60) others out of 170 projects will be delivered at the end of 2009. All these are

taking place at the same time the world is suffering its worst economic recession in sixty years.

Our challenge as a state in civil construction works is daunting but surmountable. We have one of the worst environments in the country. We have a peculiar wetland and low lying topography that constitute a challenge to the most ingenious engineering mind.

Our soil type and rainfall profile make construction difficult and expensive. We have only four months (December-March) in a year to embark on effective construction. We have the challenge of a low capacity of contractors and professionals, as well as security issues. These substantially lead to project completion delays and sometimes cost over-runs.

Despite all the odds, it is clear to us that with strong leadership and vision, Rivers State is moving to the next level as the most prosperous state in Nigeria, industrial hub and preferred destination for business.

In the words of Governor Amaechi "rebuilding Rivers State is a task that must be accomplished".

There are good reasons to have confidence that Rivers State shall soon celebrate its infrastructure transformation. The passion of the governor, massive support of the citizenry, the enthusiasm of investors to buy into our Public Private Partnership (PPP) and the determination of operatives of the Ministry of Works to succeed are all too clear for all to see.

It is my honour to invite you to share in our vision, achievements and challenges as a state Government and Ministry of Works in particular.

Welcome and enjoy your reading.

Dakuku Adol Peterside

Dakuku Peterside
Hon. Commissioner



About RIVERS STATE

Rivers State was created on May 27, 1967 by a Military Decree and by 1996, Bayelsa State was carved out of it. However, agitation for the creation of Rivers State predated Nigeria's independence from Britain in 1960. During the colonial period, Britain signed many treaties of protection with the chiefs of many coastal communities.

Some of these chiefs had hoped that with Nigeria's independence, the treaties of protection they signed with Britain would also lapse and thus, they would become independent states. The 1958 constitutional conference which affirmed Nigerian nationhood dashed such hope, but agreed on some measures to allay the fears of the ethnic minorities in this area.

Between 1941 and 1958, several organisations were formed towards the actualisation of the creation of Rivers State.

To allay the fears of the minorities under the dominant ethnic groups within the Nigerian nationhood, the British made one important concession by setting up a commission headed by Sir Henry Willink to look into the misgivings of the ethnic minorities. The Willink Commission recommended the establishment of the Niger Delta Development Board (NDDDB) to address the problem of underdevelopment of the area.

NDDDB did not meet the aspirations of the people and thus, some people attempted to take the extralegal route to achieve their goal. In February 1966, Isaac Boro, Sam Owonaro and Nottingham Dick with their supporters proclaimed a "Delta Peoples Republic." Federal and Eastern Nigeria Governments brought this rebellion to an abrupt end. On May 27, 1967, Rivers State was among the twelve States created by the Gowon Regime. (Salawu, 1993). The cries of political marginalisation, environmental degradation and economic pauperisation continued among the Ijaws, such that the Old Ijaw province was carved out of Rivers State as a distinct Bayelsa State in 1996 by the Abacha-led military government of Nigeria.

As at 1967 when Rivers State was created, there were fifteen Local Government Areas (LGAs) in the state and when Bayelsa State was

carved out in 1996, additional LGAs were created such that the present Rivers state is made up of twenty three LGAs. The state has many communities that organise community development efforts aimed at mobilising the local resources and assisting the State government in the maintenance of law and order.

Administrative Structure

There are three arms of government in Rivers State and these are: The Executive Council; The Legislature; and The Judiciary. The State Executive Council is made up of the Governor, the Deputy Governor, and about 25 commissioners, special advisers and the Secretary to the state government. The commissioners are the overall heads of the ministries, while the permanent secretaries oversee the administrative activities of the same ministries.

Ethnic Composition, Languages, Culture and the Arts

Rivers State, with its diverse ethnic and linguistic groups, is very rich in culture and arts. Several cultural bonds exist, particularly in music, dances, plays and masquerades. Literature in Rivers State consists of the oral tradition of folk tales, legends, myths, proverbs, riddles and poetry in religious incantations, and so on. More modern literature includes the novels and poetry of writers like Elechi Amadi, Gabriel Okara and the late Ken Saro Wiwa. Production of traditional fired clay and bronze are also common.

Population Size and Distribution

By 2006 Population Census, the total population of Rivers State is 5,198,716. Male population is 2,673,026 and female population is 2,525,690. Rivers State thus account for 3.58 percent of Nigeria's population.

Rural / Urban Settlement

The degree of urbanisation in the state is very low and only nineteen out of 1,079 settlements in the State have population above 20,000. Generally, urbanisation index is very low (0.24) while the main towns are Port Harcourt, Abonnema, Omoku, Okrika, Oyigbo, Elele, Bonny, Opobo, Degema, Okehi, Ikokpo, Duguma, Bori, Ahoada.

According to the 1991 population census, the population of these towns constituted 28 per cent of the State population, and therefore the low urbanisation index of 0.24. With respect to urban-rural gender composition, Salawu showed that urban population had more males than females while rural population had more females than males. ●



Introduction

A few years ago, parts of Port Harcourt and its environs recorded unprecedented overflow of water from the Nta-Nwoba River. Except for the unusual magnitude, it was not the first time the river would overflow its bank during rainy season. Unfortunately, the uncivilized habit of dumping refuse in drains by residents worsened an already bad situation. Hundreds of houses and roads were submerged in the attendant flood and the losses were enormous in terms of damaged and washed-away property and infrastructure. A few lives were either threatened or lost in parts of the capital city.

Also, mobility suffered serious blow as several roads became impossible to navigate. It took motorists and commuters more than thrice the normal hours to wade through the flood to their destinations. In more than few cases, vehicles broke down in the flood and jobless youths earned quick money serving as human ferries for those who could not walk their way through the usually heavy flood. So much man hours were lost in offices and business suffered terribly as lateness to work became commonplace. Official investigations later identified the erection of illegal structures on drainage lines, some with the conspiratorial nod of selfish and corrupt government officials, as the chief reason for the troublesome overflow. There is also the natural dimension to the problem. The Port Harcourt metropolis is ecologically located in the salt water transition zone characterized by heavy annual rainfall. At some point it did seem that nothing could be done to stem the tide, as much harm had been done. But as far as Governor Chibuike Amaechi is concerned, making Rivers state an investors' haven and destination of choice is not negotiable. Neither is he willing to take any excuses for not delivering dry and motorable roads to Rivers people. So now, underground drainages that will not only help to guarantee dry and motorable roads but provide facilities for beneath-surface cable laying have become essential components of awarded road project contracts for the capital city area and other parts of the state.

But it is not about building roads in the urban and semi urban areas of the state. The coastal areas too are witnessing the breeze of change. Roads are built in the coastal areas too, but beyond that, government is committed to an aggressive programme of shore line protection and land reclamation.

Governor Amaechi and his team are focusing on delivering adequate infrastructure that will effectively open up the state and drive development.

Central to achieving this goal of course is the state's Ministry of works. According to the permanent secretary in the ministry, Sir Promise Njiowhor, Governor Amaechi is driven by a desire to serve and provide physical and human capital development in the state. This is cardinal to the administration's overall strategy of governance.

So far, the Ministry of Works, backed by this clear vision, political will, and unrelenting drive, has gone ahead to ensure that the new projects it undertakes, are consciously and deliberately conceived. The ministry is also committed to building enduring physical infrastructure that will encourage economic growth, and serve as catalyst to attract investment.

Everyone seems to agree that this is already happening. Observers count the several roads, bridges, reclamation/shore protection, drainage infrastructure and construction of ultra modern markets sprawling the city that have either been completed or are nearing completion.

According to Commissioner for Works, Dakuku Peterside, all projects in the state, including those commissioned by previous governments, some of which were abandoned, have been inculcated into the state government integrated bridge and road network agenda. A common cliché among top officials of the state Ministry of Works charged with this all-important construction and re-construction task is, "In the Ministry of Works, we don't talk; we work".

For Peterside and his colleagues at the ministry, it is not enough to be appointed into government, it is really about delivering real results to the people and ensuring that the governor's vision to return the glory of the garden city happens sooner than later. And the results so far suggest that the Ministry is on the right course. ●



Ministry of Works Multiple layer Monitoring Teams

CHAIRMAN AND MEMBERS OF THE SPECIAL MONITORING TASK FORCE ON ROAD DUALIZATION

Hon. Nnamdi Okere
Chairman

Engr. I. Z. S. Akobo
Technical Director

Engr. D. B. Eme
Asst. Technical Director

Engr. S. B. Akpila
Member

Engr. Kabari Baribeop
Member

Mr. D. C. Nweneka
Secretary

HON COMMISSIONER OF WORKS' INSPECTION TEAM

Hon. Dakuku Peterside

Sir Promise C. Njiowhor

Engr. C.E. Dienye

Engr. P.E. Maeba

Engr. B. J. Benibo

Engr. B. B. Agborubere

Engr. J. S. Jumbo

Engr. K. Osuamkpe

Engr. A. K. Briggs

Engr. Victoria Nyeche

Dr. Dawari George

Chidi Umah

All Chief Resident Engineers

CHAIRMAN AND MEMBERS PROJECTS MONITORING UNIT, TEAM A

Dr. H. Igoni
Chairman

Engr. Okwudiri Nsurum
Member

Engr. Precious Batubo
Member

Engr. Tommy Isodiki
Member

Engr. Godfrey Diri
Member

CHAIRMAN AND MEMBERS OF THE PROJECTS MONITORING UNIT, TEAM B

Engr. Abel A. Akpanah - Chairman

Engr. Ala Atiegoba

Engr. Stephen Joseph

Engr. Collins Horsfall

Engr. Bibi Fenny Sogbeye

CHAIRMAN AND MEMBERS OF THE CONSTITUENCY PROJECTS MONITORING COMMITTEE

Hon. Augustine Ngo
Chairman

Gelstope John
Vice Chairman

Engr. I. R. Wokoma
Technical Director

Engr Minabo Jack
Member

Engr. Omunakwe Okechukwu
Member

The three-prong reforms in Ministry of Works

Governor Chibuike Rotimi Amaechi is passionate about building roads and bridges. The reason for the passion is discernable. Roads provide the platform on which the wheels of prosperity and progress drive and bridges link communities to prosperity by facilitating the flow of commerce. This simply explains why a Governor will award contract for construction and reconstruction of more than 700km of roads and 30 bridges in less than two years and deliver more than 240km of roads in the same period.

The State Ministry of Works is the MDA of government charged with the responsibility of managing

and delivering the Governor's vision for effective and efficient road network. As the saying goes, only a mad man will expect to do the same thing over and over again, and achieve a different result. In the quest to achieve a different result, the State Ministry of Works has commended a three prong reforms. The primary purpose of the reform is to improve operational efficiency, reinforce and internalize international best practices so government gets optimal value for every kobo of tax payers money spent in procurement of goods and services.

I. Quality Control/Quality Assurance Reforms

The Ministry of Works has always had a way of verifying during contract execution that contractors or products (in case of direct labour) meets the required quality to satisfy the need the road, bridge, building and/or other infrastructure will serve.

The ineffectiveness and inefficiency of the quality control system is the reason for the reforms. Current reforms will pursue the following objectives:

- a. formulate in simple terms procedures and documents needed for making up the proof that the quality objectives have quite clearly been achieved at different stages of project execution;
- b. periodic accreditation of laboratories;
- c. maximum quality standards in design of roads, bridges and other Infrastructure;
- d. internalization of international best practices of quality assurance in all technical processes in the Ministry and among contractors who work for us; and
- e. massive re-orientation on quality management issues. ●



II. Project Documentation and Supervision Reform Programme

Rivers State Ministry of Works had hitherto adopted the standard conditions of contract issued by the Federal Ministry of Works. Further efforts to complement the document are now absolutely necessary. The envisaged complementary standard conditions of contract will specify service level performance rating, delay penalty clause and poor execution of work penalty clause in contractual agreements; a clause on how mobilization given to non-performing contractor can be recovered, amongst other issues.

The project documentation reform will capture requirements of Rivers State Public Procurement Law number four of 2008 and

yet-to-be endorsed Rivers State fiscal responsibility Law.

A process manual aimed at improving operational efficiency of the Ministry of Work's personnel and projects is being drawn up. The benefits-focused Process Manual will address time line versus method in monitoring and assessing work done, adoption of tool kits for project management and emphasis on speed (pace), quality and cost.

Part of the reforms is the formulation and publication of standard procedure for evaluation and certification of work done for our projects.

Another critical element of the reform is the formulation of a standard project monitoring and reporting format, procedures and a project implementation communication strategy. Computerization of processes which has already started is the other element of the reforms. ●

III. Design and Strategic Planning Reform Programme

One of the greatest challenges we have had in development of roads and bridges is with design. The reason is that quite often the general specification for roads and bridges issued by the Federal Ministry of Works is adopted in spite of the obvious fact that our environment and soil type is totally different from the rest of the country.

A new standard design of roads and bridges specifically meant for Rivers State is being developed as a cardinal point of the reform programme. A Design Section has been set up in the Ministry of Works and is already operational. A five-year road development plan is also being designed and will be updated every year. Future road development will be based on the five-year road development plan. This plan will necessitate a complete review of our projects selection processes.

As part of the reforms, performance-

based road maintenance outsourcing framework has been developed and if it gets State Executive Council approval will be used from December 2009. It makes it mandatory for contractors who build roads to sign a ten-year performance-based maintenance agreement post-completion of the project. This model is in use in UK, France, USA (Florida), South Africa and other countries.

Another essential component of the reform is the classification of roads and development of Road data bank. Both processes are on and will be completed by December 2009.

Finally, the implementation of an integrated quarterly training programme will be rigorously pursued. The reform programme has started and is being pursued with unusual passion and zeal. It is hoped that the critical first phase will be completed by December 2009 so as to start 2010 on a clean note. The result is that quality, speed, cost sensibility and diligence will be modeled in the Rivers State Ministry of Works. ●

Roads and Infrastructure Development

The vision of Governor Amaechi's administration on road and infrastructure development is a Rivers State where all communities are accessible by quality roads and infrastructure all year round.



Based on the vision, the administration in the past two years embarked on development of new as well as the upgrading of the State infrastructure: roads, bridges, highways, land reclamation, drainage etcetera. The aim being to stimulate poverty eradication, sustainable growth and position the State as the investment destination of choice.

Throughout the past 24 months, the State Ministry of Works has pursued the realization of three strategic goals;

- (a) dualization and reconstruction of all major urban roads in two phases, to form a seamless intra city connection,
- (b) identify, phase and build all rural roads, to make all



Construction of Omerehu-Ozuzu-Okehi Road and bridges in Etche



communities accessible by road.

(c) pay particular attention to, design, build and commission coastal roads and land reclamation programme.

To date, the administration of Governor Chibuike Rotimi Amaechi has:

Awarded 170 contracts for construction, reconstruction and upgrading of 700 km of roads making it the highest number of on-going road projects in the state since 1967. Awarded contracts for 30 bridge projects most of which are part of road contracts making it the highest number of on-going bridge projects in the country at a time

Five (5) land reclamation projects are on going, (Abalama, Opobo, Egbormung,, Owukiri-Ogu, Buguma)

Four (4) major flyover projects going on simultaneously to address traffic congestion in the city of Port Harcourt,



Rt. Hon. Rotimi Chibuike Amaechi, Governor of Rivers State



Completed the study and design of Port Harcourt drainage master plan,
Completed the construction and reconstruction of 34 road projects totaling more than 240 km of roads in less than two years; the highest by any Government since the creation of River State
First phase dualization of major urban roads have reached advanced stages; first phase include: (a) Airport Isiokpo Elele Omerelu road, (b) Rumuokuta Mgbuoba Choba road, (c) Abuja Mile 3 by-pass, (d) Tam David-West Airport road, (e) First Bank Rumuomasi Artillery road, (f) Slaughter Oginigba Rumuobiakani road, (g) Rumuola Rumuokuta road, (h) Igbo Etche Eneka road dualization. (I) Rumukurusi-Eneka-Igwurita road dualization.

Most of these dualization projects are expected to be completed before the end of first quarter 2010.
95% completion of Eleme Junction flyover/Interchange at Rumuomasi/East West road at a cost of N7.3 billion

35 projects have attained at least 80% completion

and will be delivered/commissioned before the end of first quarter 2010. Some of the projects that will be delivered before the end of first quarter 2010

include: dualization of Eastern by-pass Amadi Ama Oginigba road (5.7 km), dualization of Rumuola Rumuokuta road (2.1 km), dualization of Abuja Mile 3 by-pass (1.075 km), dualization of Slaughter Oginigba Rumuobiakani Road (3.1), dualization of FBN Rumuomasi Artillery road (2.11 km), Tam David West, Airport road (13.5 km), Ogu Eteo road (6 km), Prof. Okujagu road in Trans Amadi (2km), Okrika Ring road (4.5 km), flyover bridge at Elioizu/East West road/G.U. Ake road, Chinda Wimpey Agip link road (6.22 km), Buguma shore protection, Rumurorlu Okeah Rumuwoke streets off Ada George road (5.17 km), Rumuosi Rumuakeni Aluu road (6 km), Okehi II Ndashi road in Etche Local Government Area (14.3 km), Rumuagholu road and adjoining streets (10 km), Rumuagholu extension to Prof. Tam David West road (3.5 km), Umushi Street, Ediwulu Street, Harcourt Street, Delta Hotels, Odimerengi by-pass all in Ahoada East (4.65 km), RCCG/Rotary road in Trans Amadi (1.7 km), Omofe Agba Ndele Abua road (21.6km), Aganarorlu street and adjoining streets in Mgbuoba (1.76 km), Ayama Omokwa Otari road in Abua/Odual Local

“
Thirty five projects have attained at least 80% completion and will be delivered/commissioned before the end of first quarter 2010.
 ”

Government (5 km), Internal roads in Ogbunabali Odum close, Ogbuga street, Woke, Ezeolu, Ogoloma, Ihenetu streets 500 m, Ozuoha Omunwa road (2.2 km), Omagwa - Ozuoha - Ubima road (15.6 km), Ekenna Owhonda Eli Wobukor streets off Ada Goerge road (1.26 km), Mbiama Akinima road upgrade

(5.5 km), Egbu Orwu Ogida Umuogboko road in Etche Local Government Area (17 km), Apani Internal roads (24.95 km), Rumuolumeni Internal roads (9 km), Egwi Afara Mba road (11 km), Okoy Okeye Ogbonda streets in Mgbuoba (3.6 km), Okehi Ihie Egbu Apani Omerelu road (41 km), Danjuma roads in Trans Amadi (2 km), Ogidi Kriegeni Ohiaelu Obigorrr Idu Obisiukwu road in ONELGA (11 km)

Awarded contracts for phase two strategic roads dualization projects:

- UTC Azikiwe O.B Lulu- Briggs road
- Ken Saro Wiwa road (Station road)
- G.U. Ake road (formerly Elioizu bypass)
- Illoabuchi road
- Ojoto /Elechi road
- Azikiwe Street in Diobu
- Elenwo Akpajo road
- Isiokpo Ubima Omerelu road

Completed the reconstruction of phase one of Mile One Market. New town market is at 55% completion.

The State Ministry of Works is currently embarking on a three-prong reform programme.

- Quality assurance/Quality Control reform programme
- Project documentation and supervision reform programme
- Design and strategic planning reform. ●



Eleme junction interchange



A vast construction site

Two years report on the road development activities of the Rivers State ministry of works

Rivers state has assumed the look of a vast construction site as the state government executes its road infrastructure projects

By Desmond Osueke

Centuries ago, the people of present day Rivers State lived in distinct and separate communities clustered around the seas, the rivers and in the forests. They lived in the purity of their unique customs and traditions and savoured the serene radiance of nature. Rivers people fished in unpolluted waters, farmed in virgin lands, bathed in clean river banks and leisured in competitive regatta. They were a self contented people until the series of colonial and neo-colonial exploitation of the people and their resources began to manifest.

It can be said that from the period of slave trade, oil palm trade gave the area known as Rivers State its major significance. Till recently, little consideration was given to the eternal survival of the people whose seas, land and

human resources were literally appropriated. The major devastation came with the exploration, discovery and exploitation of crude oil, also called the black gold. These left in their trail more than half a century of unrestricted degradation. The ecosystem was battered, with rivers and farmlands polluted, such that the peoples of the state were dispossessed of their natural means of livelihood. This resulted in a series of agitations by the people for rehabilitation to which the benefit captors of the new resources appeared to have kept deaf ears.

As the people's expectations were not met, poverty, ignorance and disease pervaded the entire landscape. The bigger tragedy was in the opulent lifestyle of the oil prospecting expatriate communities living side-by-side with poverty-stricken local communities. Expectedly, the contrast flamed up emotions and served as a constant source of provocation to the largely unemployed youth population among the locals.

But how long was this to go on? The neo-exploiters



Apani internal roads at Ikwerre



encapsulated in the ambiguous alliance between the white expatriates and their Nigerian collaborators, who pose as political leaders, refused to yield any ground. Not even the institution of 'democratic governance' could wrestle the resources from their hands. But as it is said, there is a limit beyond which a piece of rubber cannot be stretched. The people must be re-empowered and the physical environment restored.

Attempts made, through several decades, to reverse the oddity dropped like crumbs from a master's table. With the greater volume of resources being tapped and repatriated home by the expatriate oil moguls and the rest siphoned by the larger Nigerian community through their political leaders, little was left for the sustenance of the host communities. At best the few programmes and projects aimed at rehabilitating the people were haphazardly delivered and remained largely unsustainable much to the displeasure of the target benefactors who, naturally, responded with increasing hostility.

The persistent agitations by the people for environmental restoration and economic empowerment continued to be blamed largely on lack of sincere and visionary leadership. But time came for the liberation of Rivers people. The declaration of Rt. Hon. Chibuike Rotimi Amaechi by the Supreme Court of Nigeria as the executive governor of Rivers State on October 25, 2007 was applauded as a divine intervention in what seemed an intractable situation. Amaechi was sworn in the next day to a wild jubilation across the state.

Like the biblical Moses, Governor Amaechi left no one in doubt as to his determination to lead his people out of what has been likened to the biblical bondage of the Israelites by the Egyptians. He urged everyone to believe in his ability to transform, albeit transfigure, the state and its peoples.

Governor Amaechi's selection of Hon Dakuku Adol Peterside, an unassuming but tenacious and energetic hematologist and management scientist, to head the Works ministry and drive the infrastructure provision and reconstruction train, gave the first indication of Amaechi's resolve to re-invent Rivers State through the delivery of strategic projects that would form the plank for rapid and sustainable development. On Peterside, the governor has placed the task to deliver on his promise to

“
Amaechi left no one in doubt as to his determination to lead his people out of what has been likened to the biblical bondage of the Israelites by the Egyptians.
”

transform the physical look of the state.

S t r a t e g i c R o a d Development Agenda

Before Peterside mounted the saddle as Rivers State Works Commissioner, an aerial view of the state especially the city of Port Harcourt presented a 'running splash of rust' and mud, 'flung and scattered' along river

banks like debris from a receding ocean.

According to Peterside, the vision of Amaechi's government is first to link all sections of the state including the rural communities with all year round motorable and sustainable road infrastructure that would drive development and, secondly, to reinvent the city of Port Harcourt with the aim of restoring its Garden city status and making it a world class city with world class facilities. Part of the strategy will be to create a new road governance system.

This vision became the propelling force for



Road dualization and beautification on Rumuola



the massive road and bridge construction projects going on simultaneously in all the nooks and crannies of the state. "My friends tell me that Port Harcourt is looking like one huge construction site but we don't have any regrets because we know where we are going to", he told newsmen in Port Harcourt.

From the outset, the Amaechi administration made it clear that it would not be business as usual. It instituted a practice of due process in contract awards. By this, every contract goes through competitive bidding, making sure that Rivers people and the government get value for money. From October 26, 2007, when the Amaechi administration came into being, to October, 2009, the government through the Ministry of Works awarded 170 road contracts, between 30 - 50 per cent mobilization paid to the various contractors handling them. The 170 road project contracts will add 700km of paved roads

“
Roads in urban areas being undertaken by the Amaechi administration possess some special features that are designed to make them sustainable, befitting and rank among the best roads in the country.
 ”

when completed, in addition to 30 bridges, 4 flyovers, land reclamation, etcetera. Most of the projects are at various stages of completion with 35 delivered already.

As a stop gap measure to ease traffic congestion and reduce the suffering of motorists in the city of Port Harcourt, the governor immediately on assumption of office set up a road maintenance and rehabilitation agency that works in close collaboration with the Ministry of Works. The agency with a dedicated fund of N4bn says it has so far fully rehabilitated and reconstructed over 60 roads within the city resulting in a drastic reduction in traffic congestion. Scores of other road rehabilitation projects are still ongoing within and around Port Harcourt metropolis. Recently, the State ministry of works through its "Operation zero pothole" also intervened to fix potholes in the city which is due to axle load pressure on the roads not under construction.

Peterside explains that the contracts were awarded through competitive bidding even for single source contracts. Again, roads in urban areas being undertaken by the Amaechi administration possess some special features that are designed to make them sustainable, befitting and rank among the best roads in the country. But the major challenge for the ministry has been the terrain of the state. With its soft soil, high water table and round-the-year rainfall, cost of construction is relatively high compared to states hinterland. It is placing a huge burden on the government budget. "With our kind of environment, road projects are likely to cost a little higher especially if they must be built to high quality standards", argues Peterside.

Some of the strategic road dualization projects being executed by the government include the dualisation of Prof. Tam David West and Ada George roads. Prof. Tam David West road stretches from NTA Port Harcourt to Omagwa Airport road covering a distance of 13km with 26kms of drain and manhole at intervals. Part of the project include ornamental trees, street light and a 400 metre long bridge at Obiri Ikwerre by East West road junction. While the bridge is to cost N4.5bn the dualisation is priced at N10bn. A second phase of the project will cover Ada George road stretching from the Nigerian Television Authority (NTA) to Mile 3 and with similar features.





Work in progress on the Apani internal roads, Ikwerre

Another strategic road dualisation project covers a distance of 14 km from Rumuokwuta to the university town of Choba with two mini canals, ornamental trees, street light and ring pipe drain with manhole and service line. The project is 40 per cent completed. The Rumuola to Rumuokwuta dualisation which covers a distance of 2.1km and with similar features will be ready for commissioning in November, 2009. The old Aba road dualisation which covers a distance of 3.6km from First Bank in Rumuomasi to Second Artillery Junction by CIWA is accompanied with surface drain and a 40 metre bridge.

Also the Elekahia-Rumuomasi road dualisation is accompanied by an overhead bridge over the rail line at Nwaja creek. The dualization project which maintains similar features as the previous ones covers a distance of 3.7km. The project is being handled by Reynolds Construction Co Ltd (RCC) at the cost of N6bn. Another is the Rumukurushi-Eneka-Igwuruta road dualization handled by an Ukrainian firm.

The ring pipe surface drain interspersed with manhole incorporated in most of the road dualisation projects embarked upon by the Amaechi administration is a clear departure from the old order of road construction projects in Rivers state. Besides the aesthetic value of this system, the drainages do not provide any opportunity for ignorant people to dump refuse into them or for flood water to drive silt into them unlike open drainages that have to be de-silted at very high cost every now and then, the ring pipe drainage system is cheaper and easier to maintain. The system enhances functionality of the roads and makes for sustantiality.

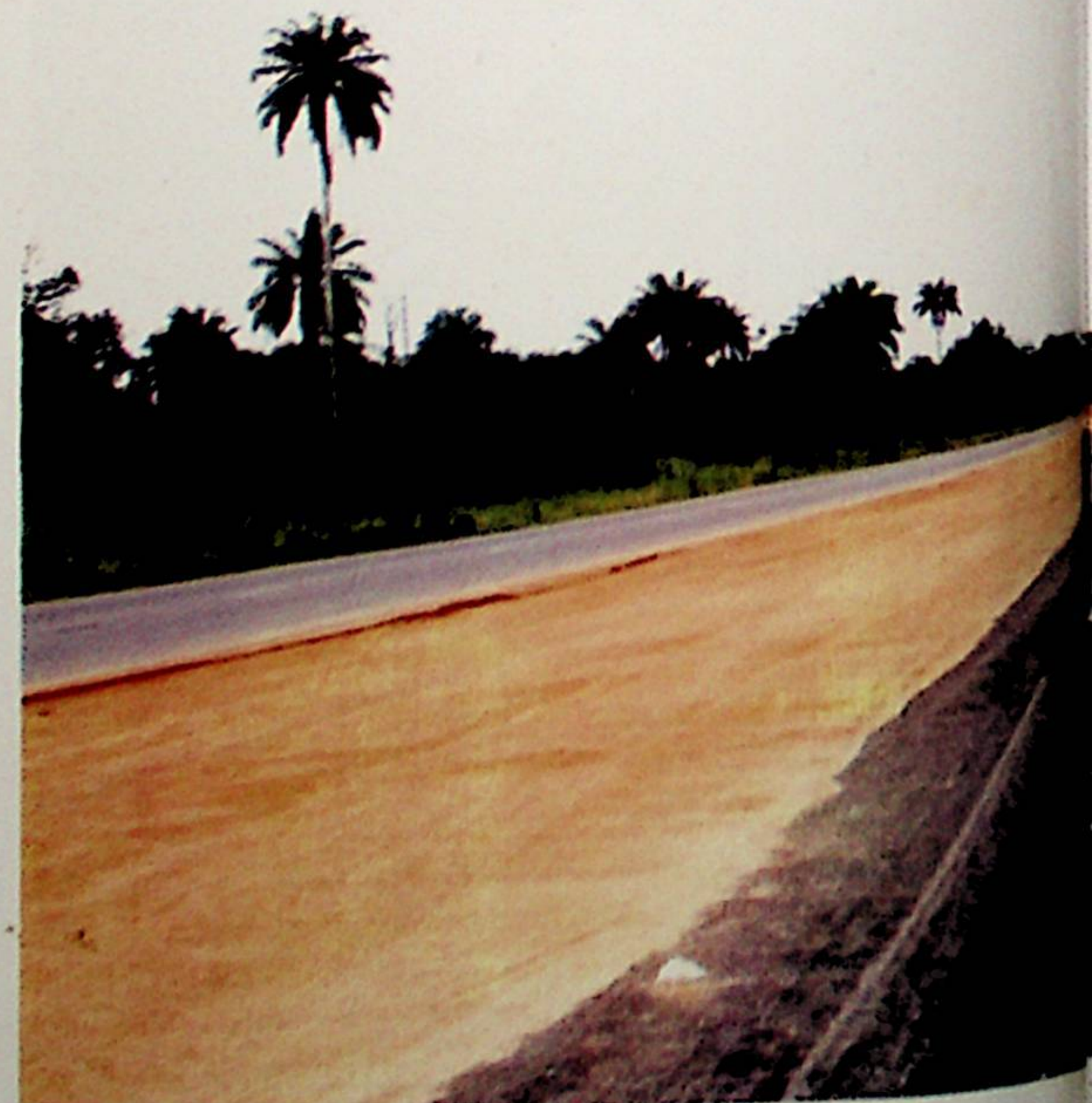
There is also the Omagwa Elele Omerelu Federal road dualisation project covering a distance of 42 kms and terminating at Omerelu a boundary community between Rivers and Imo States. The project is being executed at the cost of N21.5bn. Though the road is a Federal Government road, the social, economic and aesthetic importance of this road to Rivers state came to

the fore during the temporary closure of the Port Harcourt International Airport when Owerri cargo airport came in as alternative. The road is another strategic gateway to Rivers State from the South East and even South West. The Rivers state government is optimistic that the Federal government will appreciate the gesture and refund the money expended on this road later. Talks are already on to get that done.

Other road dualization include:

- Reconstruction of Eastern by pass-Amadi Ama- Oginigba road.
- Olu Obasanjo - Abuja - Mile 3 by pass.
- Eneka - Igbo Etche link road dualization.
- Rumukurushi - Eneka - Igwuruta road.
- Several others are slated for the phase 2 of the strategic road dualization programme.

Such roads as Ken Saro Wiwa road, Azikiwe - O B Lulu Briggs road, Iloabuchi, Azikiwe street, Ojoto/Elechi, G. U. Ike road. The State through the ministry of works has embarked on the building of four major flyover bridges/interchange aimed at easing perennial traffic jams experienced in almost all major roads in Port Harcourt. These flyover bridges/interchange include Eleme junction/Aba road flyover,, Agip/Rumueme/Abacha road flyover, Tam David-west/East-west road flyover and G. U. Ake/Elioju flyover project is beginning to ease off on its connections with the Air force, Ikwerre and Aba roads. All the bridge projects



Dualization of Airport-Isookpo-Omerelu road



developed will not only reduce traffic congestion drastically but will also add to the aesthetic overview of the city. All these are in addition to 10 major and 20 other minor bridges scattered all over the state.

Urban-Rural Equation in Road Project Distribution

Though engineers at the state ministry of works appear too busy monitoring road and bridge projects within Port Harcourt and environs as they are seen every other day at construction sites, the officials and engineers are much more pressured with monitoring construction work in the rural areas of the state.

Of the more than 700kms of road currently being executed in the state, 70 per cent of the projects are located within the rural areas. For instance, Etche local government area alone has 87kms of road and three bridges being executed in the area. As a major food producing area, nearly all the communities in Etche will be linked up by road making transportation of agricultural products easy. It will certainly stimulate trading activities in agricultural products between Etche and neighbouring communities who rely on it for their food supply. While Ikwerre local government has 70kms of road being constructed in the area, Khana will soon have another 76kms of road



Apani internal roads, Ikwerre

delivered to it. Ahoada East has a share of 43km of road. The situation is the same in all rural areas of the state. In some coastal communities where no road project is currently going on, land reclamation projects are being executed.

With a deliberate plan of even and equitable distribution of amenities, there is no local government area in Rivers State today without a mega project either ongoing or about to be delivered to the beneficiaries. It is Governor Amaechi's plan that Port Harcourt should not remain the one-city state that it has been. The Ministry of Works therefore has the mandate to construct internal roads in semi-urban towns and communities in the 23 local government areas of the state as well as link roads to their neighbouring towns. Internal roads in Bonny are being executed at the cost of N1.8bn just as internal roads in Obuama are receiving similar attention. All the internal roads in Bori, Ahoada, Elele, Apani Omunwa, Woji town and Rumuolumeni in Obio-Akpor, and Elibrada are undergoing transformation.

One significant impact is the fact that rural urban drift is already on the decline in these areas. With the ban on commercial motorcycles in the city of Port Harcourt, most of the commercial motorcycle drivers have found solace in some of these emerging urban and semi-urban centres. So there is now a reverse migration from urban to semi-urban centres as well as to rural communities. The government has further catalysed the trend by embarking on the electrification of all communities in the 23 local government areas of the state.

In addition to the roads and electrification projects, there are massive construction of primary health care centres, and primary and secondary school blocks in all Local Government Areas of the State. It is an integrated and holistic development plan that aims to achieve equity and sustainability but above all stimulate rapid economic



development in all parts of the state, within a short timeframe.

Riverine road development agenda

As far as the Amaechi administration is concerned, no part of Rivers State is more important than the other or should receive priority attention in the distribution of infrastructural facilities. Rivers State is one and remains indivisible. This is demonstrated in the vigor with which some strategic road projects that link the upland parts of Rivers State with the coastal areas are being pursued.

The Unity Road which is expected to link some 30 communities in Rivers East senatorial district particularly those in Ogoniland, Andoni, and Opobo/Nkoro circumference is being fired on and has reached advanced stage of completion. The road stretches through 41kms and has 10 bridges.

The Unity Road is targeted at helping to bridge rural urban communication gap. Apart from uniting the people, as can be deduced from its name, the road will draw development to that axis of the state, and reduce rural urban migration. It will also boost tourism in the areas particularly among the Opobo people who are famous for their tourism potential. The rich Opobo culture, history and international boat regatta festival would be better explored for the benefit of the people, the state and the nation. The Ogoni-Andoni-Opobo Road, therefore, is a classic example of the strategic road development plan of the Chibuike Amaechi's government.

Two other strategic road projects that are bound to alter the rural - urban development equation are the

“
A part from the rural roads and electricity projects, Governor Amaechi's deep visionary thought has led to the conceptualization of the Port Harcourt Ring Road.
 ”

Trans Kalabari highway and the Bonny-Bodo road. The Bodo-Bonny road is a federal government project which has been awarded to Gitto Construction, an Italian firm. Governor Amaechi has repeatedly said if federal government gives the state written commitment to pay back, he is ready to fund it for

the benefit of Rivers State people. On the second road project, Trans Kalabari highway, the governor has remobilized the contractors back to site and set up a Trans Kalabari road project monitoring committee headed by Chief Feddy Alabraba, a quantity surveyor of repute. Due to persistent non-performance, the original contract has been terminated and re-advertized for award.

Port Harcourt Ring road project

Since its creation in 1967, Rivers State has remained a one-city State. Port Harcourt, the State capital, has been and is still the only city in the oil and gas rich state. Successive administrations toyed with the idea of developing new cities and decongesting the state capital whose population has continued to grow in geometric progression compared with the rate of infrastructural growth.

Apart from the rural roads and electricity projects, Governor Amaechi's deep visionary thought has led to the conceptualization of the Port Harcourt Ring Road. The 160 kilometer six lane Port Harcourt Ring Road would comprise six rotary intersections, four flyover bridges, Eight Interchanges among other features. It will also have 14 minor bridges and two cable stayed bridges.

It is envisaged that if the project is split into 3-4 sections, the project can be delivered between two and half years and three years, depending on the contractor's capacity and capability. According to the designers of the road, “the Port Harcourt Ring Road is conceived as a major



East-West-Elibrada-Oduoha road



Rumuola dualization

transportation artery, providing easy access to major industrial and commercial centres as well as connecting the suburbs and exurbs with the downtown, thereby relieving the traffic suffocation in the city. This will in turn give the Garden City a new image of civic order, efficiency and class.” According to Peterside the ring road will create a greater Port Harcourt, a good place to live in and do business and will be one of the most enduring legacies of the Amaechi administration.

The Port Harcourt Ring road on completion will act as a catalyst to influence decentralization and recentralization process in the urban renewal programme of the government. Besides, it would be peripheral enough to impact the links between the suburbs and downtowns, and to facilitate inter-communication between these suburbs.

Indeed, the greatest benefit of the Port Harcourt Ring Road is in the economic objectives. Firstly, the road would not only decongest traffic, it would open up virgin areas as possible locations for satellite towns. Thus, this would put an end to the one city state which Rivers has been associated with over the years. The road would

also create value for time and enhance service driven economic activities.

When the project commences, the Port Harcourt Ring Road would be the biggest single road project in Nigeria. A major aspect of the Ring Road project is the cable stayed bridges. The bridges when completed will be the first of their kind in the country, and indeed the West African sub-region. The cable stayed bridges would become new sites for tourism and remain monuments for present and future generations. Indeed they will stand out as famous symbols of our history and development.

PROJECT MONITORING AND SUPERVISION

One of the biggest challenges faced by most governments in the execution of their policies and programmes has been in the area of project supervision and monitoring. Often road projects are shoddily executed and even abandoned by the contractors only for it to reflect in official documents as delivered to specification. The implication is that government has had cause to vote money to reconstruct roads that have not done half their life span.

To avoid such unnecessary waste of public resources, the Ministry of Works adopts a multi-pronged project monitoring and supervision approach. Various engineers are assigned to monitor various projects but in addition the Honourable Commissioner has his own project monitoring unit that

“ **A major aspect of the Ring Road project is the cable stayed bridges. The bridges when completed will be the first of their kind in the country, and indeed the West African sub-region.** ”



goes round on regular basis to conduct independent assessment of the quality and quantity of project execution. There is also a special task force charged with the responsibility of monitoring road dualisation projects to ensure that contractors conform to the agreed specifications. This is in addition to two project monitoring teams made up of university lecturers from department of Civil Engineering, (Team A and Team B), and constituency project monitoring team.

According to the former Permanent Secretary Ministry of Works, Sir Mike Elechi, a monthly meeting of all monitoring teams and engineers is held with the Hon. Commissioner during which various reports are collated and harmonized. In this way, it becomes difficult for any engineer or team to compromise on the standards and specifications for any project.

Challenges

Ordinarily the biggest challenge that confronts government projects is inadequate funding, low capacity of contractors, early rain or short construction season and unnecessary compensation due to lack of respect for planning which adds to increase in project cost. However, the vision of Governor Amaechi during his first year in office to save at least N1bn each month and mobilize contractors to the tune of 50 per cent of the contract sum from the outset has helped to surmount this persistent obstacle to the realization of government projects.

The Hon. Commissioner for Works has assured the Rivers People that the current global financial meltdown will not affect the execution and eventual delivery of the massive road projects embarked upon by the government. Rather than funds affecting the projects, the daunting challenge is that of human capacity especially the capacity of the contractors. "We have the will to drive our contractors but as you know you can't drive a contractor beyond his capacity", Says Peterside. "We also engage in regular training and retraining of ministry staff, especially the engineers. For instance, various sets of engineers have been sent to Israel, South Africa and Britain for training."

Another area of friction is perhaps the attitude of some communities that are in the habit of making frivolous demands from contractors. "Our response to this is not to use force. We employ dialogue during which we take time to educate the communities on the need to embrace the contractors and see the projects as their own. At the same time we also encourage the contractors to as much as possible source their labour

needs from their host communities. In this way we have achieved a great deal of success", Peterside explains.

Expectations

The expectation of Rivers people is to be liberated from decades of economic subjugation and underdevelopment as quickly as possible. The aspiration of Rt. Hon. Chibuike Rotimi Amaechi is to overcome this challenge and lead the people to the new Rivers State he has promised them. Hon. Dakuku Peterside shares in these aspirations. His biggest challenge, however, is to meet both the expectations of the governor in particular and that of the Rivers people in general.

Saddled with these challenges he works round the clock and with great passion. According to him, "my governor is impatient with 'delays and shoddy job'", yet the Rivers people are weary of waiting. As a trained hematologist turned management scientist he feels well equipped to tackle the challenge. "Yes! I studied hematology which is the science of human blood, later I went to study Management and Project Management. The two are alike; you know that blood is the life wire of any human being just as road infrastructure is the artery of any society. So I find myself rendering the same service in a different way".

Peterside is confident that his ministry will neither disappoint the governor nor Rivers people. By the end of 2009 (that is about two months from now) the ministry of Works under Hon. Peterside is sure to deliver to Rivers people at least 50 per cent of all projects it has embarked upon and 75 per cent of all Rivers State communities would have become accessible by all-season roads. ●



Eleme junction flyover on interchange

Felicitations!!!



His Excellency,
**Rt. Hon. Chibuike Rotimi
Amaechi**
Governor, Rivers State



Hon. Dakuku Peterside,
Hon. Commissioner for Works,
Rivers State

STEMCO NIG. LTD

Heartily felicitates with
His Excellency,

**Rt. Hon. Chibuike Rotimi
Amaechi**

and the Rivers State Ministry of Works under
the indefatigable leadership of

Hon. Dakuku Peterside,
for their efforts in repositioning and rebuilding
Rivers State under this administration.

Keep up the good pace!!!

May God continue to have empower you as you rebuild
a vibrant and greater Rivers State.

Long live Rivers State!

Long live greater Port Harcourt!!

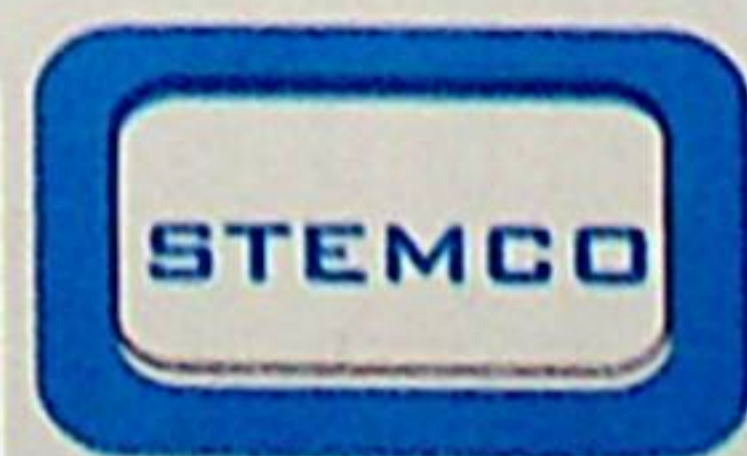
Long live the Federal Republic of Nigeria!!!



Etikala Road being reconstructed



Etikala Road



Stemco Nigeria Limited, 142 Woji Road, Port Harcourt.

• Construction

• Project Management

• Structures

**RIVERS STATE MINISTRY OF WORKS
CONTRACTS AWARDED BETWEEN OCTOBER 25, 2007 TO DATE**

SNO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
1	Rehabilitation of Tombia St. Ext., Bimkol Crescent & Alfa Close (in G.R.A.) Phase II, Port Harcourt. OBALGA	Stemco Nigeria Limited,	Nov. 14, 2007			0.250	100%
2	Construction of internal roads in Ubima Community. IKWERRE L.G.A.	Tessyn & John Nigeria Limited,	Dec. 10, 2007	N724,881,205.26	18 Months	5.9	85%
3	Construction of Omuarwa - Elele Road and Elele internal roads. IKWERRE L.G.A.	Pentom Global Services Ltd	Dec. 10, 2007	N2,476,834,219.20	18 Months	26.0	100%
4	Dualization of Rumuokwuta-Choba East-West Road. OBIO/AKPOR L.G.A.	Homan Eng. Co. Ltd.	Dec. 10, 2007	N8.8b	24 Months	13.583	50%
5	Construction of Rukpokwu-Allu Link Rd. in Obio/Akpor LGA. OBIO/AKPOR L.G.A.	Easy "E" Nigeria Limited	Dec. 14, 2007	N1,450,000,000.00	12 Months	5.9	95%
6	Reconstruction of Polytechnic Rd., Bori. to Zaakpon KHANA L.G.A.	Dagsports Nigeria Limited	Dec. 18, 2007	N358,968,520.58	12 Months	5.9	95%
7	Construction of Internal Roads of Nigeria Army Barracks in Elele, Rivers State. - IKWERRE, LGA	Mosrene Int. Nigeria. Ltd.,	Dec. 17, 2007	N411,245,575.00	12 Months	6.2	100%
8	Design of Port Harcourt Ring Road. - PHALGA	Pearl Consultants,	Dec. 18, 2007	N1,678,388,250.00	12 Months	14.0	100%
9	Construction of Ogbidi-Kriegeni-Ohaslielu-Ogbigor-Idu-Obisinkwu. - ONELGA	ACI Concept	Dec. 28, 2007	N1,412,250,131.25	12 Months	14.0	75%
10	Re-construction of School Rd and Drainage in Elerenwo Town. - OBALGA	Numac Project Co. Ltd.	Dec. 28, 2007	N390,146,746.50	12 Months	2.0	90%
11	Re-construction of Eastern-Bye-Pass, Amadi-Ama, Oginigba Road. PHALGA	Julius Berger Nig Plc	Dec. 17, 2007	N2,895,206,812.20	18 Months	6.7	60%
12	Construction of Rivoc Road & Danjuma Rd in Trans-Amadi & Ogbonda Street in Rumukalagbor. - PHALGA	Utako District, P.O.Box 435, Abuja Sermatech Nigeria Limited	Dec. 23, 2007	N1,318,125,217.80	6 Months	2.6	90%
13	Construction of Flyover and rotary interchange at Olu-Obasanjo (Eliozu Junction). OBIO/AKPOR L.G.A.	Bulletin Nigeria Limited.	Jan. 8, 2008	N1,677,479,772.15	24 Months		80%
14	Construction of Uniport Bye-Pass Road, Port Harcourt OBIO/AKPOR L.G.A.	Roaez Nigeria Limited,	Jan. 16, 2008	N61,423,586.00	3 Months	0.80	70%
15	Construction Ven (Prof.) T.N. Okujagu Road in Trans-Amadi. - PHALGA	Eastward Interbiz Nig. Ltd	Jan. 18, 2008	N300,900,167	3 Months	1.5	70%
16	Construction of Wilson Bakery Rd and All Saint Church Rd in Borikiri Sand field. - PHALGA	CTI Nigeria Limited	Jan. 18, 2008	N446,265,540.00	12 Months	4.0	50%
17	Construction of Chinda Rd, Wimpey-Agip Internal	Raffoul (Nigeria) Limited	Jan. 18, 2008	N1,426,117,125.00	12 Months	6.22	70%



S/NO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
18	Link Road with drains. OBIO/AKPOR L.G.A.	Riverdrill Nigeria Limited.	Jan. 18, 2008	N562,014,750.00	12 Months		95%
19	Buguma Shore Protection ASARI TORU LGA	Hope Up Integrated Ind. (Nig. Ltd.,	Jan. 18, 2008	N745,229,385.50	12 Months	5.17	65%
20	Construction of Rumuvorlu Okeah & Rumuoke St. (Off Ada George Rd.) OBIO/AKPOR L.G.A.	Biotari Enterprise,	Jan. 30, 2008	N54,441,108.23	8 weeks	0.50	100%
21	Construction of Umuleri St. /Drains (off Ada George Rd. Mile 3). OBIO/AKPOR L.G.A.	Julius Berger Nigeria Plc.,	October 2007	N 7,500,000,000	18 Months		95%
22	Construction of Eleme Junction Flyover. OBIO/AKPOR L.G.A.	Utako District, P. O. Box 435, Abuja UnionTek Ltd.	Feb. 4, 2008	N173,348,346.15	6 Months	1.9	100%
23	Construction of Nkarahia-Alimini-Isiokpo By-Pass. - IKWERRE L.G.A.	South-South Construction Services Ltd.,	June 13, 2008	N344,390,681.26	6 Months	2.5	60%
24	Construction of OCC Road, Esanwo Street/Ekugbe Close and Makelele Okocha Street in Obio Akpor Local Government Area OBIO/AKPOR L.G.A.	High-Tex Ltd.,	Oct. 11, 2007 Revalidated Nov. 2007	N793,090,000.00	6 Months	10.96	95%
25	Construction of Elele-Obele Road IKWERRE L.G.A.	Clasox Int'l Ltd.,	April 24, 2008	N158,492,445.00	8 Months	1.5	85%
26	Construction of Chief Simeon Eke Avenue, Woji, Port Harcourt OBIO/AKPOR L.G.A.	Denny Micky (Nig.) Ltd.,	Mar. 27, 2008	N478,485,132.30	5 months	1.075	55%
27	Dualization of Abuja by-Pass, Mile 3, Diobu, Port Harcourt. - PHALGA	ESJ Integrated Services Co. Ltd.,	April 21, 2008	N1,012,619,503.35	24 months	4.2	100%
28	Construction of Ozuoba-Rumuekparali-Choba Road. OBIO/AKPOR L.G.A.	Godipee (Nig.),	April 1, 2008	N79,335,238.00	4 months	0.40	100%
29	Construction of Kings International School Road. OBIO/AKPOR L.G.A.	Goodworth International Ltd.,	April 8, 2008	N529,588,465.88	12 months	5.9	70%
30	Construction of Rumuosi/Rumuokini-Aluu Road/Drains (Link Road from East-West Road. OBIO/AKPOR L.G.A.	Multispec Int'l Ltd.,	April 1, 2008	N1,107,687,545.84	18 months	13.8	70%
31	Construction of Okehi II-Ndashi Road in Etche Local Government Area ETCHE L.G.A.	Mariamco Nigeria Limited,	March 5, 2008	N1,092,881,750.00	12 months	10.0	80%
32	Construction of Rumuogholu Road and Adjoining Streets. - OBIO/AKPOR L.G.A.	KN Services Limited,	April 1, 2008	N674,829,549.00	12 months	5.0	80%
33	Reconstruction of Umuzhi Street, Ediwulu Street, Harcourt Street and Delta Hotels Odiemerenyi Road Bypass in Ahoada Town - AHOADA-EAST L.G.A.	Kings and Pearls International Ltd.	April 21, 2008	N392,826,196.35	6 Months	1.7	75%
	Construction of RCCG, David's House of Miracles (Rivers Province 1 Secretariat) Road and Drains,						

OCTOBER 25, 2007 TO DATE

S/NO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
34	Oginigba, Port Harcourt OBIO/AKPOR L.G.A. Construction of Nwikabari Street/TTC/High Court Access Road and Drains, Borì KHANA, LGA	Primos Gold & Gold Venture, PH Investment Ltd.,	Mar. 18, 2008	N314,902,665.00	8 months	2.05	100%
35	Construction of Ogo-Ihugbogo Road in Ahoada-East Local Government Area. AHOADA-EAST, L.G.A.	Stagsunac Ltd.,	April. 8, 2008	N740,676,694.53	8 months	6.5	40%
36	Construction of Court Road, Borì KHANA L.G.A.	Wyethbaker (Nig.) Ltd.,	Mar. 11, 2008	N238,513,968.00	6 months	1.6	100%
37	Renovation of National Youth Service Corps (NYSC) Orientation Camp at Nonwa-gbam TAI L.G.A.	Zement & Zement Construction Ltd.,	April 8, 2008	N100,000,000.00	6 Months	6.0	80%
38	Reconstruction Road from Aleto Bridge Junction through Aleto-Ogali, Eleme ELEME L.G.A.	Zituni Nig. Ltd.	April 8 2008	N431,413,762.50	12 months	6.0	50%
39	Construction of Royal Crescent Road in G.R.A. Phase III, Port Harcourt.- OBIO/AKPOR LGA	Stemco Nig. Ltd.,	April 8, 2008	N110,000,063.30	6 months	0.360	50%
40	Construction of Omofo-Agba Ndele Road - EMOHUA L.G.A.	Robam Nig. Ltd.,	Feb. 11, 2008	N4.8bn	18 months	21.50	70%
41	Construction of Station Road off Elelenwo Road, Elelenwo through the East-West Junction. - OBIO/AKPOR L.G.A.	Ngreco Nigeria Limited,	April 8, 2008	N342,005,202.00	12 months	1.2	60%
42	Construction of Egbeda-Omerelu Road - IKWERRE L.G.A.	Lemaco Engineering Ltd.,	Feb. 20, 2008	N1,101,176,118.00	18 months	14.5	70%
43	Construction of Peace Drive/Circular Road in Mgbuesilaru New Layout. OBIO/AKPOR L.G.A	Greater Dimension Ltd.,	Feb. 19, 2008	N300,531,156.72	12 months	2.	75%
44	Reconstruction of Okilton Drive - OBIO/AKPOR L.G.A.	Creekleiggs (Nig.) Limited,	Feb. 10, 2008	N72,031,727.25	6 months	1.01	80%
45	Construction of Amadi Mati Street/Odumati/Drains, Rumuolumeni, Port Harcourt. - BIO/AKPOR	Laas Nigeria Ltd.,	March 6, 2008	N304,563,530.25	8 months	2.0	50%
46	Reconstruction/Expansion of Ogu-Eteo Road - OGU/BOLO/ELEME L.G.A.	Crichton Eng. Serv. Nig. Ltd.	Feb. 21, 2008	N728,368,135.43	12 months	6.6	70%
47	Construction of Okania-Ogbogoro Link Road, Port Harcourt. OBIO/AKPOR L.G.A.	Dredging International. 1, Kolokuma Street, Borikiri, Bpx 1633, PH Nugi Limited	May 6, 2008	N304,737,174.00	12 months	2.0	55%
48	Dredging Works/Roads at Opobo Newlayout. - OPOBO/NKORO L.G.A.	Setraco, Nig. Ltd.	May 6, 2008	N3,585,181,230.00	24 months	1035M ²	75%
49	Construction of Egbu-Orwu, Ogida, Umuogaboko-Ozuzu (Umuofon) Etche ETCHE L.G.A.		May 7, 2008	N2,149,654,500.00	24 months	17.0	50%
50	Dualization of Airport-Isiokpo/Omerelu Road IKWERRE L.G.A.		May 6, 2008	N21,550,003,395.68	30 months	42	30%



S/NO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
51	Construction of Omademe-Obono-Umuwachi, Ozuzu Road, - IKWERRE/ETCHE L.G.A.	Marvic Services Ltd.	May 8, 2008	N1,007,357,006.25	18 months	9.5	40%
52	Dualization of Rumuola/Rumuokwuta Road. OBIO/AKPOR L.G.A.	M.C.C. Nig. Ltd.	May 7, 2008	N2,500,000,000	24 months	2.0	70%
53	Erection of Appropriate Road Signs & Markings in Port Harcourt Metropolis - PHALGA	Urecon Nig. Ltd.	May 8, 2008	N152,250,000.00	8 months		70%
54	Dualization of Ada-George Road, Phases I & II/Choba Phase II NTA/Choba/Airport OBIO/AKPOR L.G.A.	Gitto Construction Nig. Ltd.,	May 8, 2008	N10,200,000,000	24 months	18.6	40%
55	Construction of Flyover at Agip/Rumueme/Abacha Road, roundabout OBIO/AKPOR L.G.A.	Rivigo J.V. (Nig.) Ltd.	May 6, 2008	N3,985,111,892.68	18 months	0.40	40%
56	Dualization of First Bank Rumuomasi Road - OBIO AKPOR L.G.A.	Zerock Construction Nig. Ltd.,	May 6, 2008	N2,200,000,000	24 months	2.8	40%
57	Construction of Road/Drainage on Shedrach Avenue, Elemenwo - OBIO/AKPOR L.G.A.	Quality Quick Services Nig. Ltd.	September 2008	N215,223,986.25	12 Months	1.8	65%
58	Construction of Salem Street/Drains, Woji Town - OBIO/AKPOR L.G.A.	Kasicon (Nig.) Ltd.,	June 5, 2008	N35,855,119.00	6 Months	0.4	50%
59	Renovation of the State C.I.D./Office Blocks & Construction of Access Road/Asphalt Pavement within the premises- PHALGA	COMAG Steel/Construction Company Ltd.	June 6, 2008	N27,595,193.20	3 Months		100%
60	Construction of East-West-Sogho-Okwale Road - KHANA L.G.A.	Schwartz Construction Company Limited,	June 9, 2008	N1,047,727,248.75	12 months	6.5	100%
61	Renovation and Furnishing of the Command House, Old. G.R.A., Port Harcourt - PHALGA	Deroit-Landstyle Ltd,	June 11, 2008 June 12, 2008	N18,707,084.30 N6,500,000,000.00	6 months 18 months	3.2	100% 75%
62	Dualization of Slaughter/Trans-Amadi / Rumuobiankani Road - OBIO/AKPOR L.G.A.	Reynolds Construction Co. Nig. Ltd. Arrow Construction Co. Ltd.,	June 12, 2008	N975,421,131.30	12 months	8.0	100%
63	Construction of Mogho-Bomu-Kporo Waterside Road GOKANA L.G.A.	Greenwich Waterways Limited	June 12, 2008	N163,923,012.50	8 months	0.770	100%
64	Reconstruction of Sampson Street, Woji and Construction of Danny P. Street, Off Rumuokalagbor Road, Elekahia PHALGA	AYF Development Co. Nig. Limited	June 12, 2008	N215,616,939.30	8 months	1.763	80%
65	Construction of Aganorlu Street Linking NTA Road and Ada George Rd. OBIO/AKPOR	Group Parker Ltd.	June 12, 2008	N237,569,930.33	12 months	1.5	50%
66	Construction of Road 18 and Annexes in Federal Housing Estate, Woji Town. OBIO/AKPOR	Belema Tech. Engineering Limited,	June 12, 2008	N459,849,420.45	12 months	3.6	80%
67	Construction of Rumuokoro/Rumuagholu Road Ext. Ada George Road OBIO/AKPOR L.G.A.						

Contract awarded between OCTOBER 25, 2007 TO DATE

SNO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
68	Repair/Maintenance of Trans-Amadi Between Rivoc & Trevi - PHALGA	Blaim Services Limited,	June 12, 2008	N59,065,555.50	6 months		100%
69	Reconstruction and Construction of Circular Road and Prime Close, Amadi - PHALGA	Menakeb Limited,	June 16, 2008	N64,315,836.00	6 months	0.91	60%
70	Construction of Agada 1 Agada Il-Dighiriga-Elelesue-Serebia-Ogbokuma Road in Abua/Odual L.G.A. ABUA/ODUAL LGA	Messrs Kanash Engineering and Construction Company Limited.	June 12, 2008	N1,337,309,347.50	18 months	9.2	30%
71	Construction of Ayama/Omokwa/Otari in Abua-Odual Local Government Area - ABUA/ODUAL LGA	Gulf Pole Concerns Ltd.,	June 12, 2008	N740,165,580.00	18 months	5.0	80%
72	Shore Protection and Land Reclamation of Egborung/Oluk-Ama in Andoni Local Government Area. ANDONI LGA	Truland Construction Ltd.,	June 16, 2008	N1,572,074,043.75			60%
73	Construction of Culverts and Drains within Chichinwo/Ogbonda/5th Street in Elekohia and Resurfacing of the Roads. OBIO/AKPOR LGA	Gulf Pole Concerns Ltd.,	June 18, 2008	N90,131,932.80	6 months	1.0	100%
74	Construction of Bridge across Bolo Creek with approaches OGU/BOLO L.G.A.	Truland Construction Ltd.,	June 19, 2008	N3,815,886,663.23	24 months		25%
75	Construction of Chief Odum Close, Off Chief Ogbunga Street, Ogbunabali. - PHALGA	Hasok Nigeria Limited,	June 19, 2008	N28,423,001.25	3 months	1.0	90%
76	Dualization of Eneka-Igbo Etche Link Road. IKWERRE/ETCHE L.G.A.	Omima Energy & Tech. Services Ltd.,	June 19, 2008	N920,390,373.00	18 months	5.0	40%
77	Rehabilitation of Chief David Nna Street, Rumuogba Valley Street and Brookstone Street, Off Prof. Abaowei Rd. G.R.A., Port Harcourt. OBIO/AKPOR L.G.A.	Spencer Engineering Limited	June 19, 2008	N86,018,147.00	12 months	1.5	70%
78	Reconstruction of Abonnema-Obonoma Road (From the Bridge) AKUKU-TORU L.G.A.	Plados Nigeria Limited,	June 19, 2008	N238,582,653.75	12 months	2.0	30%
79	Construction of Old Aba Road in Oyiabo Town OYIABO L.G.A.	Brajo Investment Ltd.,	June 26, 2008	N462,317,223.38	12 months	4.0	40%
80	Construction of Ijeoma/Andy Street in Oyiabo Town OYIABO L.G.A.	Eraside Nigeria Ltd.	June 26, 2008	N87,500,287.35	12 Months	1.0	40%
81	Construction of Oga-Imo Street in Oyiabo Town OYIABO LGA	Stellax Energy Nig. Ltd.	June 26, 2008	N251,163,442.00	12 months	1.2	100%
82	Construction of Anambra Street terminating at Nwafor Rd in Oyiabo Town OYIABO LGA	Hullscan Ltd.	June 26, 2008	N66,892,877.25	12 months	0.8	80%
83	Construction of Isaiah Eletuo/Ezeruako Rd in	Nanako Holdings Ltd.,	June 26, 2008	N162,374,226.53	12 months	1.23	22%



SNO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
84	Oyigbo Town OYIGBO LGA Mangrove Avenue in Oyigbo Town OYIGBO L.G.A.	Kanco Associates Ltd.	June 26, 2008	N94,590,162.77	12 months	0.9	60%
85	Award of Contract for the Construction of Ozuoha- Omuamwa Road. - IKWERRE LGA	Intaver Engineering Ltd.,	July 2, 2008	N320,566,945.55	12 months	2.2	60%
86	Reconstruction of Dere-Kpor-Gbe-Link Road GOKANA LGA	Eraks International Nigeria Limited,	July 3, 2008 Revalidated	N 206,802,992.03	12 months	2.194	40%
87	Construction of Cohisa-East/West Bye-pass and other Link Roads in Ahoada, Town- AHOADA- EAST LGA (5 Streets in ALGA)	Asphalt Unity Construction Limited,	June 19, 2008	N1,171,215,517.50	24 months	9.0	60%
88	Construction of St. John's Close, off Sani Abacha Rd. G.R.A. Phase III, P/H -OBIO/AKPOR LGA	HMV Ireto Development Co. Ltd.	June 16, 2008	N92,008,035.00	6 months	0.4	80%
89	Renovation of the Official Residence of the medical Director of Military Hospital, P/H. at No. 29 Evo Rd., GRA Phase II, P/H PHALGA	Global Tructers Limited,	July 11, 2008	N13,785,427.56	6 Months		
90	Construction of Ihuechi Community Road in Ahoada-West Local Government Area. AHOADA- WEST LGA	Don & Ely Co. Ltd.,	Aug. 7, 2008	N646,812,390.16	8 months	7.0	50%
91	Construction of Onukuru Street, Rumuolumeni and Jerry Lane (Off Eliflor Street in Woji Town) OBIO/AKPOR LGA	Etelbi (Nig.) Ltd.,	Aug. 8, 2008	N146,829,627.00	6 months	1.1	80%
92	Construction of Borí-Boue-Kereken Road KHANA L.G.A.	Agbako & Company Nig. Ltd.,	Aug. 8, 2008	N424,754,442.00	12 months	8.34	50%
93	Construction of Minokpobiri Street and Patching of Cheta, Street in Mgbuesilaru Community, Obio/Akpor L.G.A. OBIO/AKPOR L.G.A.	Okamann International Co. Nig Ltd.	Aug. 8, 2008	N66,523,113.56	6 Months	0.825	60%
94	Construction of Apani Internal Roads (Kelga) IKWERRE L.G.A.	Jessval Nigeria Limited,	June 11, 2008	N2,308,184,943.75	24 months	24.0	70%
95	Construction of East/West-Elibrada-Oduoha- East/West Road in Emuoha LGA. EMOHUA LGA.	Rocan Nigeria Limited,	August 14, 08	N826,031,587.50	24 months	7.1	40%
96	Construction of Nyokhana-Kenkhana Link Road with Bridge from Luuwa to Bere KHANA LGA	Bharmoss Venture Ltd.,	Aug. 14, 2008	N2,457,377,811.00	24 months	4.45	35%
97	Construction of Odiolugboji-Enifo 1 & II Oshie Road, Ahoada-West Local Government Area AHOAHA-WEST L.G.A.	Stellax Energy Nig. Ltd.,	July 14, 2008	N2,693,374,425.00	18 months	10.7	40%
98	Construction of Oro Ekpo, Odoli/Owabie and Chinda Street - OBIO/AKPOR L.G.A.	Easy 'E' Nig. Ltd.,	Nov. 2007	N1,655,612,008.05	12 months	6.50	95%

OCTOBER 25, 2008 TO DATE

S/NO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
99	Expansion of Mbiama-Akinima Road AHOADA-WEST L.G.A.	Ab-Fabai Services Ltd	July 2008	N1,981,221,165.00	12 months	5.5	60%
100	Gokana, Ndonake & Benson Streets in Bori KHANA L.G.A.	Richland Integrated Services Nig. Ltd.,	May 9, 2008	N196,612,511.11	6 months	1.8	35%
101	Construction of Okey, Okoye, Well Ogbonda Street and others in Mgbuoba, Port Harcourt. PHALGA	Dunako Investment Nig. Ltd.,	Aug. 21, 2008	N507,213,614.25	18 months	3.42	51%
102	Construction of Sakpenwa-Biara-Kibanga Road TAI LGA	Cyrus and Jenny Limited,	Aug. 21, 2008	N975,421,131.30	24 months	8.0	30%
103	Construction of Road and Drainage from Babbe Junction-Eeeken-Kaa Waterside Road	Dagsports Nig. Ltd.,	Aug. 29, 2008	N449,387,213.60	12 months	2.73	70%
104	Construction of Bori Internal Roads/Drainages (Phase II) KHANA LGA	Nen-Dandies (Nig.) Ltd.,	Sept. 12, 2008	N1,179,259,500.83	24 months	6.5	30%
105	Reconstruction of Aleto-Eleme Road to Eteo Junction East/West Road ELEME LGA	Messrs Donbel Integrated Services Limited	Sept. 12, 2008	N787,766,128.80	18 months	5.50	50%
106	Construction of Miniortu-Mgbuakara-Eliparanwo-Rumuolujimeni Road	Messrs Flees Global Services Ltd.,	Sept. 18, 2008	N563,412,200.00	18 months	3.7	50%
107	Construction of Bori Internal Roads (Phase III)	Lakodey Ventures Ltd.,	Sept. 2008	N1,319,367,957.08	24 months	6.5	45%
108	Construction of Egwi-Afara-Mba Road	Efbeegee Services Limited,	October 7, 2008	N1,118,197,385.00	24 months	11	70%
109	Construction of Ezimgbu Link Roads and Drains in Presidential Estate, Port Harcourt.	Messrs Geo Gray Environmental Services Ltd.,	June 16, 2008	N412,512,899.40	12 months	3.0	50%
110	Construction of Landing Jetty/Bank Protection Works at Epellema (Kalama) in Opobo/Nkoro Local Government Area	Lenk Nig. Limited,	October 10, 2008	N130,712,400.00	6 months		70%
111	Construction of Rumuibekwe-Elijiji-Ilom-Ezgbakagbaka Avenue, Ogbatai Road. (8 Streets in Woji)	Eaz-Roc Limited	March 20, 2008	N1,175,748,159.60	12 months	8.7	90%
112	Construction of Ibe Street, Elekahia	Awa Engineering co. Nig. Ltd.,	February 13, 2008	N81,408,489.75	12 months		100%
113	Rehabilitation of Akokwa Street, Mile II, Diobu, Port Harcourt	Details Consult,	February 13, 2008	N82,569,775.05	12 months	1.80	98%
114	Construction of Okechi Ihie-Egbu-Apani-Omerelu Road (2 No Bridges)	Seathrough Nigeria Limited,	Dec. 23, 2007	N5,788,777,828.00	18 months	41.0	70%
115	Construction of Ext. A and Adjoining Street in Federal Housing Estate, Rumueme	Veteran and Vintage Tech. Company Ltd.,	August 10, 2008	N244,041,683.50	6 months	2.0	100%



SNO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE IN ₦	DURATION	KM LENGTH	% OF JOB COMPL.
116	Construction of 7.8KM Lubara-Duboro Road,	Wateri Energy Limited,	Sept. 18, 2008	N653,194,547.78	16 months	7.3	50%
117	Construction of Timothy Lane, Rumuola/Ohiamini Access Road, Port Harcourt (Plus retaining wall)	Pamos Gold Nig. Limited,	Nov. 21, 2008	N998,432,599.50	18 months	2.1	45%
118	Construction of Abua/Okoba Close, Rumubekwe with Extension to Elelenwo, Port Harcourt.	Deansgale Int. Limited.	Nov. 26, 2008	N1,340,133,021.75	24 months	1.3	10%
119	Olozu/Paul Chike Street (Off Stadium Rd) P.H.	Ekims Oil Services	Nov. 26, 2008	N111,683,624.85	6 months		20%
120	Construction of Chief Benson Close, Omunakwe Str. and the surrounding str. Omarunma Str. and Omarunma close	1-3 Ventures Ltd.,	Dec. 03, 2008	N306,144,820.80	12 months	2.09	15%
121	Construction of Okehi-Mba-Umuaturu Akpoku-Obite Road (21km plus Bridge)	Macro Engineering Ltd.,	Dec. 03, 2008	N4,323,470,287.50	24 months	21	35%
122	Reconstruction of Tombia Street Ext. Phase II	Stemco Ltd.,	Dec. 29, 2008	N259,837,021.50	12 weeks	0.505	50%
123	Construction of Ikuru Town-Atlantic Ocean Road 3.7km length in Swamp	Quantum Links Services Ltd.,	Dec. 29, 2008	N1,727,828,628.75	12 months	3.7	30%
124	Construction of Omuanwa Internal Roads 9km Length and 18km drains	Mariamco Nigeria Limited	Dec. 29, 2008	N1,500,000,000.00	12 months	9.0	30%
125	Construction of Okwale/Umuagbai Road	Geo-Ann Nig. Limited,	December 5, 2009	N967,646,169.00	12 months	6.9	20%
126	Construction of Elibrada Internal Roads, Emolga, Rivers State	Peaceline Worldwide Limited,	December 6, 2009	N564,350,456.25	8 months	4.5	25%
127	Reclamation/Sand Filling of Olombie/Owukiri Island in Ogu Community	GeoMaritime Services Limited	Oct. 31, 2008	N820,370,250.00	24 months	684,000M ³	30%
128	Construction of Rumukwachi Layout Rds in Rumukwachi Community in Obio/Akpor LGA	Selengor Limited,	Jan. 16, 2009	N314,630,788.50	12 Months	3.2	30%
129	Construction of Rumuolumeni Internal Roads, 9,000m Rd length & 13,000m Drain	Amjid Integrated Co. Nig. Ltd.,	Jan. 16, 2009	N1,009,578,102.75	12 Months	9.0	35%
130	Construction of East/West Opu-Okoko Road (8KM Road Length and 6 KM Drain	Klearimage,	Jan. 16, 2009	N826,133,656.95	12 Months	6.0	30%
131	Rehabilitation of Choba to Mbiama Section of the East-West Road	Zerock Construction Nig. Ltd.,	Jan. 19, 2009	N249,982,625.03	3 Months		90%
132	Construction of 3KM Rd. in Omuanwa Town and Sch. Close In Rumuokwuta	Honsclin Limited,	Jan. 20, 2009	N446,661,337.50	12 Months	3.4	20%
133	Construction of Woke Lane, Ezeolu Lane, Ogoloma and Chf. Ihunda Lane at Ogbunabali, PHALGA	Hado Nigeria Limited,	Jan. 16, 2009	N89,899,900.65	9 Months	0.64	85%
134	Construction of Apamini Street to Link Mini Woji Road, OBIO/AKPOR	Opriala Integrated Services Ltd.,	Jan. 27, 2009	N260,919,193.50	12 Months	1.70	50%
135	Construction of Old Wimpey/COE Road in Mgbu-Oshimini, Rumuolumeni, Port Harcourt.	Sa-Hanny Nigeria Limited,	Jan. 27, 2009	N169,982,876.70		1.5	Yet to mobilize
136	Dualization of Rumukrushie-Eneka-Igwuruta Road	Ukre Interconstruct Ltd.	Jan. 27, 2009	N9,490,617,675.00	36 Months	14.2	10%

S/NO

PROJECT NAME

CONTRACTOR

DATE OF CONTRACT AWARD

CON. VALUE N

DURATION

KM LENGTH

% OF JOB COMPL.

137

Construction of Reclamation Road, P/H
Construction of Abuloma-Woji Road/Bridge
Construction of Akpajo-Woji Road/Bridge
Construction of Obuama Internal Roads
Renovation of Rivers State Senior Civil Servant
Quarters located at No. 18 Omoku Street, D/Line,
P/H

Gemp Engineering Ltd.,
J.D.P. Construction Nigeria Ltd.,
Raffoul (Nig.) Ltd.,
FKJ Nig. Ltd.,
Aupat Nig. Ltd.,

Jan. 27, 2009
Jan. 27, 2009
Jan. 27, 2009
Jan. 27, 2009
Feb. 25, 2009

N361,385,848.00
N3,500,000,000.00
N3,917,529,787.50
N900,714,780.00
N38,385,421.48

12 Months
24 Months
24 months
18 months
8 Weeks

1.485
3.5
6.0
8.0

15%
20%
10%
30%
80%

142

Construction of Mission Road at Omuagwa
Construction of Rupokwu-Eneka/Eneka-Eliozu Link
Roads in Obio/Akpor L.G.A.

Gemp Eng. Ltd,
Malrone Consolidated Limited,
Chinfotech Services,

Feb. 25, 2009
March 5, 2009
March 10, 2009

N54,139,365.00
N1,132,255,372.50
N57,539,888.43

6 months
24 Months
8 Months

0.8
10.0
1.0

25%
90%
15%

145

Construction of Odaai Road and other adjoining in
Eielenwo Town

Vicage Resources Ltd.,

March 10, 2009

N137,164,230.00

8 months

2.0

10%

146

Construction of Zaami Street in Bori, Khana Local
Government Area/Rivpoly Internal Roads.

Deen Construction Nig. Ltd.

March 12, 2009

N216,740,199.40

8 months

2.0

15%

147

Construction of Ihuowo-Ihuma-Okoma Road and
Bridge

United Radak Nigeria Ltd.,

March 21, 2009

N1,797,253,679.55

18 Months

8.62

20%

148

Construction of Ada George/East-West Road
Junction Flyover with Rotary Turning and Service
Lanes OBIO - AKPOR

Gitto Construction Nig. Ltd.,

March 25, 2009

N4,444,663,400.10

24 Months

11.1

20%

149

Construction of Akabuta-Ochiauga-Elehia-Ikiri-
Gbada-Okansu Rd in Onelga and the
Reconstruction of Eliet-Osiakpu-Egbada Junction all
in Ogba/Egbema/Ndoni LGA

Williejesons Nig. Co. Ltd.,

March 25, 2009

N1,975,284,753.75

24 Months

11.1

30%

150

Construction of Deeper Life Road in Ozuboko,
Access Roads off East-West Road, Alakahia and
other adjoining roads

Seto Gopal Concepts,

Apr. 6, 2009

N227,372,764.50

8 Months

0.80

20%

151

Rehabilitation of Aker/NNS Pathfinder Naval Base
Road in Rumuolumeni, OBIO - AKPOR

Manic Integrated Services Limited,

Apr. 6, 2009

N554,251,280.64

12 Months

5.0

10%

152

Coconut Estate-Ogwuede-Abraham haat
Abalamabie Rd., in Bonny LGA

Faribo Nig. Ltd.,

Jan. 27, 2009

N1,880,090,383.50

20 Months

5.4

10%

153

Construction of Air Force By-Pass/Anik Air Base
Port Harcourt

J.M.K. Nig. Ltd.,

May 4, 2009

N95,410,309.50

12 Weeks

0.48

10%

154

Construction of Road/Drain From UDSS Road to St.
Nicholas Anglican Church and University Health
Centre, University of Port Harcourt, OBALGA

Messrs Ford Development Co. Ltd.,

May 5, 2009

N205,446,751.65

18 Weeks

1.5

15%

155

Construction of Dr. Silva Opusunju Link Road,
Trans-Amadi, Port Harcourt.

Messrs Rossheld Resources Limited,

May 12, 2009

N83,738,292.75

18 Weeks

0.5

5%

156

Construction of Doxa Family Church Road, and
Olanigial Drive, off Peter Odili Road, Port Harcourt

Integrated Global Project Solutions
Ltd.,

May 20, 2009

N105,454,291.00

18 Weeks

1.0

10%

157

Construction of Circular Health Centre Road, Woji,
OBIO - AKPOR

Michika Investment Limited, Port
Harcourt

June 9, 2009

N321,555,507.00

8 Months

3.0

10%

158

Dualization of Elekahia Rumuomasi Road

Reynolds Construction Coy Nig. Ltd

June 17, 2009

N6,500,000,000.00

12 Months

3.7

5%



SNO	PROJECT NAME	CONTRACTOR	DATE OF CONTRACT AWARD	CON. VALUE N	DURATION	KM LENGTH	% OF JOB COMPL.
159	Construction of Nanka Street,	Stermco Limited	June 18, 2009	N579,947,769.00	3 Months	2.5	5%
160	Construction of Rumuji-Rumuewhor-Rumuodogo I & II East/West Road	Joseph Odu & Sons (Nig) Limited	June 24, 2009	N 1,874,616,030.00	8 Months	10.0	5%
161	Construction/Rumuodaranwere Road, Rumuokwuta in Obalga	Kananga Nigeria Limited	July 14, 2009	N307,706,168.00	3 Months	1.5	5%
162	Construction/Resurfacing of Dickson, Iheoma, Odunze, Ataba, Owhonda, Ihute, Umuduru Street, and Redeem Close in Mile III Diobu, Port Harcourt.	Shok Egeingering Solutions Ltd,	July 28, 2009	N 319,378,410.35	3 Months	3.0	10%
163	Dualization of UTC Azikiwe O.B. Lulu Briggs Lagos Bus Stop	Lubrick Const. Coy. Ltd	October, 2009	N 5.4b	18 Months	3.0	Yet to Mobilize
164	Land Reclamation, and Shore Protection of Queenstown Community	GB Impex Ltd	October, 2009	N 1.68b	18 Months		Yet to Mobilize
165	Canalization of Abonema Wharf-Eagle Island Canal	Creekleiggs Nig. Ltd	October, 2009	N 1.72b	18 Months		Yet to Mobilize



SOME COMPLETED ROADS

1. Bori Polytechnic / Zaakpom Road, Khana LGA - 5.35km
2. Babbe Junction - Eeeken - Kaa Road - 4km
3. Omunwa - Elele Road, Ikwerre LGA - 8.8km
4. Rivoc Road, Trans - Amadi, Phalga - 1.6km
5. Elele Internal Roads Ikwerre LGA - 19.8km
6. Elele Army Barracks Internal Road - 4km
7. Wikabari Street, Bori, Khana LGA - 2.5km
8. TTC Road, Bori, Khana LGA - 2.5km
9. Court Road, Bori, Khana LGA - 1.03km
10. Ibe Street, Elekahia, PHALGA - 545m
11. Nkarahia / Alimini , Isiokpo Bye-Pass KELGA - 1.874km
12. Rumuoparaeli Road, Off Choba Road, Obio-Akpor - 4.2km
13. East-West - Sogho - Okwale Road in Khana LGA - 6.5km
14. Mogho-Bomu - Kporo Waterside in Gokana LGA - 7.2km
15. Oga -Imo Street, Oyibo LGA- 1.24km
16. Ogbunabali internal roads 3km
17. Eligbolo Road, Obio - Akpor - 1.7km
18. School Road Elenenwo Street (Street Light Outstanding) - 2.0km
19. Oro Ekpo / Odili / Owabie & Chinda Street in Obio-Akpor LGA - 6.5km
20. Rumuibekwe - Elijiji - Ilom - Ezegbakagbaka, Okechukwu, Ihunwo, Abel, Ogbatai (11 Streets in Woji) - 8.7km
21. Elele - Obele Road in KELGA - 10.96km
22. Tombia Street Axtension Rehabilitation - 0.25km+500M(750)
23. Ada George Road - Obi Wali - East West bypass Road -3Km
24. Rukpokwu - Tam David-West -Aluu Road -5.9KmKm
25. General IBB Road (GRA Prof Abowei - Ikwerre Road by pass) -1.2Km
26. Ubima Internal Roads (Phase 1) -5Km
27. COHISA - by Pass in Ahoada Town -2.5Km
28. FGTC Road, Immigration Road in Ahoada Town -3.2Km
29. Civil Defence and Abuja by pass Road in Ahoada Town -1.7Km
30. Bridge 3 (Ebukuma bridge) in Andoni LGA
31. Bridge 5 (Nkoro bridge) in Opobo/Nkoro LGA
32. Kings International School Road, Eliohani OBALGA
33. Rumuaghalu - Tam David-West by Pass - 5Km
34. Eberi - Umuechere Road in Omuma LGA - 14Km



Gov. Amaechi's infrastructure transformation agenda

An interview with Dakuku Peterside

In few words, could you do a review of the state of roads in Rivers State before this administration, the state of roads today and what you expect to be the state of roads in 2011?

At the advent of this administration, Port Harcourt Metropolis, covering Port Harcourt City and Obio-Akpor LGAs had an estimated 450 kilometres of paved roads with 50 per cent being in poor motorable condition. The estimated total length of paved roads in Rivers State is 1,000 kilometres. Between November 2007 and June 2009, the Governor Chibuike Amaechi administration has awarded contracts for the construction of more than 506 kilometres of paved roads, a good number of them dualisation/double carriage roads, plus over 30 bridge projects which is the highest by any state in the country. The administration has also embarked on five massive land reclamation/shore protection projects.

Our vision is to ensure that by the end of 2011, 95 per cent of the communities in Rivers State are accessible by quality roads. The second part of our vision is to see a new Greater Port Harcourt City with the best road network in Sub-Saharan Africa.

Using Bolo bridge project as a case study, will you say you are satisfied with the quality and pace of work done so far by contractors in the state?

Bolo bridge project is riddled with the same challenges that are encountered in developing infrastructure in the core Niger Delta states: community-related problems, short dry season, difficult terrain, and low capacity of contractors. I am disappointed as you are on the pace of work at Bolo bridge project. I am however not giving up hope. Our strategy is to engage the contractor more regularly, monitor him closely and work with him to deliver our dream. If the present situation persists, we will not fail to enforce the law as provided for in the contractual agreement we entered into. This is not to say that the



INTERVIEW

contractor is not competent or making progress, the issue is slow pace of work.

Are we expecting any project to be commissioned this year going by the pace of work at the different sites?

Governor Amaechi is incidentally not given to ceremonials. A good number of our road projects have been completed and are already in use. Most of them are in the rural areas.

Our job completion analysis gives us a picture that we can achieve 50 per cent completion of all are projects before the end of the year but early rains, community-associated problems, changes in project scope occasioned by technical considerations have altered that. We are

however confident that at least 40 per cent of our projects will be delivered before December 2009: Eleme flyover bridge, Dualisation of Rumuola - Rumuokwuta, Dualisation of Slaughter - Oginigba - Rumuobiakani road, Dualisation of Abuja Mile 3 by pass, First Bank - Old Aba road and Eastern by pass - Amadi ama - Oginigba road. This is in addition to at least 40 rural roads totalling over 200 kilometres.

Sir, looking at the road construction at old Aba road and Rumuokuta - Choba road, it appears the contractor may not deliver at the end of this year. Are you thinking of deadline extension?

Rain is the worst enemy of road construction. Technology has not been able so far to change this situation. I am confident that old Aba road, stretching from Rumuomasi - Rumuobiakani to Artillery Aba road junction will be delivered this year. Rumuokuta - Choba has a peculiar challenge of flat terrain, subgrade with high moisture content, high water table, amongst others. The revised programme of work for that project is to deliver it by second quarter of 2010. With determination and support from the Governor of Rivers State, I have no doubt that it will be delivered.

There have been a lot of criticisms over the number of projects awarded by this administration. The Action



Congress, the major opposition party in the state, has criticised the government for awarding multiple projects, thus causing serious traffic congestion and hardship to the citizenry especially in Port Harcourt.

No government can succeed without criticism. It is the strength that democracy offers right from the ancient Greece. I am happy the Action Congress said we embarked on too many projects, not that we are doing nothing. I believe the vision of Governor Amaechi is clear. He wants Port Harcourt to have the best road network in Nigeria, thus we embarked on dualisation of all major roads, reconstruction and rehabilitation of others. What

we are currently doing is the first phase of the road dualisation programme. The second phase will include Ken Saro-Wiw road (formerly Stadium road), O. B. Lulu-Briggs road (formerly Station road), G. U. Ake road (formerly Elioizu - Olu Obasanjo by pass), Elenwo - Akpajo road, Azikiwe/Ojoto/Illoabuchi roads and Garrison - Trans Amadi - East-West road. We believe that our road development programme will place the city of Port Harcourt in good stead as business destination of choice ahead of its closest competitor city, the centre of excellence (Lagos).

On traffic congestion, it is not about massive road construction only, we are addressing flooding caused by poor drainage network, man made factors, and naturally occurring high water table. We are addressing traffic control with legislation. There is a law before the State House of Assembly that will substantially address that.

So how many roads projects is government concessioning for Public-Private-Partnership?

We are still working on the framework for Public/Private Partnership (PPP). We have



forwarded a bill to the State House of Assembly, once it is passed and accented to and structures set up, you will then appreciate the full impact of PPP as a cardinal strategy of our infrastructure reform programme. There is no doubting the fact that Rivers State offers a unique opportunity for investors to benefit from their investment. We have natural resources, an active population. Our infrastructure challenge is an opportunity for any investor to maximise.

With the delay observed in some of the projects, are you thinking of doing some cost review considering the fact that cost of materials are on the increase?

All our contracts are fixed type of contracts. We are not considering review in unit price of materials except where there is substantial change in quantity due to technical reason or the other. There is very minimal delay that is due to non compliance by Rivers State Government in meeting its financial obligation, so there is absolutely no justification for a review. Our contract management process is getting to be more pro-active. Any contractor that lags six weeks behind his schedule risks termination. Our emphasis now is on-time and on-budget delivery as well as quality of materials and workmanship.

Please, with what your contractors are doing across the state, what is your impression about MCC, Gitto, Homan, Zerock and JDP?

My impression about all the contractors you mentioned is that they are all working. On their technical capacity, we pre-assessed them and found them capable. On the specific project they are handling, it is an unfolding scenario, so you cannot appropriately assess them for now. All of them clearly needs to build capacity and urgently too. As peace is returning to the state, many more competent contractors will come looking for business and a natural sieving process will occur. MCC as the only indigenous firm in the group you mentioned plus O.K.I Limited, deserves some commendation for competing favourably with other multinational firms in the construction industry. As a state there is dire need for us to build capacity in the

construction industry. Internally in the ministry, we are also building capacity. The Governor has been too supportive in this direction.

Sir, what is holding the take off of Illoabuchi, Azikiwe, Ojoto/Elechi expansion project?

Our work programme shows that we require six to eight months to complete the projects. If we had started in March 2009 when we were ready, we would have been caught up by the rains, so we re-planned. We are currently assessing properties on the right of way, looking at the possibility of relocating social amenities such as PHCN lines, telecommunication lines, water lines, etcetera. I am optimistic that contractors will be on site by October to deliver before the rains set in by next year, May/June. The Governor of Rivers State as you all know is committed to his vision, which explains why he is the major driving force in our infrastructure transformation programme. ●



Congratulations!!!



His Excellency,
Rt. Hon. Chibuike Rotimi
Amaechi, Governor, Rivers State



Hon. Dakuku Peterside,
Hon. Commissioner for Works,
Rivers State

We heartily congratulate his Excellency,
Rt. Hon. Chibuike Rotimi Amaechi
and the Rivers State Ministry of Works under
the dextrous leadership of
Hon. Dakuku Peterside, for their
indefatigable effort in repositioning and rebuilding
Rivers State.

We value your effort and encourage you to thrive in
your endeavours.
may you continue to have the midas touch as you
build a vibrant
and greater Rivers State.

Long live Rivers State!!
Long live the Federal Republic of Nigeria!!!

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The challenge of road construction in Rivers State

* Rumuokuta-Mgbuoba-Choba Road

By A.K. Briggs

The dualization of a fourteen kilometer road in a built up area is by no standard a complex project nor should the cost hit roof top. Peculiar geotechnical characteristics, flat terrain, high rate of rainfall and high traffic volume have combined to turn the dualization of Rumuokuta Mgbuoba Choba road in Northern flank of Port Harcourt to one that requires advanced engineering knowledge.

Before the award of the project in first quarter of 2008, Rumuokuta Mgbuoba axis of the road experiences perennial flooding even during the dry season. The existing link road from Rumuokuta to Choba was a single 6.5 m carriage way filled with potholes and crowded on both sides by buildings that mostly served commercial purposes. The sub grade of the old road built in the early 1970's and overlaid severally had shown serious signs of distress. Ordinarily the road which is a major entrance to the City of Port Harcourt represents a nightmare to commuters and was not friendly to pedestrians.

This project was thus conceived to address

the perennial flooding of parts of Rumuokuta and Mgbuoba communities, upgrade and dualize the approximately 14 km road as well as make it pedestrian and environmentally friendly. The end project is to build a world class road that befits it as a major entrance route to Port Harcourt.

Extensive investigations were conducted along the entire stretch of the road. The result of the study served as a guide for the design of the road. Some of the special features of the road dualization project include the provision of 27 km of piped (subsurface) drain, 12.6 km of 2m concrete median, pedestrian walkway on both sides of the road made with 80 mm thick precast concrete stones, several culverts, street lighting throughout the entire length of the road and planting of ornamental trees.

Peculiar Challenges

The Rumuokuta Mgbuoba Choba road dualization project represents a classical case of the challenges encountered in building roads and other infrastructure in the Niger Delta. Some of these challenges include the following:

(a) High Traffic Volume:

Construction work is carried out in a densely built



Rumuokuta-Choba Project



up and traffic congested environment. A rough data of vehicular density on the road puts it at 100 vehicles per km against the national average of 11 vehicles per km. The road serves as a major artery to many feeder roads as well as a crucial link between Ikwerre road and East-West road. This high vehicular density has adversely affected the pace of haulage of materials to site and work space. The matter is made more complex when you consider that stone base or mixed material is hauled from a distance of over 500 km to point of usage.

(b) Rainfall

Rivers State has the second highest rain density in the country. The area experiences barely four months of dry season for serious earthworks and earth moving operations. The situation got worst in 2009, when according to US National Metrological Agency; the world experienced its highest rate of rainfall. Rumuokuta Choba road project requires exceptionally large volume of earthworks which cannot be done under the rain.

(c) Flat Terrain

Most sections of the road are low lying with high water table and the natural consequence is persistent flooding both during dry and wet season. The associated problem with this is that the area has no natural discharge point for storm water thus the flooding remains for days rendering the sub grade and laterite fills



Rumuokuta-Choba Project

marshy. This has led to the substitution of laterite with sharp sand with its attendant cost implication.

(d) Drainage Discharge Point

The natural consequence of flat terrain and high water table is difficulty in discharging storm water. 27 km of piped concrete drain (sub surface) is designed to discharge storm water at



three different points; Rumualogu to Choba river, Ozuoba Rumukwachi to Ogbogoro river and Rumuokuta behind Tonimas filling station to a nearby swamp. The total length of the three offshoot canal is 4 km. The offshoot canals to the drainage discharge point requires deep excavations with accompanying high volume of concrete. At Rumuokuta junction, the link is about 5m deep; that of Rumualogu is between 5m and 7m deep for a stretch of 1.65 km. The drainage challenge apart from cost of acquisition of right of way, has led to increase in number of single cell and double cell culverts.

(e) Deep excavation to stable sub grade

The depth to stable sub grade for most sections of the road is between 0.8m and 1.7m as against 0.3m average depth in other parts of the country used for similar projects. Deep excavation and refill with sharp sand impacts significantly on the cost of the project.

(f) Route acquisition/compensation

Almost one billion Naira was spent for acquisition of properties on the right of way or properties affected by the dualization project and relocation of PHCN facilities along the road corridor. Acquisition of offshoot canal over a length of 4 km added to this cost.

Conclusion

Rumuokuta Mgbuoba Choba road is a big challenge though not one that is insurmountable: this particular project has brought to the fore the uncertainty of project completion time, the act of managing many risks and expectations, quality issues and geotechnical issues.

I am optimistic that given the passion of the Governor, commitment of Ministry of Works and re-planning by the contractor, the project will be delivered by second quarter of 2010. ●

A.K. Briggs is a Senior Engineer in the Ministry of Works and an Assistant Director (Civil Engineering).



Community participation in projects execution: The democratisation of the project execution processes.

By Dr. Dawari George

On Tuesday 10th March, 2009, a delegation of Chiefs of Bolo Community paid a visit to the Hon. Commissioner of Works, Dakuku Peterside in his office. The visit was not in the mould of the usual courtesy visit. The Chiefs had come to make input into the on-going Bolo bridge project of the state government.

For close to 30 minutes of their presentation in which the Hon. Commissioner paid rapt attention, there was no doubt that they have bought into the project and left no one in doubt that as beneficiaries of the project, they own it and must play a key role in its delivery. The reaction of the commissioner was instructive, he equally ordered for a full site inspection the following day to ascertain their submissions. On arrival at the site, all chiefs, community leaders, youth and women were on hand to receive the team and point to the issues they had raised the previous day with the commissioner.

This experience has become the rule rather than an exception in most projects undertaken by the ministry of works, under Dakuku Peterside.'

This is no surprise given that the initiator and driver of these projects, His Excellency Rt. Hon. Chibuike Amaechi has given community participation in governance a new face and place in the administration of the state. The Governor, has held series of town hall meetings with communities to discuss projects. These town hall meetings have been held in Etche, Abua-Odual, Bonny, Tai, Ogu-Bolo, Eleme, Gokana, Ahoada-West, amongst other Local Government areas.

The town hall meetings provide a link and platform for the Governor and the governed to reflect on the past, define the present and share a collective vision of the future.

From the forgoing, it can be clearly seen that the Hon. Commissioner is following the footsteps and style of the Governor in enlisting community involvement in project execution. Several meetings have been held with stakeholders/community representatives in several Etche communities. This is key given that Etche LGA alone account for roads in excess of 87 km of all on-going projects in the state. This is replicated in the Agba-Ndele communities where several of such tripartite consultative meetings have been held between government, the contractor and communities.

Very recently, it was the turn of the Rumuibekwe Estate/Okoba close/Ahoada street residents as a way and means of preparing for the massive work that government intends to do in the area.

It is instructive to note that this new phase of openness in conducting government's business has truly democratized the development process in the state. For instance, the Oginigba community protested the name "Slaughter / Rumuobiakani road project" and said it should instead read "Slaughter / Oginigba / Rumuobiakani road project" given that the road runs through their community. The Hon. Commissioner directed that the community's concerns be captured immediately and it was affected in all records and project bill board.

These meetings are outside several others held particularly to address compensation concerns in some of the road projects, particularly in the Ada-George / Mgbuoba axis, the Rumuola / Rumuokwuta, Rumuokwuta / Choba road, Ogbogoro, Rumuomasi Old Aba road Woji road, Elekahia / Rumuomasi road amongst several other roads. These meetings to deliberate and reach common agreements on adequate compensation has paid off in many ways, chief amongst these is the near absence of litigation. It would not be immodest to say that it





Rumuokuta-Choba Project

is a wonder in development given the number of projects across the state that requires payment of compensation from the acquisition of property and personal land. This is no doubt an often ignored and uncelebrated legacy of the Ameachi's government's administrative style that is novel and worth emulating.

Supervision and valuation/verification teams are expressly instructed to meet with local residents of sites of projects and to accommodate their own views in the report which forms the basis of further action on that site.

Daily and weekly, traditional rulers and leaders are encouraged to write or visit the ministry to lodge complaint or observation on projects in their area of jurisdiction. Meetings between contractors and their host is regularly convened to capture community interest and concerns over ongoing projects like the Unity Road, Trans-Kalabari highway, etc have been set up to ensure that all stakeholders have a platform for interphase for the purpose of delivering the project as conceived. In effect, this has increased the levels of supervision to encompass the direct beneficiaries of the project. It is also instructive to note that this enhances transparency in the execution processes. These committees of beneficiaries are involved sometimes in the decision to

release more funds for the project or sanctioning of erring contractors. It has equally reduced tension and suspicion between contractors and host communities. One positive fallout of this constructive engagement is that at a time insecurity in the Niger Delta nay Rivers State was taking its toll on development projects, most rural road projects were on course in Rivers State accounting for the delivering/completion of most rural roads.

This philosophy of development is of the people, by the people and for the people is apt in every sense. The people (here) take personal charge of their development. Granted that the factors that determine underdevelopment are mostly located at the grassroots or the level of the underprivileged themselves, it is only logical that if the people and their problems are to be identified more clearly, then they must be asked what they think and given the opportunity to express their needs as they see them. The underlying logic is that a "truly shared vision" may, singularly, be insufficient but definitely, absolutely necessary for development.

Thus those who occasionally criticise the Hon. Commissioner for breaching protocol at project sites by allowing local residents talk with him on their impression of the pace and quality of work on the premise that they are not professionals, miss out the point on the Hon. Commissioner's deliberate attempt to popularize stakeholder engagement philosophy for the sake of sustainable development/project delivery.

In one of such encounters, a local resident who has stayed in the Rumuomasi area for decades took the Governor, Hon. Commissioner, and Secretary to Government round the area to show how the drainage flow has been impeded over the years by buildings and structure on the right of way. Infact, the Governor realized that a government approved school too was



Project inspection by the Honourable Commissioner for Works

COMMUNITY PARTICIPATION



contributing to the flooding challenge in that area.

Communication is a two way traffic. This informal interface with residents has also given the Hon. Commissioner and his team the opportunity to explain the challenges of each project and the reasons for some of government's decision on the project. This has reduced tension, while enlisting the understanding of people.

These strategies, strengthens the recourse to C.L.Os (Community Liaison Officers) for the projects, Community Steering Committees, and in many respects the participation of the Local Government Councils through their chairmen. The cost of securing projects and sundry expenses in security is reduced and the people are given a voice in the project sited in their communities.

The ministry has also consciously used community based projects for employment, empowerment and capacity building of community residents. At the steel bridge project linking Ilaobuchi / Eagle Island, the Hon. Commissioner in one of his visits paused to have a talk with so many able bodied youths who came to the site and the youths lauded the state government for the strings of public works projects dotting all parts of the state. He directed the contractor to absorb as many of them to keep them busy and give them an opportunity to acquire a skill on the on-going project. Similarly, the Slaughter / Oginigba Rumuobiakani road project

accommodated in excess of 150 youths from the host communities and the state in general. The youth president of the community confided in this writer that the ministry's approach in requesting its contractors to source for labour from host communities has not only reduced crime and violent tendencies, but has put money in the hands of young boys. Some have opened barbing saloons, shops, bought taxis, etc from the proceeds. He confessed that the companies in the area have not been able to achieve what the road contractor has done in just less than 2 years.

The bottomline in this community participation in project implementation reinforces the view that people (communities) that enjoy active participation in decision making over issues that concern their interests, would be able to realize their human potential, build self confidence and necessarily lead lives of dignity and fulfillment. This is the link between project execution and lasting socio-economic development as espoused by the Chibuike Amaechi administration in Rivers State. =

Dr. Dawari George is a Political Scientist and Participatory Development Specialist. ●



Work in progress on the Abuja by pass mile 3 road, Port Harcourt

Congratulations!!!



His Excellency,
**Rt. Hon. Chibuike Rotimi
Amaechi**
Governor, Rivers State

The management and staff of



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heartily congratulate
His Excellency,

**Rt. Hon. Chibuike Rotimi
Amaechi**

and the Rivers State Ministry of
Works under

the dextrous leadership of

Hon. Dakuku Peterside, for their
indefatigable efforts in repositioning
and rebuilding Rivers State.

We value your effort and encourage you to thrive
in your endeavours.

May you continue to have the midas touch as you
build a vibrant and greater Rivers State.

Long live Rivers State!

Long live greater Port Harcourt!!

Long live the Federal Republic of Nigeria!!!



Hon. Dakuku Peterside,
Hon. Commissioner for Works,
Rivers State

● **Dredging**

● **Maritime Engineering**

● **Waterway Contractors**



Africa's largest municipal highway: The Port Harcourt ring road

Dakuku Peterside, Rivers State Commissioner for Works presented the opening project pitch in the 2008 Africa infrastructure project summit held at Sandton, Johannesburg South Africa and left no one in doubt that Rivers State is on the verge of making history with its monumental Port Harcourt ring road which all 450 delegates at the summit agree is Africa's largest and most ambitious municipal highway project.

The Port Harcourt ring road is conceived by Governor Rotimi Amaechi as a major transportation artery to address emerging traffic congestion in central area of Port Harcourt, catalyze the development of the suburban areas, improve communication and accessibility within the metropolitan area especially the periphery and connect the suburbs with downtown thus giving the garden city a new image of civic order, effectively and monumentality.

The Port Harcourt ring road is proposed to be a 127km six lane road making it Africa's largest municipal ring road network ahead of Cairo ring road which is 110 km and Johannesburg ring road which is 80 km in length. Aside from its outstanding length, the inclusion of two cable stayed bridges often referred to as "hanging bridges" to the road project makes it a tourism epicentre and national monument as it will be the first of its kind in sub Saharan Africa.

Route course of the proposed Port Harcourt ring

road stretches through Alaocha, Elibrada, Ogbakiri, Rumuolumeni, Okemini and Eagle Island. From Eagle Island it crosses Bonny River at two locations to George ama, Abam ama through Abokiri to Igwuruta cutting across East West road and connects to Alaocha. The modified alignment of the ring road envelopes Chokota, Chokocho, Umuehem, Ipo, Ozuoha, Omagwa and links the southern section of the ring road at Agwawere. An auxillary highway is also proposed starting from Chokota connecting Eneka to Okorogwa. Port Harcourt ring road as currently planned will cover seven LGAs and link all seven Local Government areas to the centre of Port Harcourt.

Some features of the Port Harcourt ring road include the landmark two cable stayed bridges of 55m vertical height clearance, six rotary intersections, 3 flyover bridges, 14 minor bridges of 40m span and below totalling 4071.25m in length. About 45% of the entire ring road will be built on swamp or hydraulic environment.

Another major consideration in the proposed Port Harcourt ring road is aesthetics. Ornamental plants is proposed for the median island throughout the road, Guard rails and

appropriate road junction, intersection details are considered and provided where necessary, reflective traffic signs, kilometre posts, lay-bys and bus bays are also incorporated in the design of the ring road, pedestrian facilities are provided where required, street lighting is provided at the cable stayed bridges and rotary intersections, flyovers and other designated places. The design of the Port Harcourt ring road was carried out by Pearl Consultants, an indigenous engineering consulting practice in Nigeria.



Beautification of a Port Harcourt road underway

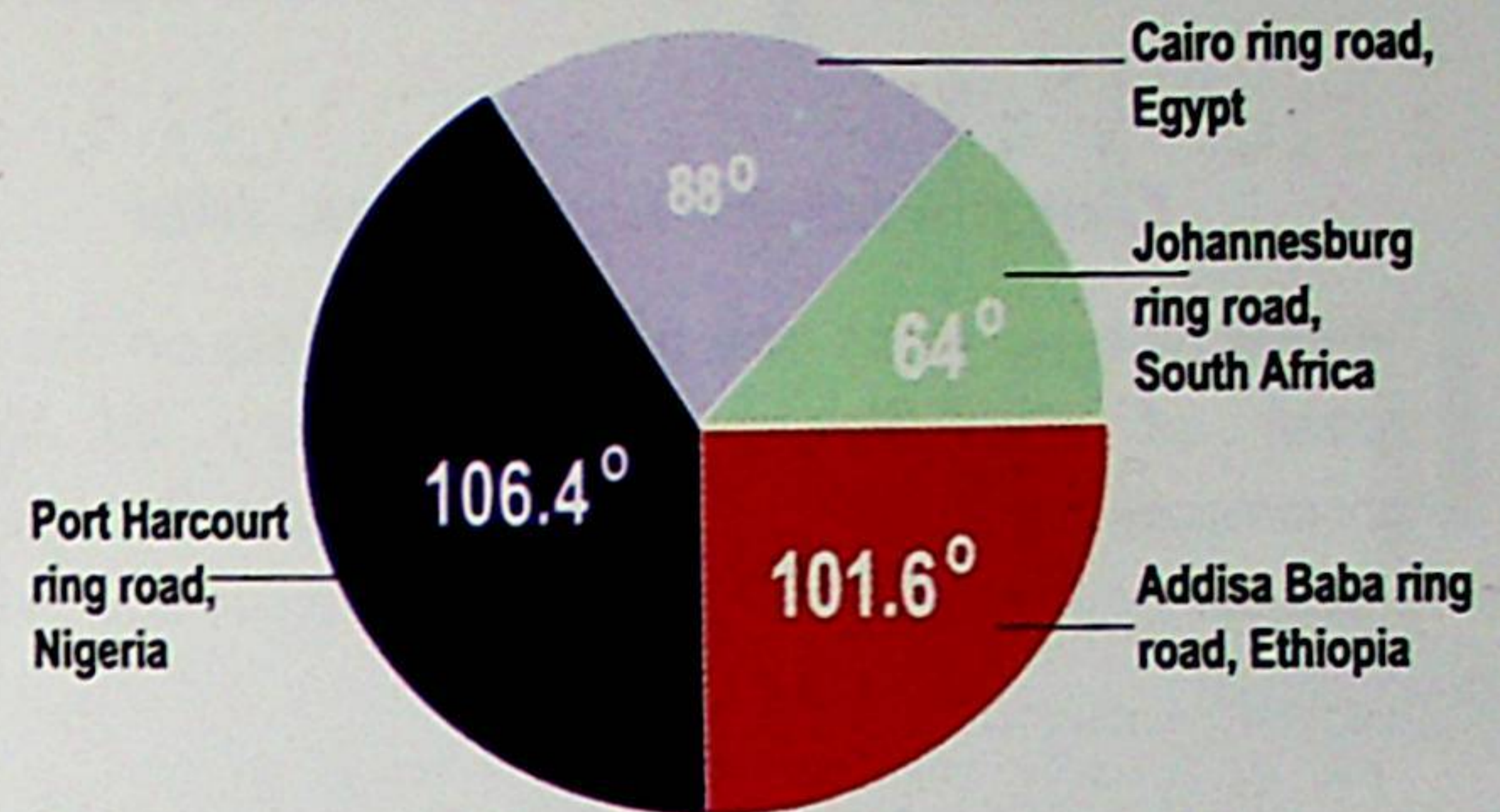


The Port Harcourt ring road from origin is conceived as a Public Private Partnership project. The justification for Public-Private-Partnership is to address the well known challenge of infrastructure development in

Completion period of ring roads around the world (Africa).

S/N	PROJECT	LENGTH	DURATION
1.	Cairo ring road, Egypt	110km	Started; 1980 Completed; Not Yet.
2.	Johannesburg ring road, South Africa	80 km	1961- 1986
3.	Addis Ababa ring road, Ethiopia	Phase 1 (33 km)	1998-2004 Final completion 2020
4.	Port Harcourt ring road, Nigeria	127 km	3 years Estimated 2010 - 2012

Completion period of ring roads around the world



developing countries; lack of funding, poor management and maintenance culture, unstable political climate and low capacity of contractors. Empirical evidence suggest that capital intensive infrastructure that is privately funded and managed is more likely to be sustainable than one that is built and operated by public institutions. So far Rivers State Government is talking to a number of multilateral institutions and private investors. The result so far is more than encouraging.

The economics of the Port Harcourt ring road points to the fact that it will significantly unlock economic potential of Rivers State by improving movement of goods and services, propelling agriculture, manufacturing, commerce and human capacity. Finally, there is no doubting the fact that physical infrastructure like the ring road forms the spine around which all development programmes may flourish, such as the Greater Port Harcourt City development.. ●

Completion period of ring roads around the world in other parts of the world

5.	2nd and 3rd Beijing ring roads, China	80 km	1980-1994
		90 km	(14 years)
6.	Brussels, Belgium (RO)	Less than 80 km	1957-1979
7.	Mexico City (Anillo Perfeico)		1990-2006
8.	Randweg Haaglanden, The Hague, Switzerland	65 km	1980-2004
9.	Manchester, United Kingdom(M60 orbital Highway)	56 km	1960-2006
10.	Moscow (Three ring road) (First ring road completed)	550 km	1980-2015 (Estimated Completion Period)

Other cities with ring roads around the world

- Amsterdam - Netherlands
- Atlanta, USA
- Dallas, USA
- Ghonzhuo China
- Huston
- Kansas City, USA
- Madrid, Spain
- Phoenix
- Sydney Australia
- Tokyo Japan
- Vienna-Austria
- Washington USA
- London, UK
- Johannesburg South Africa
- Rome, Italy
- St. Louis



A journalist's viewpoint

Claire Adelabu-Abdulrazak, Mbi

I was privileged to be one of the journalists on the media team of the Rivers state Ministry of Works, accompanying the Commissioner Dakuku Peterside on one of his routine inspection of road construction projects in the state.

At each site, Mr. Peterside, dressed in simple shirt, trouser and canvas shoes did his official task-explaining the nitty-gritty of what was going on and we also asked questions.

At some major project sites the commissioner did not hide his feelings about the state and pace of work done. And despite the presence of credible investigative journalists on the team, he chided both the contractors and the ministry's engineers for some negligence or another. Some officials of the ministry were obviously un-ease by our presence and the fact that we were eavesdropping on their conversation. Their gestures to stop us from listening-in on their conversation did not however attract any reaction from the commissioner. Rather he waved at us to get closer.

In a country where accessing information, from government officials especially, is as good as squeezing water out of stone, this action by a serving top government official is considered a developing positive trend.

Considering also what obtained as status-quo where newsmen toiled and resorted to all sort of sources to access information, many journalists in Rivers state applaud the cordial relationship between them and officials in the State Ministry of Works and talked about the Dakuku Peter-side's open door policy for newsmen in glowing terms.

Mr. Okafor Ofeibor, for example, is of 'The News Magazine'. He's got a real knack for objectivity and saying things the way they are. During an interview on the Ministry of Works' relationship with the media in Rivers state, Mr. Ofeibor scored the commissioner-Dakuku Peterside very high.

"The commissioner is some one you can meet on the spot and ask any question on any road project. He seems to know every road project, the contractor handling them and the stage of work..."

And back to the media tour, having eavesdropped on the commissioner's conversation with his engineers and contractors, the journalists were itching to detonate, so to speak, the bombshell questions:

"Commissioner Sir, I see from your countenance and reaction that you are not particularly impressed with the progress and standard of work done and more so with the ministry Engineers, what steps are you taking to address

this..."

Hear the commissioner's response: "...if you say I am not pleased with the standard of work you are not very right but with the progress of work you are absolutely correct...I do not believe the ministry engineers are close-marking the contractors enough...they are not on site as frequently as they should be and they have not been able to assert themselves on the contractors to stick to the design of the projects...we are tackling the challenges in-house..."

Disappointed with the response?

The journalists certainly were, because they were expecting the usual obvious response to such questions - a defense of the government officials and perhaps the contractors- the commissioner's bluntness dazzled us.

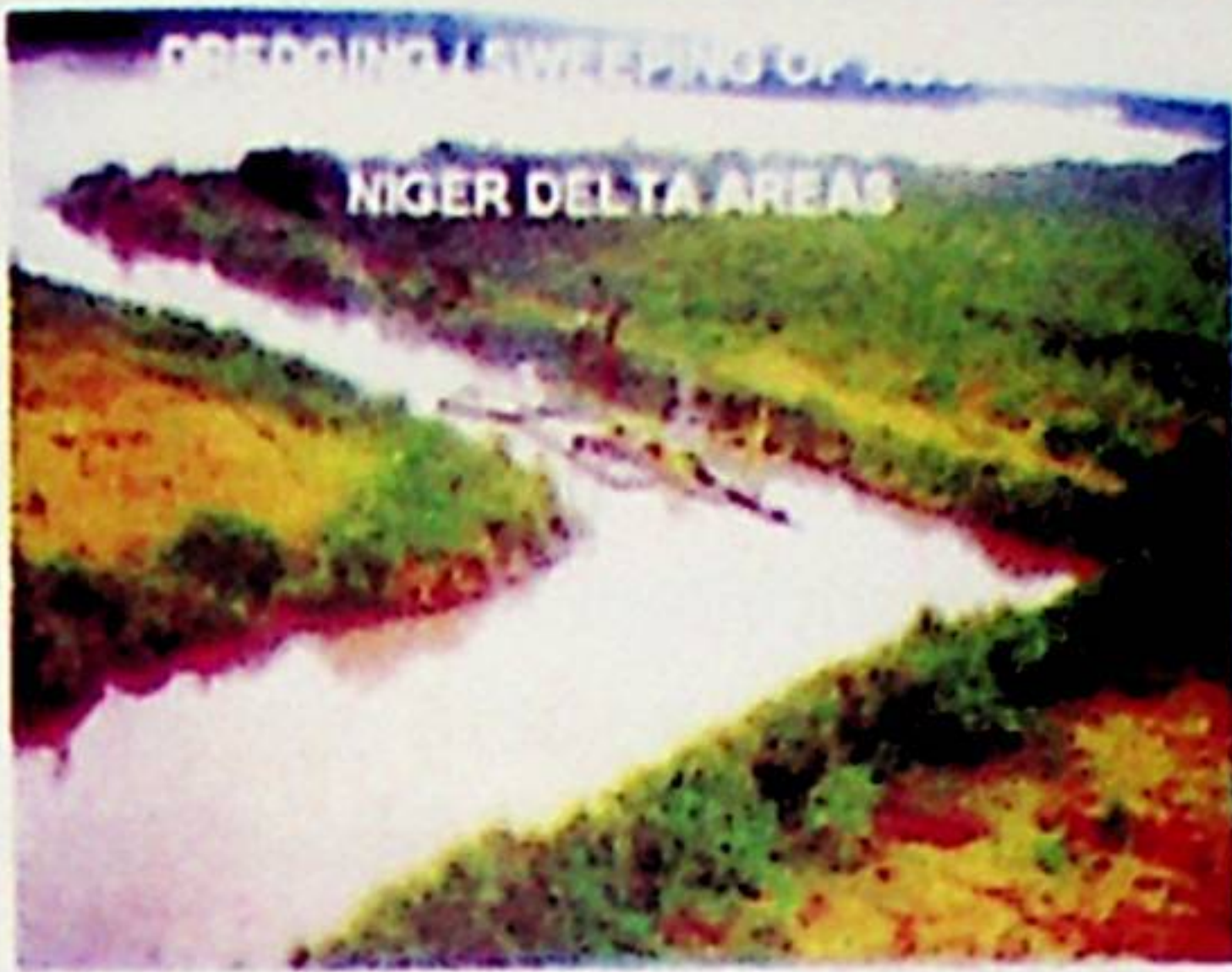
"You complained about the slow pace of work does it have anything to do with funding? Asked Kevin Ebiri of the Guardian Newspaper.

"Absolutely not"! Replied the commissioner, "...there are other challenges-traffic, you do not have stone base in this state...takes two days to convey a trip of stone base from Akamkpa to Port Harcourt..."

As Mr. Ofeibor rightly observed, the commissioner rarely shy away from certain issues and "...he has a way of going round hard knocks or sensitive questions..."

Indeed we are in the re-branding season and the wind is blowing across all sectors. In Rivers state Ministry of Works, attitude to work is changing. No more hoarding of information concerning the ministry's projects and journalists are to be given unhindered access to the commissioner or his aides- all thanks to the commissioner who is equally driven by a young, dynamic and exuberant governor thirsty for change and development.

One area Dakuku Peterside has been criticized roundly by the media, however, is in answering phone calls. While we commend his bluntness, depth of knowledge and efforts to make information from the ministry accessible to journalists-perhaps it is also pertinent to remind him that a "little breaking of the wind" pollutes the air around. ●



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Creating land for the future



Rivers State Ministry of Works and Public Private Partnerships (PPP)

Public- Private Partnership has been defined as a commercial transaction between the public-sector and a private party/parties in which the private party performs an institutional function on behalf of the government; acquires the use of State property for its own commercial purposes; assumes substantial financial, technical and operational risks in connection with the performance of the functions of the government and/or use of State property; and receives a benefit for performing the institutional function or from utilizing the State property.

Rivers State Government under Governor Chibuike Rotimi Amaechi, early in its life, made Public-Private Partnership (PPP) a cardinal strategy and policy for addressing infrastructural decay and development. Adopting PPP as a State policy is in realization of the fact that State resources are relatively limited to address all infrastructural and developmental needs of the State, other reasons are the fact that the private sector is associated with capacity for efficient and effective management of resources which is hitherto lacking in the public sector, need to improve managerial skills and accountability in delivering services, need to minimize financial, technical and operational risk on the part of Government in the provision of infrastructure and essential services, among others.

Other reasons for adopting Public- Private Partnership (PPP) as a State policy are to enhance employment generation potential of the State economy, provision of quality and affordable services to the residents of the State





and improvement of the standard and quality of life of residents.

Rivers State Ministry of Works as Chief Technical arm/institution of Government is among the first to participate in Public-Private Partnership programme though the project is yet to be achieved. Ministry of Works as the Ministry/Department/Agency of Government charged with the responsibility of conceiving, designing and delivering infrastructural projects holds a lot of prospects for Public-Private Partnership (PPP).

Already Rivers State Government has recorded modest success in some PPP funded projects such as the Silverbird "show time" cinema, the new Rainbow Town with First Bank as private partner, the State Mass Transit Scheme with Skye Bank Plc as partner, power projects, etc.

There will be no better signpost for the arrival of Public-Private Partnership (PPP) as an instrument of social re-engineering in public infrastructure delivery than the proposed Port Harcourt Ring Road which is a -127km, six lane with 2 cable stayed bridges project that will serve as a major transportation artery connecting the suburbs, exurbs with the down town greater Port Harcourt City. The Port Harcourt Ring Road is reputed to be the largest and most ambitious public infrastructure

project in Nigeria, one with social-transformation of the State at its heart. Other proposed projects slated for Public-Private Partnership that are undergoing feasibility/viability studies are:

- Performance based management and maintenance of Elele-Omerelu highway;
- Build, operate and manage dualization of Sakpenwa-Bori Kono road;
- Build, operate and transfer of the proposed dualized Onne Airport highway;
- Performance based management and maintenance of Abuloma Woji-Akpajo road/bridges (under construction);
- Performance based management and maintenance of Rumukurusi-Eneka-Igwuruta road (under construction);
- Concessioning of Industry road in Port Harcourt.

This is among other projects that are undergoing various forms of studies.

As a prelude to institutionalization of public-private partnership (PPP), the State Government has proposed a PPP infrastructure development bill which outlines institutional structures for conceptualizing and executing PPP projects, Government Support and risk mitigation measures, systematic and transparent form of conducting transactions and establishment of certain relevant infrastructural funds. When passed into law, Rivers State is likely to have the most comprehensive Public-Private Partnership Law in the Country. ●





Cultural Tourism: A new wave of investment

General background

Rivers State is one of Nigeria's 36 states. Before then, the territory was referred to as oil Protectorate, a name derived from its abundant wealth in oil and gas deposit. Rivers State is the heart of the hydrocarbon industry, responsible for a huge chunk of the nation's foreign exchange earnings.

Rivers State accounts for over 40% of crude oil produced on-shore in the country and 100% of the liquefied gas that Nigeria is currently exporting to several countries of the world. The strategic importance of Rivers state in the economic equation of Nigeria earned it the name "Treasure Base of the Nation".

Port Harcourt - the state capital - is known all over the world as the "Garden City", because of its beautiful layout and decent environment. Port Harcourt is indeed

one of the fast growing metropolitan cities in Africa.

Rivers State is bounded on the South by the Atlantic Ocean, on the North by Anambra, Imo and Abia States. The Eastern border of the State has Akwa Ibom State and the West has Bayelsa and Delta States. Rivers State, has a topography of flat plains with a network of rivers and creeks. The main rivers include New Calabar, Orashi, Bonny, Sombriero and Bartholomew Rivers.

With a tropical climate, numerous rivers and vast areas of arable land, the people of Rivers State are proud of their age-long tradition of agriculture, especially fishing and farming, commerce and industry.

Besides oil and gas, Rivers State is further blessed with many other natural resources including timber, white sand beaches, clay for





ceramics (ash yellow and red) etcetera, all yearning for exploitation.

Port Harcourt happens to be one of Nigeria's most important commercial and industrial Centers and has the second busiest seaport in Nigeria.

This cosmopolitan city has a busy international airport with regular links to all parts of the country and major cities of the world.

Besides, Rivers State with 23 local government areas boasts of four degree awarding institutions, two refineries, a petrochemical plant, a fertilizer plant and a liquefied natural gas plant. The state's tourism opportunities and potentials are legendary and the famous Elephant sanctuary in Andoni Local Government Area holds a lot for tourism.

Rivers State of Nigeria is very rich in tourist attractions in the country not just for domestic

but also for international tourists.

This is because, whatever the motive behind the potential tourist's mind, the legal and geographical expression called Rivers State of Nigeria seem to provide the answer; be it recreational tourism, environmental tourism, historical tourism or cultural tourism.

The people of Rivers State are highly hospitable and live with people of various cultures not just from Nigeria, but also from the international community.

There are lots of potential tourist sites that will interest investors to put their monies to full use in this new wave of investment opportunities in Rivers State. These include the Isaka Holiday Resort, Andoni Beach front Oyorokoto, Agaja Beach, Bonny, Ndoni Kreigani Tourist Centre, Aquatic Stadium Okrika, Kula Angalabio Beach.

These, amongst many others, are great tourism potentials for visionary investors to come down to Rivers State and invest in. There is a good network of plyable roads that ease transport and communication in the State which include International airport, sea ports, railway, roads, six electronic media houses, many print media houses, postal/courier services, E-mail services and several GSM services.

The rank and file in the political scene, business moguls and captains of industry reside in the state and many more frequent the area. Moreover, many industrial concerns including the oil sector have their Headquarters in Rivers State. No doubt these personalities need enough pastime and leisure to cool off stress and break monotony.

Investors would be pleased to know that there are other lots of services of great interest for their business such as banks (local and international) clinics and hospitals and schools including eight tertiary institutions.

Electricity supply from the national grid is relatively steady. Most importantly, however, is that Rivers State has laid the largest foundation in the area of independent electricity supply which has started functioning.

In order to boost tourism in the State, the government, in conjunction with State Tourism, is already working tirelessly to improve on the existing tourist sites and open up new ones in and around the State, such as the Port Harcourt Zoological Park, Isaac Boro Park, Port Harcourt Tourist Beach, Obi Wali Cultural Centre, Ellah Lakes, NLNG Industrial Site Bonny, Export Processing Free Zone, Onne Port, Hotel Presidential, International Airport Hotel, Liberation Stadium, Sharks Football Stadium, State Museum and





Alfred Diete-Spiff Civic Centre all of which can be of immense help to tourism investors.

Tourists are equally invited to come and experience the hospitality of Rivers State Government and people.

Rivers state of Nigeria is endowed with multifaceted cultural attributes and abundance of Rivers, Rivulets, Creeks, Lakes and deltaic tropical rain forest with a good part of its bordering on Atlantic, seashore which provides the state the unique opportunity to focus the tourism development policy on promoting Eco and Cultural Tourism.

Rivers state has also embraced sports tourism even though it is silent in the tourism policy. The fact that wrestling and swimming which are Olympic sports are indigenous to Rivers attests to this.

Canoeing, boat regatta and other sporty displays which are indigenous to Rivers people provide fun and excitement to tourists.

In recent years, Rivers State has become a winning ground for the National Football team hence most international soccer competition elimination series are hosted in Port Harcourt, the capital city of Rivers State. These activities attract international tourists to the state.

The laying of synthetic field at the Liberation Stadium in the State has been attracting tourists from far and wide

who have only seen such on the screen. This is the first of such in this part of the globe.

Rivers State athletes have always participated and won laurels in sports competitions within and outside the country. The Rivers State Government also add to her credit the sponsorship of two premier league football teams: Sharks F.C and Dolphin F.C all of Port Harcourt in the past administrations.

Rivers State is being positioned to be the foremost destination in Medical Tourism. The state is building a state-of-the art 1,000 bed hospital in new Port Harcourt City.

It has just recently completed two new hospitals - the Facio-Dental Maxillo Hospital at Garrison in Port Harcourt and the new Niger Hospital in Diobu, Port Harcourt. The state is about to commence the building of a 300 bed A. K. Heart Memorial Hospital at the site of old Hotel Chez thereze. All this is in addition to a grand new upscale 150 Health Centre that is the first of its kind in the country.

Rivers State is naturally endowed with rich, unique and attractive culture with vast tourism potentials that need to be developed and exposed to the world. Some of such include:-

A. BEACHES

1. Ifoko Beach in Elem Ifoko
2. Queens Town Beach in Opobo
3. Kula Beach in Kula
4. Yowiks Beach in Kono
5. Port Harcourt Tourist Beach
6. Obete Beach in Obete
7. Agaja Beach in Bonny

B. HISTORICAL SITES/MONUMENTS

1. King Jaja of Opobo Monument
2. King Amachree Monument in Buguma
3. St. Stephens Cath. In Bonny
4. St. Pauls Christ Army Church in Bakana
5. St. Pauls Cath. In Opobo
6. King Dappa Pepple Ebiungo Monument
7. Excavation site in Ke
8. St. Peters Church in Okirika
9. St. Matthews Church in Igbo
10. Royal Niger Company in Krigeni
11. Rivers State Museum Secretariat Complex PH.
12. National Museum Harley St. PH.



C. LAKES AND PONDS

1. Ella Lakes in Obrikom
2. NDBA Fish Pond in Bodo
3. Probomu Fish Pond

D. RESORTS

1. Isaka Holiday Resort
2. Agaja beach
3. Ifoko Beach

E. BOTANICAL GARDENS AND RECREATIONAL CENTERS

1. PH Zoo Park in Trans-Amdi
2. Isaac Boro Park in PH
3. Jubilee Park in PH
4. Stella Obasanjo Park in PH
5. Ogboegene Park in Ndoni
6. Andoni Elephant Forest
7. Tontex garden in Elekahia
8. Tariebi Gardens, Artillery Junction

F. CRUISES

1. Holy Cruise Isaka
2. PH Bonny Cruise
3. Dawse Island Cruise in Ogloma
4. PH Buguma Cruise
5. Okrika Cruise
6. Opobo Int'l boat Regatta Festival

G. HOTELS

1. Hotel Presidential PH
2. Le Meridien, Ogeyi Place Port Harcourt
3. Novotel Accord Port Harcourt
4. Protea Hotel Port Harcourt

H. OIL/GAS PLANTS

1. Obrikom Gas Plant
2. Bonny Gas Plant
3. Rumuji Gas Plant
4. Rumuekpe Gas Plant
5. Ubete Gas Plant
6. Obite Gas Plant
7. Soku Gas Plant
8. Gas Turbine
9. Eleme Petro-Chemicals Plant
10. PH Refinery
11. NLNG - Bonny

I. OTHER TOURIST ATTRACTIONS

1. Rivers State Secretariat Complex
2. Silverbird Cinema
3. PH. Boat Club Reclamation RD, Port Harcourt
4. Government House Port Harcourt
5. Opobo International boat racing festival.

The people of Rivers State are blessed with indigenous activities that thrill tourists. These includes:-

- Traditional Sports Wrestling, Paddling, Cycling etc.
- Masquerades Mmnanwu, Isakabari, Pioru, Alagba of Kalabari
- Denances Nwokorobo, Eri Ukwu Nwatam etc



- Ceremonies Iria, Different marriage ceremonies, funeral rights, coronation ceremonies etc.
- Music Highlife Beats
- Crafts Akwete cloth, Work carving, fishing net, basket weaving.

Private investors are yet to fully embrace the investment opportunities afforded by nature in Rivers State.

However, most five star hotels in the state are owned by individuals whose testimonies on their high level of success abound.

These entrepreneurs have unique facilities, programmes and activities added to hotel setting to attract and excite tourists. Hotels in Rivers State include Le Meridian, Protea, The Presidential .etc

They have also made a mark in establishment of beaches hence the only functional beaches in the state Port Harcourt, Tourists Yowiks beach in Kono is privately owned.

Rivers State which is endowed with numerous untapped cultural and tourism resources has an open door policy for local and international investors in the tourism industries.

Tourism

Rivers State is very rich in tourist attractions. With its long expanses of beautiful coastal sandy beaches stretching from Opobo through Brass to Koluama, numerous long and winding creeks, streams, and rivers as well as forests with their associated shrines and wildlife, the tourism potential of Rivers State is yet to be fully

tapped. As a major theatre in the slave traffic and palm oil trade of the mid-nineteenth and early twentieth centuries, it is endowed with war relics, artifacts and historical monuments.

Today, the State is the centre of the petroleum industry in the country and the home of several other modern industrial establishments. Rivers State culture is rich in festivals, ceremonies; dances, music and crafts, and these are as varied and diverse as the people whose hospitality has become a legend. The rich culture of the State, which is rooted in its unique environment of lakes, creeks, rivers, forests and swamps, provides the centre point of its tourism development.

Since the establishment of the Tourism and Hotels Corporation in 1970, the Rivers State Government has embarked upon several tourism projects. Notable among these are the Isaka Holiday Resort on a twenty-three hectare island about one nautical mile from Port Harcourt, the zoo in TransAmadi and the Isaac Boro Leisure Park along Aba Road in Port Harcourt. Other projects include the renovation of the Jubilee Park in the Old Township and the establishment of a museum in the Secretariat Complex. These projects have been developed as a social service with the aim of providing facilities for sightseeing and recreation for residents of the State and those visiting. ●



Road concession programs

Road concession programs are operable in several countries and hold promise for increasing and maintaining the road network

The heavy cost of road construction and maintenance has raised the idea of concessioning public roads to private management. It has created the public-private partnership, PPP, phrase, which means a collaboration between the public and private sectors for the purpose of providing essential services which the private sector given its profit orientation would not otherwise do on its own.

The PPP model has gained currency in Nigeria as the people and government battle over how to fix the

The concession of the Lagos-Ibadan highway may well open a new vista for the public where public roads have been known to be treacherous death spots for road travelers, where they are available. In all, roads make up the bulk of the transport modes in most countries, Nigeria inclusive. Roads make possible communications, communalism and commerce. They are indispensable to any modern society, and the state of roads is in fact taken as an index of the state of development of any modern



dilapidating social infrastructure and provide new ones. At the federal level concessioning has been carried out at the airports where the Lagos MMA Terminal 2 in Ikeja, Lagos was concessioned to Bi-Courteney to build and operate for a fixed period. The sea ports have also been concessioned to private operators. Recently, a foray was made into the concession of roads with the approval of the federal executive council of a proposal to hand over the Lagos-Ibadan expressway to Bi-Courteney to expand, build and operate for a fee.

society.

The current administration of Governor Chibuike Amaechi takes the importance of roads seriously. This is why it is determined to get all parts of the state connected by motorable roads. The huge cost of construction, though a challenge, has not deterred the government. The other challenge will be maintaining the roads so constructed. Most of the roads being constructed have life spans of upwards of 20



years, within which period they have to be maintained and provisions made for their reconstruction if Rivers is truly to live up to the new billing as a modern showpiece Nigerian state.

The traditional practice for governments has been to build roads and leave them without maintenance. At best, to set up a maintenance department that is barely well funded to do its job. Because of the near absence of government and in some cases, corruption in the public system, it has been difficult to fix these bad roads. Against the backdrop of the several contending needs of the government to pay huge public sector bills, attend to needs in other social sectors like schools and hospitals from the shrinking real revenues, a new model of maintaining our common facilities like roads need to be considered.

While the quantum of government revenues may look

big on paper, in real terms after factoring wage bills, high cost of managing the public sector and inflationary pressures, it is reducing in value. Also, it is apparent that even if we see today's revenues as windfalls like all windfalls they cannot last forever. This is why the current government is doing all that is necessary to create a conducive environment for commerce to grow.

Societies that have faced similar crisis of inefficiencies in the public sector and dwindling



A rural road project in Ikwerre LGA



resources have sought solace in the concession model. But, as experience indicates it is one to be studied seriously before being implemented. This is what the Amaechi government is doing now.

To handle a road concession provision must be made for the welfare of the people. While the aim is to deliver good service, reasonable charges that people can relate with will have to be approved and alternatives for those who choose not to use the toll roads will be considered.

Commissioner of Works Dakuku Peterside says the idea is already being toyed with but assures that the interest of Rivers people will not be traded by the government. A bill for a PPP model in the Roads sector is already being fleshed out. ●



Apani internal roads, Ikwerre





ROADS





Creating the modern garden city

The state government is changing the old dirty faces of markets, rebuilding the old ones and new ones to meet the needs of new towns.

Nyesom Amadi is excited. At last, his long term dream to own a store at the Rumuwoji Ultra Modern Market (Popularly known as Mile One Market) has come to reality.

Nyesom is one of the several hundreds of traders that are to be provided stores at the completed Phase One Ultra-Modern Market constructed by the Rivers State Government.

The project which is being carried out under a total contract sum of N2.6 billion is being executed in two phases. The first phase has 933 shops. This sum is N400 million less than the initial contract sum of N3.0 billion approved by the previous administration. But after due diligence and application of the competitive bidding mechanism employed by the current administration, the contractors agreed to settle for N2.6 billion. A staff of the Works ministry attributes the achievement of the



Mile One ultra modern market near completion



Construction of the Mile One Ultra-Modern market

reduction when the reverse (price increases) is the case in most government projects in Nigeria to the new spirit of probity infused into government in Rivers State.

The desire to tackle the indiscriminate trading activities in the city of Port Harcourt especially in Mile One area necessitated the construction of the Rumuwoji market by the state government.

Though the project was started by the previous administration, Amaechi's administration pursued it even with greater vigour since the project falls in line with his policy of restoring sanity and order in the city of Port Harcourt. Besides the need for sanity, a well - organized market helps in boosting commercial activities and revenue profile of the government. Observers count the construction of the Rumuwoji ultra-modern market and the reconstruction of the Port Harcourt Town ultra modern markets as part of the overall strategy of the Governor Chibuike Rotimi Amaechi administration to enhance commercial activities in the state and reduce unemployment and poverty.

According to the Rivers State Commissioner for Works, Hon. Dakuku Peterside, the Port Harcourt Town ultra modern market will be completed for commissioning

in early 2010. "We want to plan right for these market projects because we are not in a hurry to show the world what we have done; rather we are embarking on long term market projects that are sustainable", says Peterside.

The market construction supervised by the state Ministry of Works is targeted at providing 2,000 shops for prospective small and medium scale traders and businessmen.

Engr. Jack of the state Ministry of Works explained that the second phase of the Rumuwoji ultra modern market would be completed in second quarter of 2010. He adds: "the initial cost of the project when awarded in 2007 was N3 billion but the contract sum was reviewed down ward to N2.6 billion by expert in the state ministry of works to meet realistic economic trend".

According to him several modern facilities such as parking lots, two banks, fire station, clinic, dump, water, toilets and union office have been put in place to enhance business activities in the market complex.

Nyesom Amadi commends the Rivers State Government for constructing a permanent market

“
The Rumuwoji ultra-modern market and the rehabilitation of the Port Harcourt Town ultra modern markets one of the overall strategy of this administration to enhance commercial activities in the state and reduce unemployment.
”



for the traders to replace the old temporary make shift market, which has a long history of regular fire outbreaks. "I'm sure all traders who were displaced at the demolished temporary makeshift mile one market would be given back their shops when the ultra modern market is completed. My only fear is that the rich traders may like to get more stores than one which they would in turn rent out to the poor traders". He says he does not understand the allocation formula any longer because of the fear that some rich traders may hijack it for themselves. He says it became tortuous for some traders that were relocated to the popular Ojukwu field to get or process their forms for a place at the new market.

But that is not the case. The Amaechi administration has pledged fairness to all in Rivers State, especially given the divine manner in which God restored the governor's mandate. Already the state government has set up a high powered committee made up of commissioners and representatives Port Harcourt City LGA to work out modalities to hire facility manager for the

market and method for allocating the stalls.

One woman who is an old trader and stall owner in the old market, Mrs. Alice Amadi, is more impressed with the timely completion of the project and the quality of work. She says she is grateful to the Rivers State Government especially staff of the Works Ministry who always monitored the construction until the completion of the first phase of the market. She says she has met the allocation requirement and commended the Ministry of Works for taking over the supervision of the project. She fears that the contractor could not have delivered on time the first phase of the market project, if not for the project monitoring unit from the state ministry of works.

She could not hide her excitement, as she described the Rumuwoji market as the backbone of traders and residents in the area. "I'm glad that the market would boost the economy and improve the living standard of the people", she adds.

Still, Monday Udoh, owner of a shop in the old Mile One market is glad that he has a place to operate his business. He said other traders would have enough space and security for their goods. According to him, with the banking facilities in the market some of the traders would ignore the "ESUSU" (the daily informal savings scheme in local parlance) and open account with any of the branch of the bank. "He stressed that there is advantage at least, some per cent interest rate above the normal interest on savings. Aside, there is security against carrying bulk cash".

Engr. Nelson Mangibo from the State Ministry of Works explained that the building of phase one of Mile One market is at 96% completion while the Banking facilities is at 90% completion. According to him the economic reality at the market has forced the state ministry of works to consider the building of a bank in the market.

The reconstruction of the Port Harcourt Town ultra modern market which was gutted by fire is also going on speedily at the total contract sum of N3.0197 billion. So far N1.949 billion, representing 63 per cent of the total cost has been paid to contractors, while N1.147 billion representing 37 percent as pending balance to be paid to the contractor.

The new market has modern facilities such as 292 open shops, 736 lock-up shops, market union office, water hydrants, two water dumps and

“
One woman who has met the requirements to get a stall, Mrs. Alice Amadi, is more impressed with the timely completion of the project and the quality of work

”



a fire station to handle possible fire accidents, four banks, a clinic, 32 toilets, and 700 parking lots.

According to Engr. (Mrs.) J.O. Okeyea, Chief Resident Engineer of the State Ministry of Works, the contractor, Messrs O.K. Isokariari & Sons promised to deliver 15 blocks by December 2009. "When the market is completed it will enhance the living standard of the people, provide safety since all the present facility is designed for fire proof. I'm sure the traders would be able to appreciate the facilities put in place by the state government and caution against the use of inflammable objects when the market is fully operational", she adds. She explains that security has been put in place to check vehicle theft in the market. Scores of other facilities

include 96 hose reels for every block in the market for fire fighting.

Also speaking on the facilities, Mr. Brownson Nwina, Resident Quantity Surveyor, says the Port Harcourt Town Ultra Modern Market has underground drainage, service lines and trees to beautify the market. According to him, the heavy traffic that flows in and out of the old market, before it was gutted by fire tells the story of the huge traffic problem the place had. So, to reduce the illegal parking around the market, street trading and drainage obstruction, the state ministry of works considered the construction of 700 parking lots. The parking lots, he said,



Front view the Mile One Ultra-modern market



would reduce the illegal parking of motorists that come to buy and sell at the market and reduce traffic gridlock around the market.

Dan Fiberesima, a teacher says the reconstruction of the Port Harcourt Town market is a good thing, especially with the parking lots to ease traffic flow. But, he has an advice: "Traffic wardens should be stationed to direct vehicles otherwise customers would misuse the parking lots". It is an advice that will not go unattended to when the project is done. ●



Stalls at the Mile One Ultra-Modern market





New face of urban development in Rivers State

If Rivers State had been named Port Harcourt State when it was created on 27th May, 1967, it would not have made much difference from what it is today. Forty-two years after its creation, it is still a one-city state, with its capital Port Harcourt as the main and only urban centre. Such would have only made it to correspond with other one-city states like Lagos, Enugu and Bauchi that are named after their cities. However, the name of the state which marks it out from other one-city states in the country has not, in anyway, saved it from the problems associated with urban development.

In Rivers State, urban development problem in Port Harcourt has over the years been aggravated by the growing importance of the city as the hub of the petroleum industry. The city which is believed to have been founded around 1912 was named Port Harcourt after Sir Lewis Viscount Harcourt, the then Secretary of State for the Colonies. That was after the establishment of a port there to facilitate the export of coal from the mines in Enugu. With the port came rapid development.

The colonialists envisaged this and took pains to plan the city. Its gridiron of well laid out streets and the beautiful gardens earned the city the appellation of "Garden City". The establishment of another port and two refineries in the city led to a rapid urbanization that outstripped the capacity of the city council and the Town Planning Departments of the Ministry of Lands and Housing to adequately supervise. This resulted in a number of urban development problems like the rise of slum settlements, buildings without approval that have distorted the city.

Today, Port Harcourt city yearns for re-planning, renovation, regeneration, rehabilitation, rejuvenation, redevelopment, of the physical elements of growth and the resuscitation of the social elements of city development. This is the task that the Rivers State Government under Governor Chibuike



Beautification of Oginigba link road



Slaughter/Ogoniba dualization



Beautification of Rivoc-Oginigba link road

Urban DEVELOPMENT



Tombia extension, GRA



Tombia extension, GRA



Eleme junction interchange



Abuloma (Peter Odili road)-Woji-Akpajo road



Amaechi is taking on. The administration has set in motion plans to build sustainable “New Town(s)” and to bring back the “Garden City” status of the old township.

A commission set up by the government to recommend ways of solving the urban development problems in the state, suggested the development of four new towns as part of the Greater Port Harcourt City development plan. It identified four strategic areas in the state for the take-off of New Towns. These areas are:

1. Onne Ogu Nonwa Eleme - Okrika axis
2. Isaka Bakana Tombia Ogbakiri axis
3. Oyigbo Iriebe Eneka Omagwa Ipo Abara axis
4. Igwuruta Mgbodo Aluu Omagwa Isiokpo Omuanwa Abara axis.

The government is interested in the Oyigbo Iriebe Eneka Omagwa Abara axis. This area covers a total of 27000ha. It spreads from Omagwa- Ozuaha in the west, Ozuaha Abara in the north, Abara Umuechem Chokocho Iriebe in the south-east, Eneka-IgboEtche-Iriebe in the north-west.

The New Towns envisaged by the Rivers State Government are to open up the areas and provide economic growth poles. Growth poles are here defined as the spatial concentration of propulsive activities with strong lateral linkages, exerting a positive impact on the

economy and leading to a sustained increase of production and incomes of their regions.

The Ministry of Works is actively involved in bringing the governor's vision to pass. The Ministry's road projects, and other infrastructure development are all part of government's efforts to create more urban centres in Rivers State.

The plan embraces every aspect of urban development ranging from the provision of transport infrastructure like roads and drainages; well planned houses complete with recreation parks, shopping malls and industrial areas; modern waste management facilities; integrated water and electricity and gas supply facilities. The Greater Port Harcourt Development Plan project is an ambitious plan to open up the communities that flank the Port Harcourt City and bring development closer to the people. It is bound to transform the lives of the people in the communities that lie within the range of the project and beyond, and that is a commitment we would not renege on, the Ministry's officials said. ●



Egbeda-Omerelu link road



Slaughter road



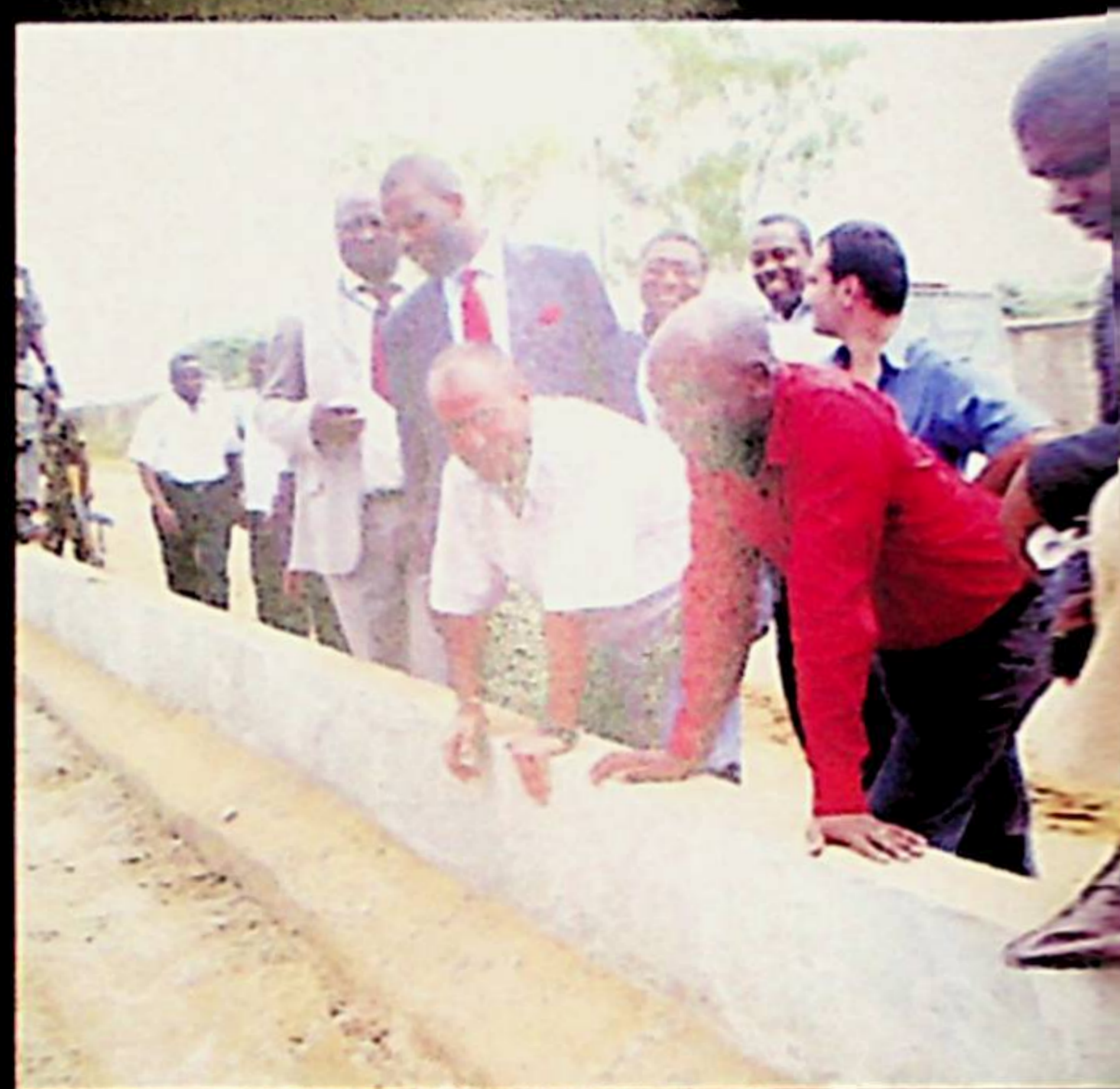
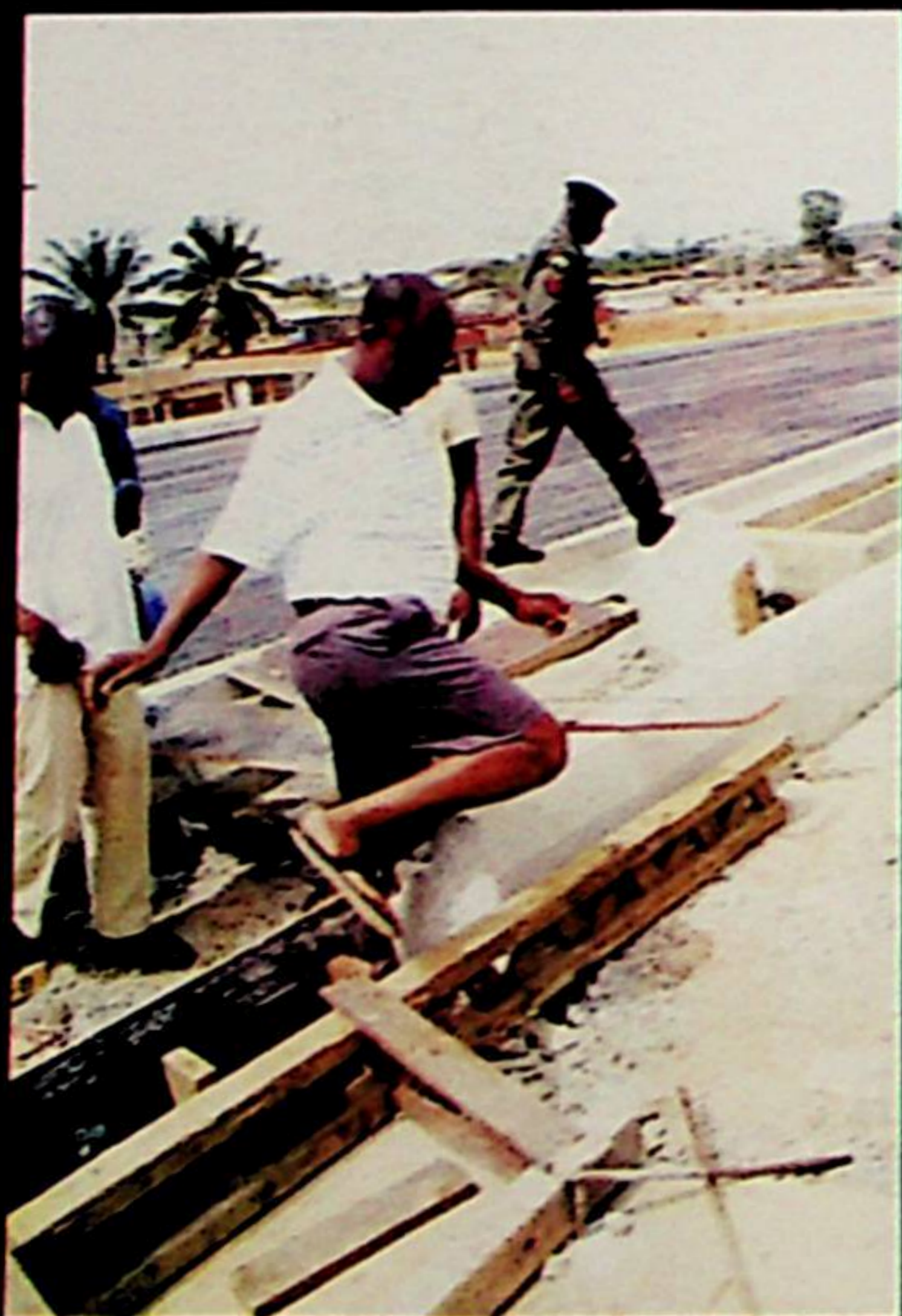
Eleme junction interchange



PhotoSPEAK



Governor Chibuike Rotimi Amaechi The driver of Infrastructure development in Rivers State



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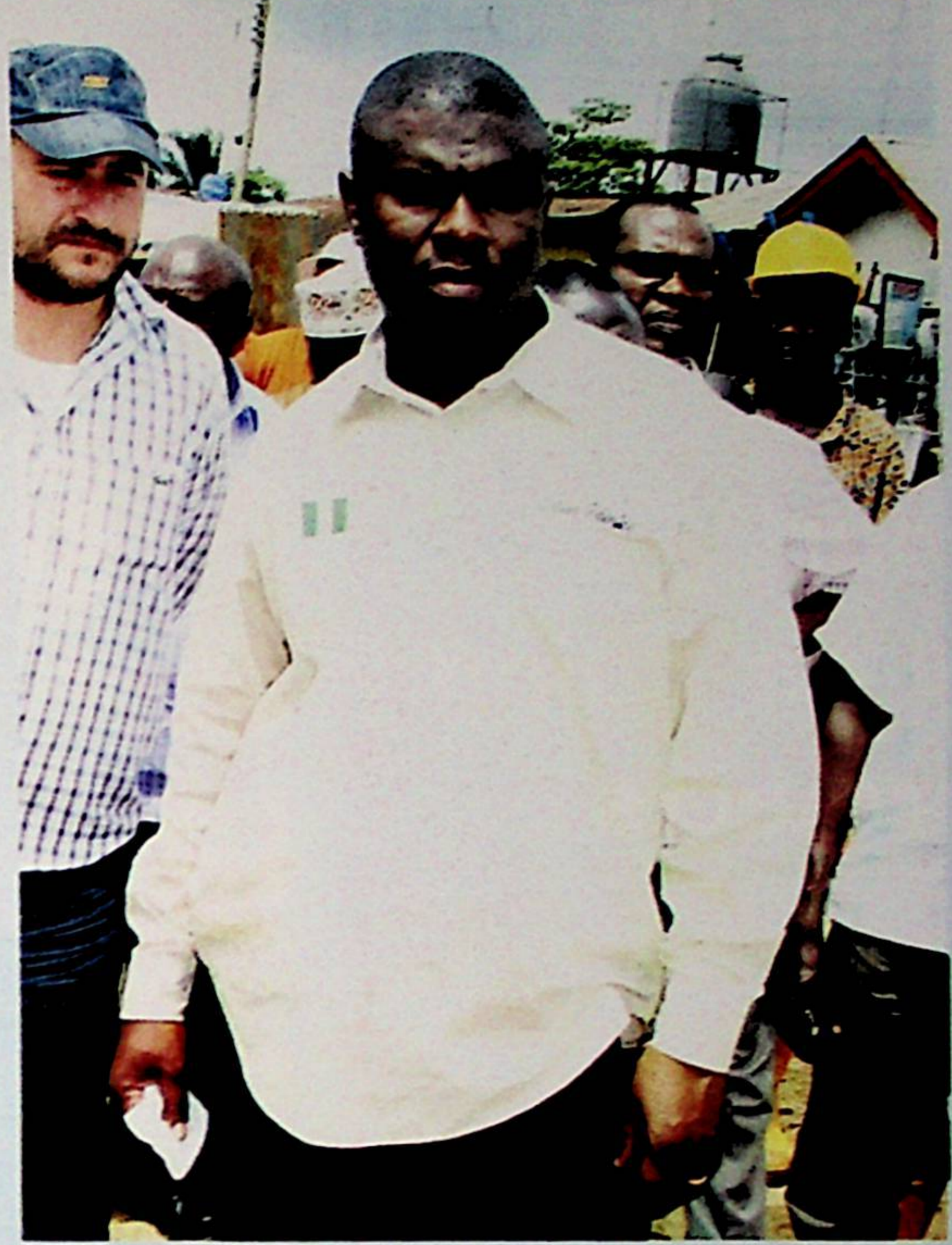


PhotoSPEAK



Hon. Dakuku Peterside
Commissioner for Works
RIVERS STATE
on Projects inspection
visits



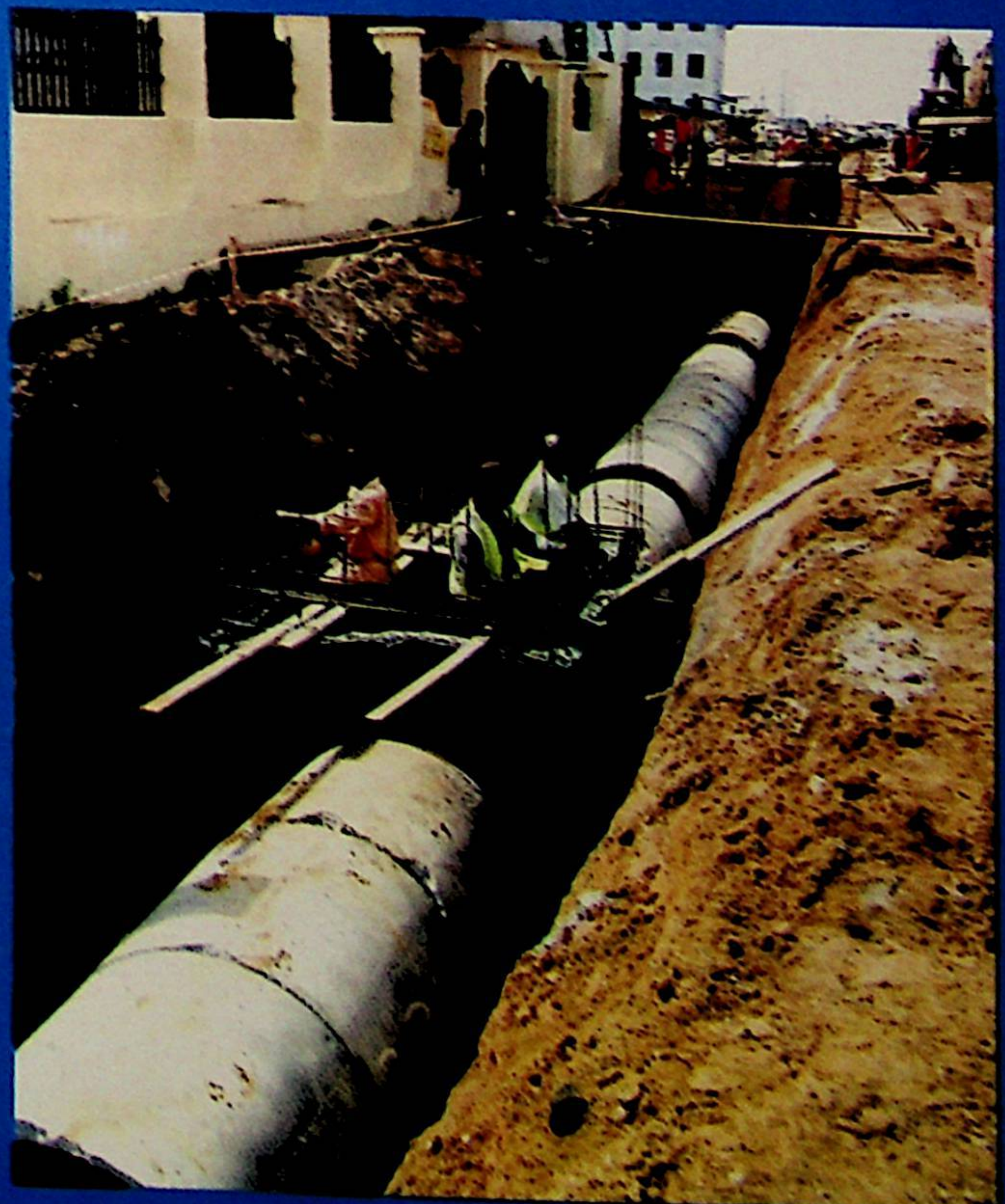
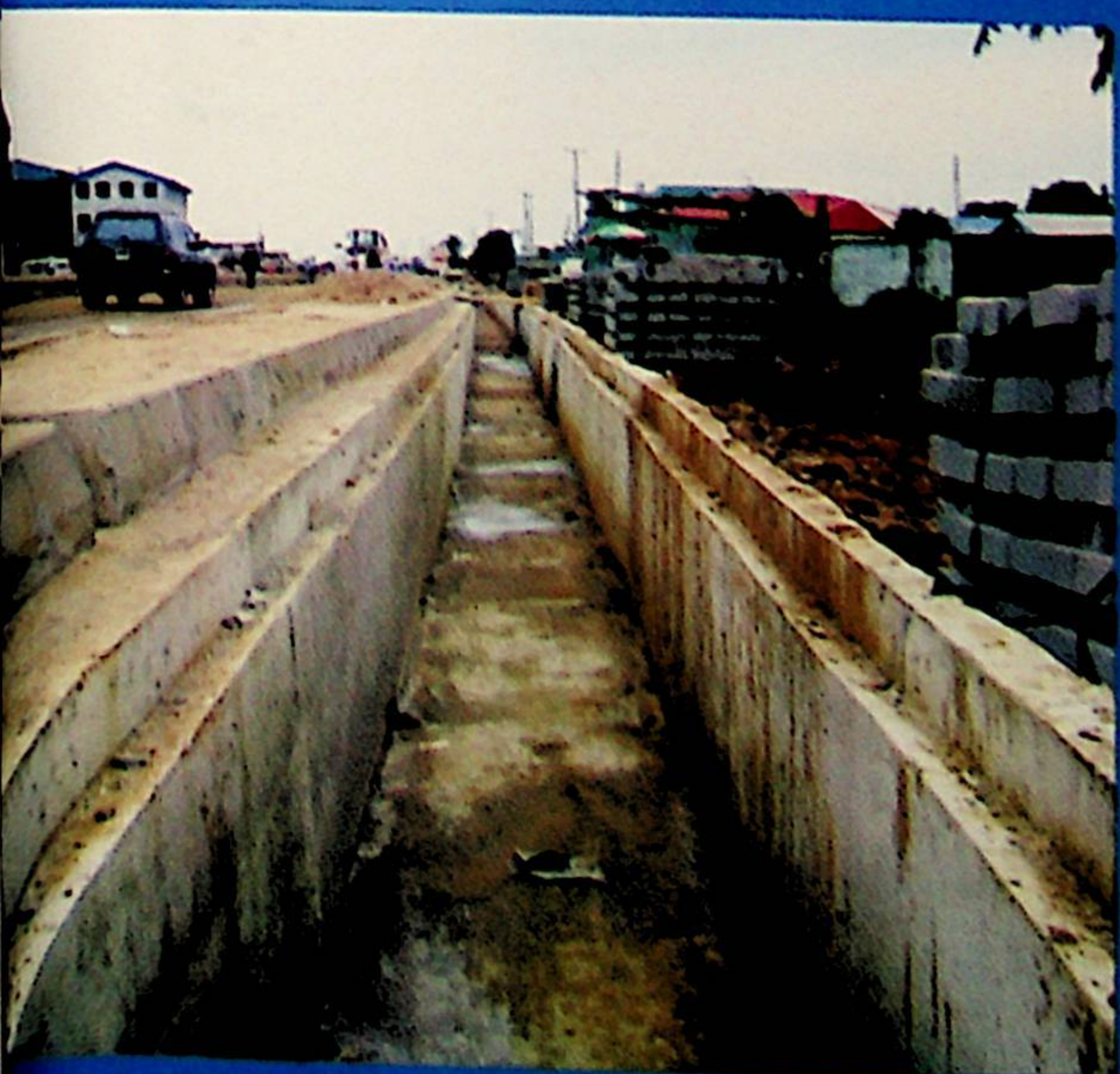
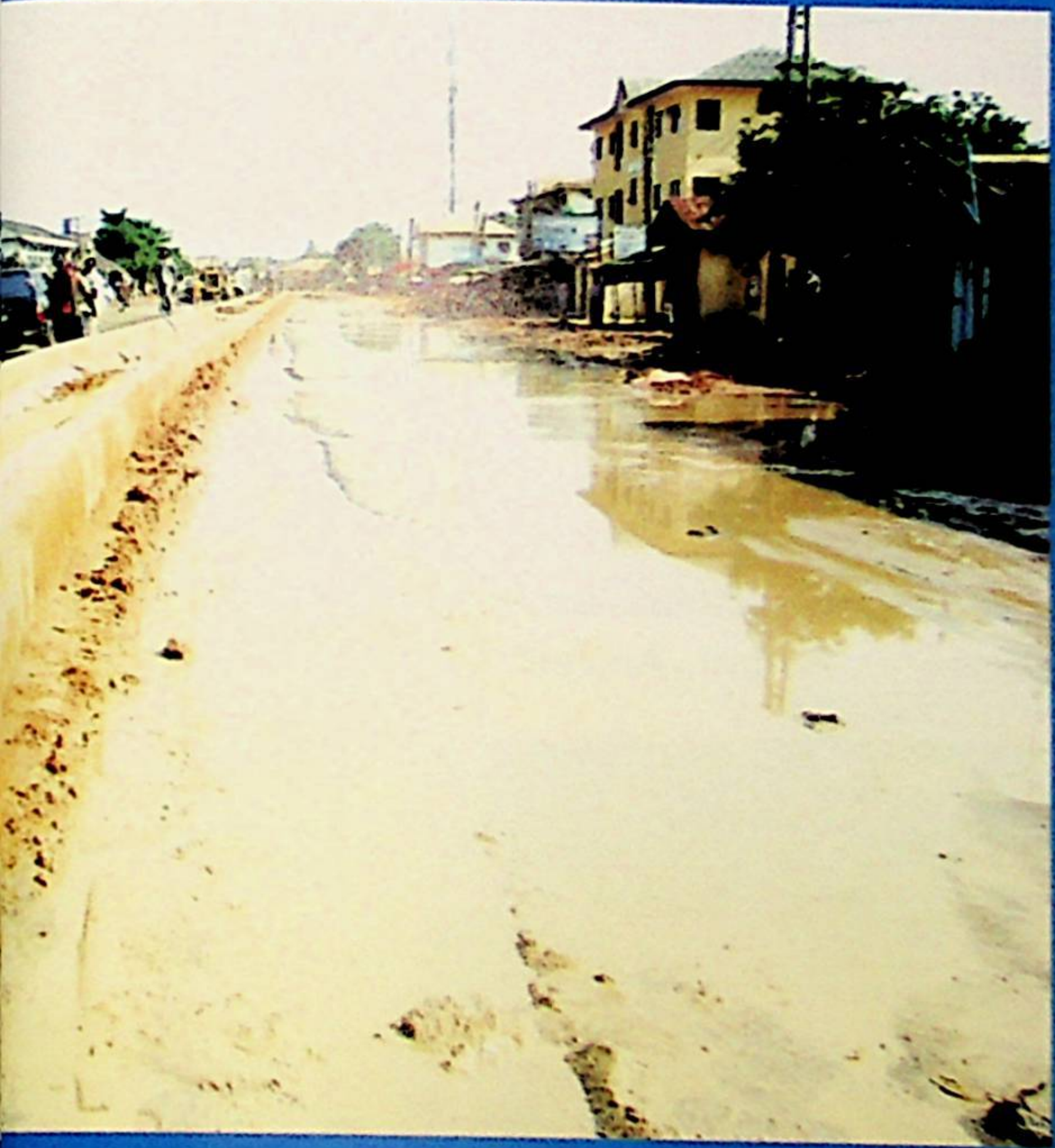




Photo**SPEAK**

Hon. Dakuku Peterside during his inspection tour of on-going projects





PhotoSPEAK



Constituency Progress Report

ALL 2008 CONSTITUENCY PROJECT - PROGRESS REPORT AS AT MAY 22, 2008

S/N	Constituency	Company Name	Project	Date of Contract	Value	Duration	Completion Status	% of Job Completed.
1	Abua/Odual	Mike Ibirol Ventures	School Library at GSS Abua Central	3/09/08	N100,000,000	6 months	It shall be completed by the middle of the 3rd quarter of 2009.	This project is now at block work level. Ready for roofing when completed, the project shall improve the reading culture of the people.
2	Ahoada East I	Bembros Global Resources Ltd	Electrification of Odiemerenyi	3/9/2008	N100,000,000	6 months	Project is now completed as at May 2009.	This project was initiated by the constituency Project to extend the electrification of Low Voltage and High Voltage Lines to Odiemerenyi Road Layout & Odiemudie Extension, all in Ahoada East LGA. The project as completed is improving the economic and social lives of the citizenry.
3	Ahoada East II	Beaulexy (Nig.) Ltd	Six Classroom Block for Udebu Community & Town Hall for Ubumaze Community.	3/9/2008	N100,000,000	6 months	This will be completed by the end of the 2nd quarter of 2009	This project is near completion. The two benefiting communities are showing appreciation for the execution of this project.
4	Ahoada West	Spod Nig. Ltd.	Electrification of Ibauchi Community & Ogbologbolo completion.	3/9/2008	N100,000,000	6 months	This project is completed.	The communities are now connected to appropriate power source.
5	Akuku-Toru I	Ethelbi Ltd.	Civic Hall at Jack's Compound - Abonnema.	3/9/2008	N100,000,000	6 months	To be completed by 3rd quarter of 2009.	Building advanced to final roofing level. This edifice shall serve as meeting venue for the Chief Jack's Family.
6	Akuku-Toru II	Viguo Communication Enterprises	Civic Hall at Fyneface Compound - Abonnema	3/9/2008	N100,000,000	6 months	This memorial hall is now completed and ready for use	This memorial hall serves as meeting place and other social functions for the Chief Fyneface Family in Akuku -Toru II Constituency. The old hall which was no longer safe for human use was demolished and the new one built under the Constituency Projects of 2008. The people of the area are now enjoying the sense of commitment of their representative.
7	Andoni	Gophine Integrated Services	Construction of Municipal Link Road, Ngo Andoni (600metres)	3/9/2008	N100,000,000	6 months	This concrete road will be completed within the 2nd quarter of 2009	This 600m reinforced concrete road is 6.0m wide with 1m x 1m reinforced concrete drains on both sides. It carries 3No culverts 1.2m x 1.0m x 8m in size. The project is aimed at improving the new layout of Ngo Township and further set standard in internal road development in the area.
8	Asari-Toru I	Ross Int'l Nig. Ltd.	King Abbi's Palace & Community Hall at Abbi-Ama.	3/09/2008	N100,000,000	6 months	This project shall be completed 3rd quarter of 2009.	The building is now executed to second floor level.
9	Asari-Toru II	Mapen Oil & Tech.	Construction of a Services Ltd.	3/09/2008	N100,000,000	6 months	This civic hall shall be Storey Building Civic Hall at Wokoma, Asaiga.	The construction of this memorial building at Wokoma is putting smiles on the faces of the citizenry. The old building which stood as challenges for reconstruction was demolished, when completed; the hall will serve as a meeting place & for other social functions.
10	Bonny	Vision Atlantic Integrated Ventures Ltd.	Bonny High Court Building.	3/09/2008	N100,000,000	6 months	This complex is roofed.	The project is on the finishing stage with terrazzo works in progress. The cosmopolitan nature of Bonny has informed the construction of a High Court Complex. This is the first of its kind since inception of the kingdom.
11	Degema	FKJ Engineering Ltd.	LV Rehabilitation & Installation of Transformers & 1x800KVA Generator set at Obuama.	3/9/2008	N100,000,000	6 months	To be completed by the end of 2nd quarter 2009	All maintenance of LV Lines have been done. Generator capacity when installed shall provide the needed power demand.
12	Eleme	Kaizen Nig. Ltd	Repairs & Renovation of 8 Classroom Blocks at C.S.S. Alode, School Assembly Hall, Repairs & Renovation of 6 Classroom Blocks at UPE Eleme. Construction of 8 Classroom Blocks at Eleme & Akoro-olu	3/9/2008	N100,000,000	6 months	All structures except the Community Arena are now Completed. By The middle of 3rd quarter 2009 all works shall be completed.	This project scope cuts across Education and Social sector. The initial and execution of this projects shall positively impact on the educational well being of the people at the Primary School level.
13	Emohua	Ngreco Nig. Ltd.	Community Civic Arena -Phase I East/West Mgbuefor Emohua Access/Link Road.	3/9/2008	N100,000,000	6 months	It shall be completed on the 3rd quarter of 2009	This is a 1km asphaltic concrete road surface. The width is 6.0m and drainage is 1m x 1m on both Sides. Contractor Has completed Drainage work. The project when completed shall serve as through access to the community.



14	Etche I	Cal Enterprises Nig.	Civic Arena, Ndashi	3/09/08	N100,000,000	6 months	To be completed in the 3rd quarter 2009	When completed shall serve as community hall.
15	Etche II	Benc Marine Agencies	Ultra Modern Civic Centre, Umuanyangu-Etche	3/09/08	N100,000,000	6 months	It is expected to be completed before the end of this 2nd quarter of 2009	An entirely massive Civic Centre situated in an open layout. This structure consists of board rooms, chiefs' chamber, toilets and other conveniences. On completion, it shall give the people of Etche a further sense of belonging.
16	Gokana	Meiba Integrated Services Ltd.	Integrated Water Scheme at B-Dere.	3/09/08	N100,000,000	6 months	Completed	This project is 100% completed. Community is now enjoying portable good drinking water.
17	Ikwere	Veteran & Vintage Tech. Co. Ltd.	Omadema Neighbourhood Water Scheme	3/09/08	N100,000,000	6 months	To be completed this 2nd quarter of 2009.	The major work is now 92% completed. Piping is ongoing. Community shall enjoy the dividend of democracy soonest in the water sector.
18	Khana I	Consini Nig. Ltd.	Electrification of Bua-Boue, Phase I	3/9/2008	N100,000,000	6 months	Completed.	This is completed and the project is now hooked to the National grid.
19	Khana II	Becon Nig. Ltd.	Rural Electrification at Yorh, Beakorogo Extension and Bianu Community.	3/9/2008	N100,000,000	6 months	Completed	This project is completed and the project is now hooked to the National grid.
20	Obia/Akpor I	Gibbs Logistics Concept	One Storey Building of 9 classrooms with Assembly Hall & Headmaster's office at Community Primary school Rumuobiakani.	3/9/2008	N100,000,000	6 months	It shall be completed this 2nd quarter of 2009.	This shall impact positively on the community particularly in the education sector.
21	Obia/Akpor II	Amjid Integrated Co. (Nig.) Ltd.	Construction of One Storey Civic Hall at Rumuorlumeni Town.	3/9/2008	N100,000,000	6 months	It shall be completed this 2nd quarter of 2009.	This impressive edifice on completion shall enhance the social status of the people.
22	Oneiga I	Utchinel Resources Ltd.	Information Technology Centre, Omoku.	3/9/2008	N100,000,000	6 months	No information yet.	No information yet.
23	Oneiga II	JM Great Industries Nig. Ltd.	Obiofu Water Project 50,000 gallons piped to the Community with a Generating set.	3/09/08	N100,000,000	6 months	This project is in the last lap of completion by the 2nd quarter of 2009.	This water project cannot be more appropriate than any other Constituency Project in Ogba/Egbema/Ndoni area of the State. There is no good drinking water. The only source is from the River Niger. The construction of this Project with treatment plant is the most welcomed development.
24	Ogu/Bolo	Decy Investment Ltd.	Civic Arena at Ogu Town.	3/9/2008	N100,000,000	6 months	To be completed in	The 2nd quarter of This social gathering area shall serve the need for the 2009 youths of the area.
25	Okrika	Suzon Konnection	Mini Stadium for Okrika Community.	3/9/2008	N100,000,000	6 months	Completed.	Contractor has achieved final stage of execution of all works - 100% completed. This social gathering area shall serve the need for the youths of the area.
26	Omuma	Iheanyi & Co.	Omuma Council of Chiefs Conference Centre.	3/9/2008	N100,000,000	6 months	To be completed in the 2nd quarter of 2009.	This contract has proceeded to roofing level. On Completion it shall improve the social status of the people. No project awarded.
27	Opobo/Nkoro	-	-	-	-	-	-	-
28	Oyigbo	Nidim Oil Services Ltd.	Construction of One Storey	3/9/2008	N100,000,000	6 months	To be completed in the 3rd quarter of 2009.	This is a security building which on completion shall help the Police Force.
29	Port Harcourt I	Visual Net	Construction of Two units of 6 classrooms blocks with Principal offices/stores & Rehabilitation of Street lights in Elekahia, Ogbonda, Chief Nath Aholu Ibe & Ochiri Streets.	3/9/2008	N100,000,000	6 months	To be completed in the 2nd quarter of 2009.	All two buildings have been built, roofed, ceiled - painting is completed. Electrical maintenance is completed. An impressive social and educational project.
30	Port Harcourt II	Eagle Valley Jjims Ltd.	8 Classroom Block at Okuru -ama with Chairs, 8 Classroom Blocks at Community Primary School Abuloma with chairs & 8 Classroom Blocks at Churchill Primary School with Chairs & Market Hall at Gbundu.	3/9/2008	N100,000,000	6 months	This is now completed. Outstanding is painting, at will be completed within this 2nd quarter of 2009	The Classroom Blocks as located in the various places is to solve the accommodation problems. The Gbundu-ama Market is already in use. The benefit analysis is very high considering the readiness with which the people appreciate the projects.
31	Port Harcourt III	Kervizi Resources	Road Construction (1.3km) and Drains at Wechie Street - Nkpolu, Orworukwo, off UST Round-about.	3/9/2008	N100,000,000	6 months	To be completed in the 2nd quarter of 2009.	This contract is now 100% completed. the road is a relief to the people around the UST junction of PH.
32	Tai	Nasey Ventures Ltd.	Ultra Modern Storey Building offices at Saakpenwa.	3/9/2008	N100,000,000	6 months	To be completed in the 3rd quarter of 2009.	On completion shall serve the LGA headquarters office Need.



The New face of Old Port Harcourt Township, Bori and Ahoada Town

Rivers State Government has embarked on an extensive urban renewal programme. One of the pillars of the urban renewal programme is the massive construction of roads in emerging urban centres. The principle is to leverage on roads development to drive economic growth anchored on commerce. There is sufficient empirical evidence to show that there is a direct relationship between roads and development thus no city can be considered "developed" without an efficient road network.

The first phase of the sub-urban road network include Elele Town, Apani, Obuama, Omunwa, Bori, Ahoada, Bonny, Elibrada, Rummuolumeni and Oyigbo Town. The second phase of the internal road network includes Old Port Harcourt Township, Isiokpo, Amadi-Ama-Abuloma axis of Port Harcourt, amongst others.

Old Port Harcourt Township

Old Port Harcourt Township stretches from Amadi Flat, Old GRA, Hospital Road to Creek Road. It has a functional grid system of road that is well planned and presents a beautiful scene. It is the layout of old Port Harcourt Township that earned the city the sobriquet 'Garden City'. Due to lack of maintenance, the drainage system in the old township is almost non-functional; some have failed, some have become too small to convey storm water to discharge outlets because of human development activities, a few roads do not have drainage at all yet others with drainage do not have a discharge point. The non-functional and near-absence of an efficient drainage system has given the old township an image of an unhygienic city. It is pertinent to note that no major maintenance work has been done either on the roads or drainages since the early 1980s save for expansion and overlay of Aggrey Road.

The planned massive reconstruction of drainage in Old Port Harcourt Township and overlay of roads will be the first major rehabilitation work done in the area in two decades. The scope of work covers provision of pipe sub-surface and covered drains, walkways, kerbs, resurfacing with asphalt of the following: Victoria, Bende, Niger, Bonny, Lagos, Accra, Freetown, and Takoradi Streets. Others are Creek Road, Hospital Road, King Amachree Road, Degema Street, Ilorin Street, Barracks Street, Diobu Street, Opobo, Adaka Boro and Elliot

Henry Streets. Some streets will still not have drains because of the result of both geotechnical and topographical studies conducted in the area. The ones that will not have drainage are Ogu, Sokoto, Okrika, Cemetery, Crowther and Ahoada streets.

To complement the work of Ministry of Works, the Governor of Rivers State has ordered comprehensive rehabilitation of all open spaces in the old township. Road rehabilitation work in Old Township is expected to commence in November 2009 and will be delivered latest June 2010.

Bori Town

Traditional Headquarters of the Ogonis and commercial city known for its agricultural products. Before the advent of this administration, Bori Town had only one major road - Hospital Road - that divides the town into two parts, leading to the Creek of Kono and Opobo. The Amaechi Administration,



A road in Bori



determined to reposition Bori as an emerging city, decided to embark on massive construction of all roads in the city in three phases. Phase one of the road network construction, all of which have been completed, include Polytechnic - Zaakpon Road, TTC Road, Court Road, High Court Access Road, Nwikabari and Tigidam Streets. The Second and third phases of the Bori urban road network programme covers Timber Close (1,090m), Timber Street (184m), Timber Close (230m), Kor Road (596.4m), Zaami Road (725m), El Queen Close (250m), Kaani Street bypass (91.8m), Kaani Road (587m), Wisdom Street ((145m), Awii Road (177m), Market Road (744m), Nadiuba Road (826m), Ngububu Road (463m), Salvation Road (450m), Gokana Street (456m), Ndonake Street, Prince Igbara Street (280m), Nortem Street (82m), Looyo Street (230m), Kabari Street (300m), and Benson Street/Close (500m), and resurfacing of Bank Road, amongst others.

“
The planned massive reconstruction of Old Port Harcourt will be the first major rehabilitation work done in the area in two decades.
 ”

The special feature of Bori Internal roads is the robust provision of drainages and drainage discharge outlets. It is certain that Bori Town will wear a new monumental look after the next dry season. Work is presently going on simultaneously on all streets under phases II and III of Bori urban internal roads upgrade.

Ahoada Town

Ahoada Town is one of the five divisional Headquarters that preceded the creation of Rivers State and the headquarters of the Ekepeye Kingdom situated along the banks of Orashi River. The ancient city of Ahoada, unlike its counterpart in other parts of the country, till 2007 was crisscrossed by two federal roads, Omoku-Egbema-Oguta road and Mbiama section of East-West road. In October 2007 the Governor of Rivers State, Rt. Hon. Chibuike Rotimi Amaechi backed by the State Executive Council decided to reinvent Ahoada Town. The scale of the reinvention covers building of a new model secondary school, new primary school, power projects and new health centres. However, no other project has led to rapid expansion and development of Ahoada Town like the massive road construction connecting all sides of Ahoada together and linking the people to prosperity. The first phase of the Ahoada Town road network upgrade covers Umushi Street, Ediwulu Street, Harcourt Street and Delta Hotels-Odiemerenyi Road bypass totaling over 5 km of roads. All the roads have efficient drainage network.

The second phase of the Ahoada Internal Roads upgrade covers the following roads with necessary drainage and drainage outlet: Cohisa Bypass (2500m), FGTC Road (2200m), Immigration Road (840m), Abuja Bypass (930m), and Civil Defense Road (830m). Almost all of the roads in the second phase of Ahoada Internal Roads upgrade have been completed. Several indices point to the fact that Ahoada Town is experiencing unusual expansion and rapid development. A third phase covering the remaining roads in Ahoada Town is planned for 2010–2011.

Apart from the roads in Ahoada Town, other roads currently under construction in the Local Government Area include Ihuowo-Ihuma-Okoma Road (with a bridge), completion of Ahoada-Degema Hulk Road, Ogbo-Ihugbogo Road, and completion of Edeoha-Ihuowo-Idoke road awarded by previous administration. ●





Many bridges, many rivers to cross

One of the many constraints faced by previous governments about road construction in Rivers State and Niger Delta is the rich artery of rivers and streams. The Amaechi government has vowed to make no excuses and so is building bridges of prosperity at a frenetic pace as part of the road works going on in the state.

Fielding question from visiting Editors of a national magazine sometime ago, the Rivers State Commissioner for Works, Hon. Dakuku Peterside, explained why the State Government through his ministry has literally turned the state into one huge construction site.

“When I was sworn-in as Commissioner, Ministry of Works, the Governor gave me a clear mandate to construct, upgrade, reconstruct and manage quality roads and other infrastructures that will stimulate growth and make all our communities accessible by road all year round”

Buoyed by the zeal to carry out that marching order from Brick House, the State Government House, youthful and resourceful Dakuku Peterside and his team at the Works Ministry have spared no muscle to get things done.

To realize its high-quality road network dream, the government, had on inception, made robust provision for bridges in needed road reconstruction and construction projects a priority. Not one to descend to playing gutter politics with inherited projects that have high populist content, the Amaechi-led regime has pursued bridge construction on roads notorious for traffic congestion.

In the Port Harcourt metropolis, perhaps the most prominent is the N7.2 billion Eleme junction Interchange awarded by the former administration though no work started at that time. The project that suffered some setback when militancy-induced violence and threats forced the contractors, Julius Berger, to withdraw and flee the state, has now reached advanced stage of completion.

Reputed as one of the most demanding on the purse of the government, the fly-over will on completion, serve a dual purpose of solving the chronic

traffic congestions at the Oil Mill Market and Eleme junction axis that link the state capital with neighboring Abia and Akwa Ibom States.

A 400m bridge is also being constructed at the Agip/Rumueme/Abacha Road junction by





MAJOR BRIDGES

Rivigo Impregilo JV at the cost of over N3.9 billion, to ease the chaotic traffic problem in that axis. Although yet to be completed, motorists who ply the route are already having a feel of the safe motoring that it promises.

Other popular projects in the capital city area include the N2.1 billion Elioju-Olu Obsanjo Bypass flyover bridge and the Eastern Bypass/Amadi-Ama bridge that is undergoing rehabilitation at the cost of N200 million. Another flyover bridge/interchange is being built at Tam David-West/Obinikwerre/East-West road by Gitto Constructionale at the cost of N4.5 billion.

“

The Unity Road bridge project that will take about N20 billion is scheduled for completion in 2010.

”

Bridge constructions outside the Port Harcourt area are no less in quantum and tempo. The Orashi Steel Bridge project awarded at N1,285,260,560 will on completion, connect the communities on the two sides of Orashi River at Idu in Ogba/Egbema/ Ndoni Local Government Area and enhance the

people's living standard.

Three other of such steel bridges awarded by previous administration and paid for by the Amaechi administration have reached advanced stages of completion. They are the the Abalama Tema bridge, Illoabuchi Eagle Island bridge and Ndoni bridge. In Ogoniland, the on-going N2.1 billion Nyo Khana- Ken





Khana Link Road has a bridge component linking Luwa to Bere town in Khana LGA.

Undoubtedly one of the star projects of this administration in opening up coastal communities is the N20 billion Unity road project linking Ogoni, Andoni, Nkoro and Opobo communities. It is a 41 km road on swamp with 10 bridges. The unity road project is scheduled for completion by first quarter of 2011. The Unity road was awarded by the Dr Peter Odili administration in 2004 but abandoned. The Amaechi administration revalidated the contract and has completed three bridges and ten kilometers of road since assumption of office. Lovers and critics of the government agree that the seemingly expensive project is worth the candles, mindful that it will link about 30 communities hitherto separated by rivers and creeks. The huge cost of the road and bridges is basically due to the difficult terrain.

The administration has also embarked on

the building of a 500m bridge across Bolo Creek in Ogu-Bolo Local Government Area. The project has been awarded three times earlier by previous administrations without taking off. The present administration cancelled the old contract, re-awarded it and mobilized the contractor to site. Presently the contractor has achieved 25% completion and has promised to deliver by

“

The Amaechi government has vowed to make no excuses and so is building bridges of prosperity at a frenetic pace as part of the road works going on in the state.

”

last quarter of 2010. Perhaps nothing can compare with the two bridges that will link up Abuloma to Woji and Akpajo. Easily referred to as bridge to prosperity. The two bridges measuring 240m and 464m respectively will open up the southern flank of Port Harcourt city and link it up to communities on the East-West road. In terms of magnitude, it is one of the biggest and most impactful projects of the administration. Some of the other major bridge projects are Agba Ndele bridge which is yet to start, Gio-kpaghor - Wakama bridge, Okehi Mba - Umuaturu bridge, Ihuowo Ihuoma Okoma bridge in Ahoada East Local Government Area.





But, in the thinking of the Amaechi government, it will not be deterred by the well-worn excuse that the cost of road construction is too high in the Niger Delta to shrink its responsibility to the people. As one top government official put it, "if people who don't have oil can drive good roads how much more people that suffer daily the hazards of oil exploration".

The government is also constructing a bridge in the on-going Mbiama Akinima Road expansion project. Given the tempo of work at the site, there is no doubt that the project will be completed this year as scheduled. In virtually all the road and bridge construction works, concrete sedimentation is carried out to ensure the solidity of the projects. To make sure that the government and the people of the state get good value for expended money and efforts, senior officials of the Ministry of Works working in teams, carry out strict supervision. The Commissioner explained that it is in keeping with the quality control measures of the present administration.

On the whole, the numerous bridge and flyover

projects like the state-wide roads construction and rehabilitation, demonstrate the strong political will of the Amaechi-led government, to frontally confront some of the stubborn municipal problems facing the state and its people over the years.

Apart from enhancing the aesthetic view of the City, the bridges and fly-overs ease traffic flow and enhance mobility of persons and goods. Residents and visitors have lauded the government's efforts. Mr. Wajiri, a Port Harcourt-based artist and publisher, says the flyovers in the capital city will give it the much-desired facelift, "especially as the government strives to restore its lost Garden City Status". He urged that the constructions should be accompanied with beautification schemes that will enhance the greenery and scenic attraction of the city.

A senior official of the Ministry of Works and an expert in bridge construction, Engr. B. I. Benibo, assured that the craving of the State

The bridges and fly-overs ease traffic flow and enhance mobility of persons and goods.





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Regional Infrastructural co-operation: The south-south commissioners' meeting

From the 21st to 23rd of May, 2009, the Hon. Commissioner for Works, Dakuku Peterside hosted the Commissioners of Works in the South-South geo-political zone in Port Harcourt. The meeting was a fallout of the South-South Economic Summit held in Calabar, Cross River State.

The meeting was convened primarily for the purpose of deepening on-going efforts at regional infrastructural development through co-operation and the sharing of experiences.

The tone for the meeting was set in a welcome address by the host, Hon. Dakuku Peterside of Rivers State, who welcomed them on behalf of the Governor Rt. Hon. Chibuike Rotimi Ameachi.

His welcome address was direct and precise. There was need for regional co-operation to develop infrastructure in the South-South and there is also the need to muster the corresponding political will and commitment to actualize this agenda.

In his lead paper titled "The Challenges of Infrastructural Development in the South-

South Geo-political zone", Engr. Mayne David-West of Pearl Consultants, left no one in doubt that he understands the key issues in the stunted development of the area. He considered difficult terrain, lack of capacity poor funding, lack of political will, poor planning and implementation strategies amongst others and proffered solutions to same.

In their submissions, the Commissioners of Works dealt extensively on the issues raised. These submissions formed the main thrust of the communiqué.

As part of their itinerary, the Commissioners also held an interactive session with some selected contractors and consultants. The session was very rich and rewarding as the participants shared their profile and made inputs into the key issues on the meeting's agenda.

Besides, a dinner hosted by the host Commissioner, His Excellency the Governor of Rivers State Rt. Hon. Chibuike Ameachi also had a breakfast meeting with the team in his official residence. The visit ended with an inspection visit to some selected on-going projects in Port Harcourt Metropolis and the release of their communiqué.

We provide herewith, the full text of the communiqué of the meeting.

Communique

**Issued at the end of the meeting of the south-south Commissioners of Works
held in Port-Harcourt between 21st and 23rd may 2009**

The Commissioners of Works of the six states of the South-South Geopolitical Zone, namely Akwa-Ibom, Bayelsa, Cross River, Delta, Edo and Rivers State met in Port-Harcourt, Rivers State, between 21st and 23rd May 2009 to explore areas of co-operation in the development of physical infrastructure of the region. This was a follow-up to the South-South Economic Summit held at Tinapa Business Resort, Calabar between 23rd and 24th April 2009.

Arising, from the meeting, the following resolutions were reached:

- Infrastructure is key to overall development. They commended the Governors in the region for identifying this need, as well as the commitment and vigor with which they are pursuing its realization.
- The need for proper planning, both in the medium and long term in order to achieve sustainable infrastructure development. Governments are encouraged to partner with other stakeholders in the preparation of integrated State and Regional road master plans.



Communique

- The peculiar difficult terrain and adverse weather condition characterized by poor soil formation and very short construction season each year presents serious engineering challenges which leads to high cost of projects in the region. Consequently, the meeting advocated for a road construction subsidy for the South-South states to be funded from the Ecological Fund.
- States are encouraged to explore innovative financing approach to project funding.
- Noted the low capacity of most contractors, and resolved to organize capacity building workshops for indigenous contractors and their personnel.
- The shortage of qualified professionals in the ministries was highlighted. Regular recruitment, training and re-training is therefore recommended.
- It was observed that community problems and security contribute to the high cost of projects in the region. All tiers of Government are encouraged to continue to pursue peace while communities are urged to see themselves as stakeholders in the development and execution of projects in the region.
- In determining unit rates for work items, Ministries are urged to ensure value for all monies spent on projects and follow international best practices and fiscal responsibility.
- Identified the need for research into locally available construction materials. All State Governments are encouraged to provide research grants to Universities in the Region for this purpose.
- All Consultants engaged in design projects shall provide maintenance manuals as part of the design deliverables.
- All roads in the Region to have proper and standardized road signs, markings and other road furniture.
- Noted that the region has been marginalized in the Federal Government's roads concessioning programme. The meeting recommends that the Infrastructure Concessioning and Regulatory Commission (ICRC) and other agencies involved should include more roads in the South-South region.
- The next meeting is slated to hold in September 2009, at Asaba, Delta State.

Signed:

Hon. Don Etim
Hon. Commissioner for Works, Akwa-Ibom State.

Engr. Emmanuel Frank-Opigi
Hon. Commissioner for Works & Transport, Bayelsa State.

Hon. Basse Ekefre
Hon. Commissioner for Works, Cross River State.

Hon. Paul Osaji
Hon. Commissioner for Works, Delta State.

Engr. Andrew Obayagbonna
Hon. Commissioner for Works, Edo State.

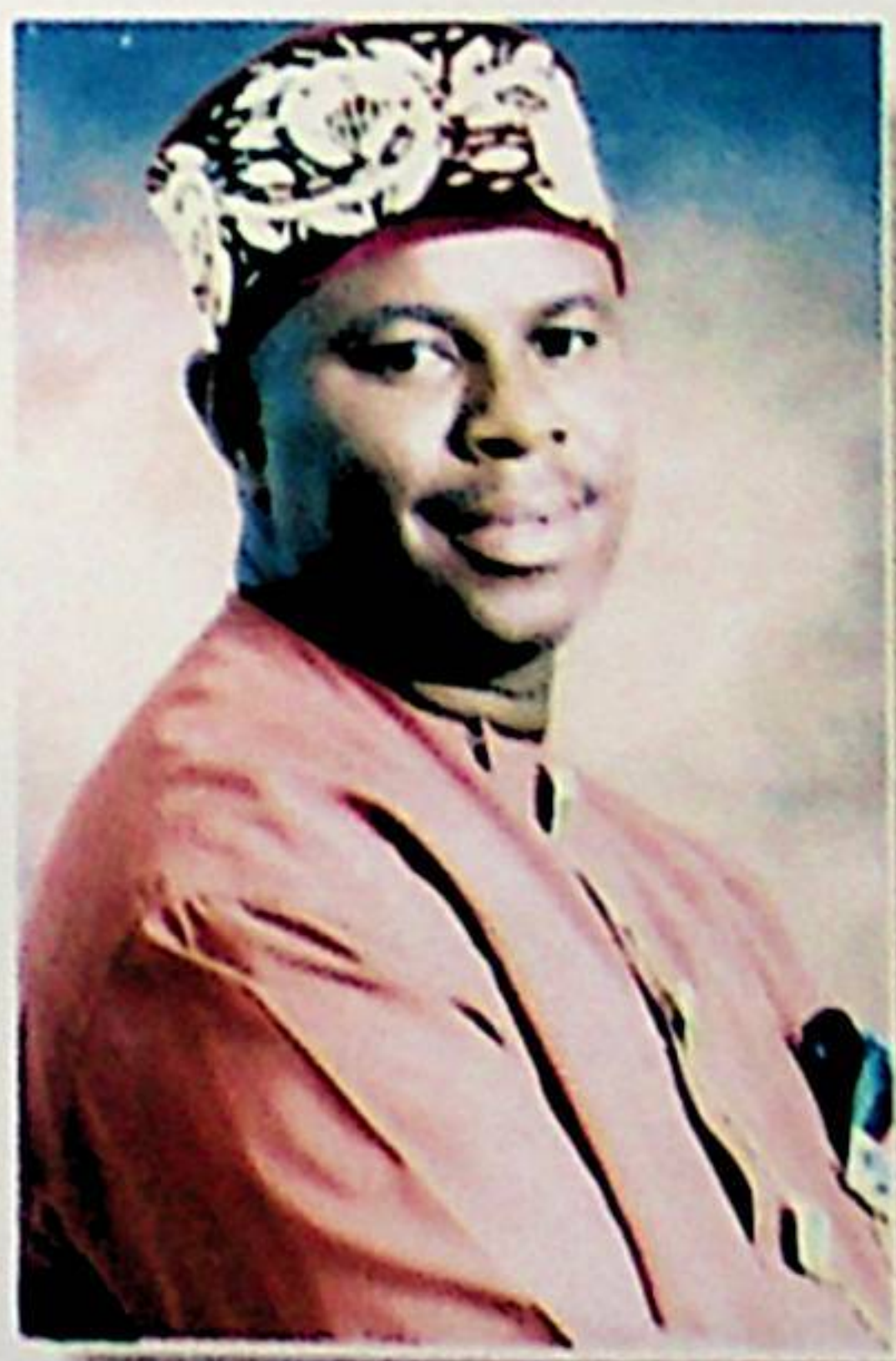
Hon. Dakuku Peterside
Hon. Commissioner for Works, Rivers State.

Giant strides @ 2

...Still marching on



Rt. Hon. Chibuike Rotimi Amaechi,
Governor of Rivers State



Hon. Dakuku Peterside,
Commissioner for Works

The Board, Management and Staff of

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felicitate with His Excellency,

Rt. Hon. Chibuike Rotimi

Amaechi,

the Governor of Rivers State and

Hon. Dakuku Peterside,

the State Commissioner for Works

as the Chibuike Rotimi Amaechi

administration attains two years in office.

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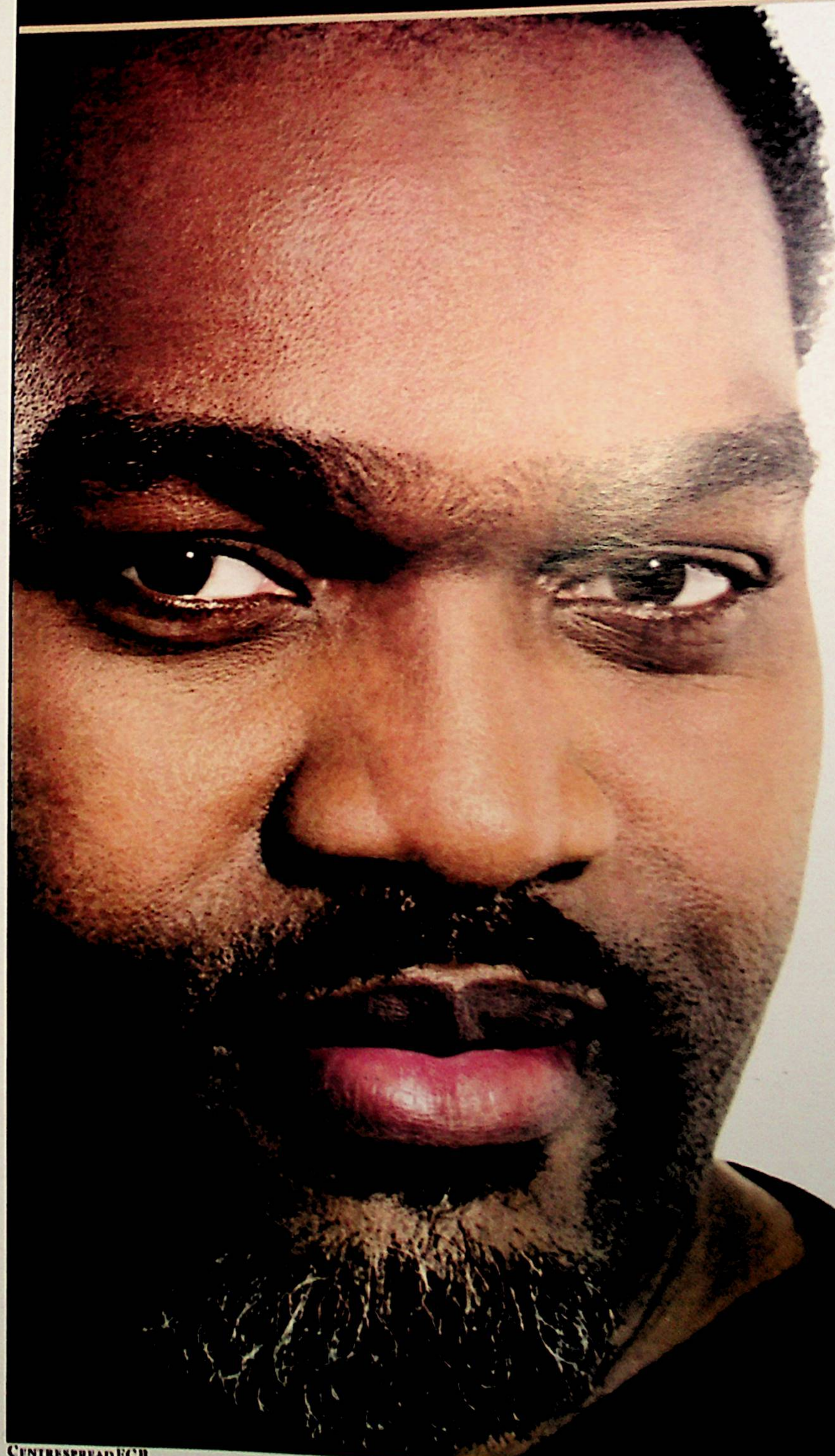
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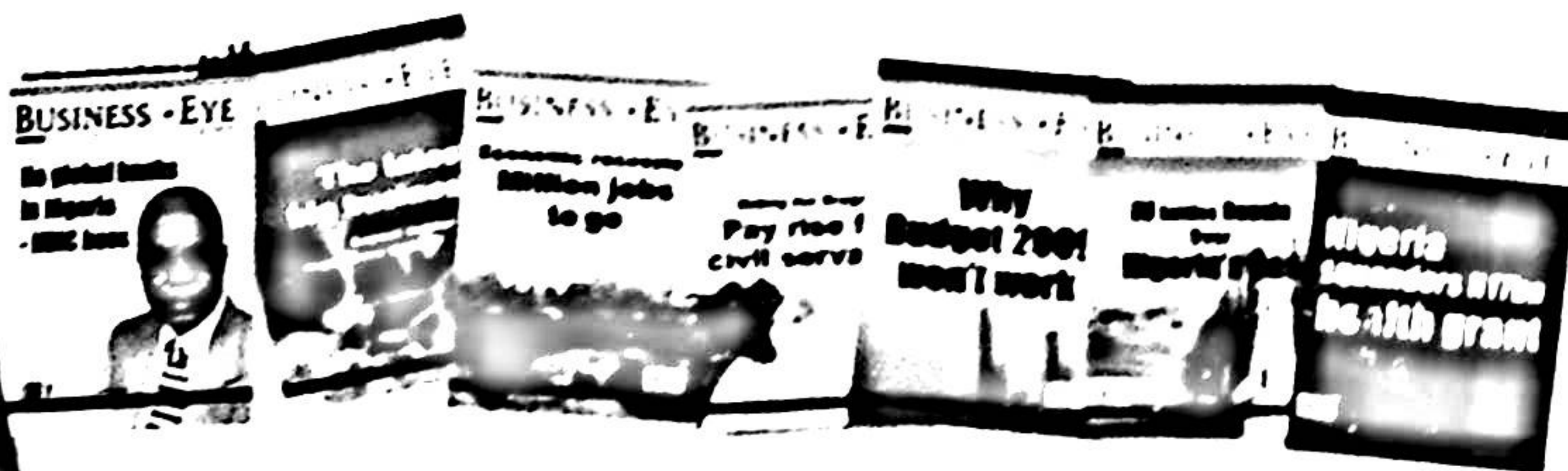
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