

# 1 State of Infrastructure Procurement in Lagos State, Nigeria: The 2 PPP Approach

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## 7 **Abstract**

8 Over the years, finance has posed great challenge to government at all levels in Nigeria and  
9 this has translated into truncated efforts in infrastructure delivery. Today however, there is a a  
10 paradigm shift from the conventional ways of delivering infrastructure to PPP. This study  
11 highlights the infrastructural facilities brought forth by the Lagos State government via PPP.  
12 Using qualitative method, information needed for the study was sourced from the Lagos State  
13 Public-Private Partnership Office, validated with personal observation. The study revealed  
14 that the Lagos State Government has been thriving in the embrace of PPP having procured  
15 infrastructure like Lekki-Ikoyi Link Bridge, Island Power, Alausa Power, Mainland Power,  
16 CG-EKO Ventures LLP, Akute Power Project, Lagos State Bus Rapid Transit scheme (BRT),  
17 Gbagada Renal Cardiac Centre, amongst others. It is recommended that Lagos State  
18 government should not relent in bringing on board more of private investors to increasingly  
19 propel the delivery of infrastructural facilities. For other states in Nigeria yet to adopt PPP  
20 for infrastructure procurement, it is recommended that they do so without further delay. Also,  
21 developing countries the world over, that are yet to adopt PPP for infrastructure provision  
22 should take the bold step to embrace PPP.

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24 **Index terms**— infrastructure, public-private partnership (PPP), lagos state, nigeria.

## 25 **1 Introduction**

26 The role of infrastructure in any society cannot be overstressed. Every nation cannot do without it. The adequacy  
27 of infrastructure in qualitative and quantitative measures have resultant effects in bettering the lives of the  
28 masses; affects the cost of doing business in that city/nation; and is one of the bedrock to an egalitarian society.  
29 Infrastructure has been accorded different definitions each of which points out one aspect or the other of its scope.  
30 Word Web Dictionary (2010) defines infrastructure as the collection of basic facilities and capital equipment  
31 essential for the functioning of a country or area. On the other hand, Nubi (2003) defines it as the aggregate  
32 of all facilities that allow a city to function effectively. Wikipedia (2015) agrees with these definitions but  
33 accentuated yet further that infrastructure on the whole characterizes the physical components of interrelated  
34 systems providing commodities and services essential to enable, sustain, or enhance societal living conditions.  
35 Infrastructure does not only improve living condition (social implication), it also has economic, social and physical  
36 implications. It is germane for businesses to thrive, expedient for social welfare and needed for sustainable  
37 development in any nation. Infrastructure thus include electricity, pipe borne water, waste disposal, sewage,  
38 drainage, transport, health, education, police station, fire station, banks, post office and so on.

39 Regardless of the approach to defining it, the common ground categorically is that infrastructure are the  
40 physical structures, facilities/utilities that are put in place by the public, private sectors; or both collectively  
41 purported at enhancing the effective and efficient functioning of the society.

42 **2 II.**

43 **3 Statement of Problem**

44 Over the years, Nigeria is known for several cases of inadequacies in infrastructure provision at the federal, state  
45 and local government levels amongst which are erratic power supply; shortage of pipe borne water; scarcity  
46 of fuel; unreliable healthcare services, unstable educational system, bad road, port malfunctioning and fickle  
47 telecommunication services. Ogunsanmi (2013) averred that infrastructure deficit has prevented Nigerian's  
48 development and economic growth. Akinwale (2010) when looking at the menace of inadequate infrastructure  
49 in Nigeria explained that the situations are diverse ranging from external forces to internal crises emanating  
50 from political instability. Whilst political instability is evident as a causative factor on the one hand, the issue  
51 of finance is a significant infrastructure dearth on the other hand. In Nigeria, procuring infrastructure directly  
52 from the purse of government often truncates the delivery of infrastructure. Nubi (2003) in this wise asserted  
53 that this often led to abandoned projects, delay, and/or total neglect. These problems are discernible in Lagos  
54 state despite its status as the economic hub of the nation. Lagos state has remained the land of exploit for all  
55 and has continued to attract population drift from different part of Nigeria. It has the largest population (about  
56 21,000,534) in the country (Lagos State Social Security Exercise, 2006).

57 While the available infrastructure are grossly inadequate to cater for the present societal needs, the continued  
58 drift in population and increasing opportunities in terms of economic activities within the state expound the  
59 challenges faced by the state government to meet the increasing infrastructural T Recently, the office has been  
60 acting as the lone facilitator for bringing infrastructural facilities into being by shifting to PPP. With the setting up  
61 of the office, the notion to appraise the efforts of the state government in harnessing the provision of infrastructure  
62 to meet the increasing need of all is necessitated. Therefore, if the provision of infrastructure is to be accelerated  
63 and sustained in Lagos State, Nigeria, it becomes needful to spotlight the infrastructure procured through PPP  
64 in shouldering the need of the state.

65 **4 III.**

66 **5 Aim & Objectives**

67 The aim of this study is to highlight infrastructural facilities brought forth by the Lagos State government via  
68 PPP.

69 Specific objectives with the view to achieving the aforesaid aim are to: 1. Identify infrastructure procured by  
70 the adoption of PPP 2. Identify the private sector participant(s) that the state government partnered with for the  
71 procured infrastructure 3. Describe the potency of the procured infrastructure 4. Ascertain the PPP approach  
72 adopted for the procurement It believed that this study will sensitize developing nations all over the world in  
73 ascertaining the PPP frameworks suitable for distinctive infrastructures. Also, for participants in the private  
74 sector who are looking forward to collaborating with the public sector in the delivery of infrastructure, the study  
75 will be a point of call whilst administering unto them probable modality(ies) to adopt as well as prerequisite  
76 necessary for successful public-private partnership. Furthermore, the study will be handy to researchers seeking  
77 information on the subject matter.

78 **6 IV. Characteristics of Infrastructure**

79 The characteristics of infrastructure vary from one to another. This variation might arise from the use to which  
80 an infrastructure is put or will be put, perception of initiator and motive behind the initiation. Adebayo (2006)  
81 averred that the exact character trait will have a bearing on whether it is urban, rural or inter-urban infrastructure  
82 and operator of the facility -public or private; national, state or local government agencies. The characteristics  
83 of infrastructure are: 1. Lump sum investment: The provision of infrastructure is often capital intensive ??Iseh,  
84 2002;& Akujuru, 2004). Adebayo (2006) asseverated that this possibly warrants the reasons citizens usually look  
85 up to the government for the provision. 2. Economies of scale: This often results into monopolies (Akujuru,  
86 2004). 3. High level of externalities both positive and negative (Akujuru, 2004)

87 **7 V. Classification of Infrastructure**

88 Infrastructure in its major sense can be grouped as follows (Udoka, 2013):

89 ? Energy/power: electricity, petroleum/gas pipelines ? Water: pipe borne water, irrigation facilities ?  
90 Communication: mass media, internet, phones and postal services ? Transportation: road (surface), railway  
91 system, sea port and air port ? Health: primary, secondary, and tertiary health care services ? Educational:  
92 elementary schools and higher institutions of learning An addition to the above is institutional infrastructure  
93 which includes police station, fire station, banks, post office, amongst others.

94 There are lots of problems rooted in various sectors of Nigerian economy each of which has a face on the overall  
95 state of infrastructural provision in the country. ??seh (2002) in his book the state of urban infrastructure in  
96 Nigeria keyed out a number of these

97 The State of Infrastructure Provision in Nigeria: the Need for PPP challenges as capital intensiveness,  
98 inadequacies in budgeting, poor maintenance culture, undue political interference, public demeanour towards

99 infrastructure, inflation of infrastructure budgetary allocation. It is with no doubt that each of these constraints  
100 poses its own unique challenge in one way of the other. Iwayemi (2008 in Akinwale, 2010) looked at the problem  
101 endemic in the power sector and depicted the state of Nigerian power supply stating that in the last three  
102 decades, insufficient quantity, quality and access to power supply has been a recurring situation; a country with  
103 a population of about 140 million with majority living on less than US\$ 2 a day. The implication of this is  
104 that anyone who wants to use electricity all round the clock either for residential or commercial use must be  
105 adequately prepared in terms of financial buoyancy.

106 Regarding water supply, states all over Nigeria have their respective water corporation but the question which  
107 need to be asked is how efficacious are these corporations in the delivery of their primary objectives which is the  
108 provision of potable water supply. In Lagos for example, most people have not had the benefit of enjoying this  
109 necessity because the water do not get to where they reside.

110 Transportation is worrisome another case. Road transportation remains the most common form of transportation  
111 in Nigeria. Though, Lagos to some extent has an appreciable network of roads and is one of the few states  
112 in Nigeria that have functional railway line, the point is Lagos is home to really terrible and heavy traffic jams.  
113 Also, the railway service is still highly inadequate because the routes are too few and delay in departure and  
114 arrival time is endemic. The consequence of this is glaring -a short trip on road that ought to take an average of  
115 say 20 minutes can easily become a 90 minutes journey. Akinwale (2010) posited that the Nigerian roads exhibit  
116 numerous problems including faulty design, inadequate drainage system, potholes, dilapidated pavements, fallen  
117 bridges, and lack of maintenance.

118 Also, what is prevalent in the health sector is also in this same direction. The clinics and hospitals are  
119 under-equipped with modern health care facilities leaving citizens with no other option than to travel abroad  
120 for intensive medical care. Another pitfall embedded in the health sector if for health care workers to resort  
121 to industrial action whenever they want to express their grievances to the government. The stories are also  
122 enormous looking at waste management and telecommunication. All these doldrums have financial bearing.

123 Whilst investigating the optimum conditions for PPP in health, education and housing Sectors in Nigeria,  
124 Oyewobi, Ibrahim & Ibrahim (2012) and Olaniyan (2013) submitted that infrastructure deficit has trailed the  
125 development and economic growth of Nigeria for quite a while and the country needs several billions to provide  
126 the much required infrastructure. Furthermore, finances of Federal government are still unable to cope with the  
127 infrastructure gap. On this premise, the then minister of finance/co-ordinating minister of Nigerian economy,  
128 Ms. Okonjo-Iweala (2014) when speaking on the financial requirement of the country to procure infrastructure  
129 reported that the nation would require about N2.24 Trillion annually to finance the development of basic  
130 infrastructural facilities. She further clarified that the country's spending on infrastructure development was  
131 about N960 Billion. Such a gap drives home the need for PPP. Adebayo (2006) affirmed that in contemporary  
132 time, it is becoming increasingly realized that the provision and management of infrastructure cannot be solely  
133 done by the government, so private sector participation is now well recognized.

134 In Nigeria, efforts have been directed to bring PPP to its fullest capacity. The federal government of Nigeria  
135 depicted commitment towards this by establishing the Infrastructure Concession Regulatory Commission (ICRC)  
136 as part of its reaction to bridge the deficit in infrastructure through regulation of Federal Ministries, Departments  
137 & Agencies (MDAs) in the delivery of infrastructure service. The strategic objective of the commission is to fast  
138 track investment in national infrastructure through private sector funding to assist the Federal Government and  
139 MDAs to implement and establish effective PPP procurement via the adoption of appropriate regulations. In  
140 the same view, the African Development Bank (ADB) established a resource centre in its Nigeria country office  
141 at Abuja and has since inception organized training programme on Private-Public Partnership. The country at  
142 the moment is utilizing PPP for the execution of noticeable projects like the Lekki Deep Sea Port, Lagos-Ibadan  
143 Expressway, Niger Bridge amongst others. Considering the great need for economic growth and development in  
144 the country, more collaboration between the government and private sector will be expedient.

145 The Lagos State government also didn't relent by institutionalizing the Lagos State Public-Private Partnership  
146 Office. This office acts as a key enabler in the state for frame working modalities geared toward the bringing into  
147 being of high quality infrastructure for the attainment of its model megacity vision. To fulfil this role effectively,  
148 the Office acts as a liaison between the private sector and Ministries, Departments & Agencies (MDAs) to ensure  
149 that the State Government enters into meaningful partnerships with private investors and developers across a  
150 range of sectors. It reports to the Office of the Executive Governor of Lagos State who is the approving authority  
151 for all PPP projects. Years ago, Nubi (2003) looked at procuring, managing and financing urban infrastructure  
152 in Nigeria and brought forward this integrated approach (PPP) submitting that a government with good vision  
153 and that is well positioned in today's market can source for funds from various means. Adebayo (2006) reaffirmed  
154 that public-private partnerships have been seen as a means of overcoming constraints facing the public sector in  
155 discharging its obligations on the provision of a wide range of services to its citizens on an efficient, effective and  
156 sustainable basis. Kulasingam (2012) in a policy forum on developing Nigerian PPP industry also indicated that  
157 PPP is now seen as the panacea to governments not being able to finance the construction of major infrastructure.  
158 Nigeria is not solitary in utilizing PPP as part of solution to its infrastructure deficit. PPP has been embraced  
159 in developed countries such as Australia, Bulgaria, Canada, Croatia, Czech Republic, Finland, France, Germany  
160 and China. It is currently being used in developing countries such as Asia, Pakistan, Latin America, Nepal, India  
161 as well as in some Africa countries like South Africa, Egypt, Ghana, Mauritius, Morocco, Mozambique, Malawi,

162 and Uganda (Public-Private Partnership in Infrastructure (PPIAF), 2012; & Ogunsanmi, 2013). Delmon (2010)  
163 affirmed that PPP is one of the tools in the arsenal of policymaker.

164 **8 VII.**

165 **9 The Concept of PPP**

166 PPP is referred to as a contractual arrangement which is formed between public and private sector partners in  
167 which the private sector is involved in the development, financing, ownership and or operation of a public facility  
168 or service (Egbewole 2011;Amr, 2008). More explicitly, Okonjo-Iweala (2014) defined PPP to be a form dynamic  
169 form of inter-sectoral co-operation adopted globally as a sustainable mechanism for financing infrastructural  
170 and other development projects. It increases the promptness of infrastructure provision by a way of a long-  
171 term collaboration between the public sector and private sector. PPP also involves some form of risk sharing  
172 between the public and the private sector for providing the infrastructure of service ??Ogunsanmi, 2013). The  
173 collaboration/cooperation/relationship between the public and private sectors usually comes in form of a medium  
174 to long term contractual or legal relationship between both parties such that skills, expertise, reward and even  
175 finance is shared aimed at delivering, rejuvenating or expanding infrastructural facilities.

176 **10 VIII.**

177 **11 Variants of PPP**

178 Various terms are used to describe variants of PPP. The nomenclature used will depend largely on the way  
179 the partnership is structured, what it intend to achieve, how it is intended to be achieved, and parties' level  
180 of involvement (public & private). In a study on the terminology of public-private partnership, ??all PPP  
181 arrangement differs from one to another. The type, capacity, magnitude or scale of the project or even the  
182 infrastructure to be delivered will orient the intricacies of the arrangement proper. It is in this light that Delmon  
183 (2010) opined that there is no universal norm as to the most appropriate approach to PPP. Analysis needs to be  
184 made on country, sector and project basis.

185 **12 IX.**

186 Prerequisites of a Successful PPP Timeliness and successfulness are two important considerations which shouldn't  
187 be jeopardized in the course of adopting any of the PPP variants for project procurement. The prerequisites for a  
188 successful PPP: a. Political commitment: The decision to adopt PPP must firstly be political. The government  
189 then considers the social implications of PPP and then decide whether there is adequate political will to drive  
190 its implementation (Nubi, 2003;Yong, 2007; & Delmon, 2010) opined that infrastructure is antiphonal to social  
191 pursuits and variation and thus will emanate from the structure politic which allocates resources for its supply  
192 and maintenance. b. Enabling legislation: Institutional, legal and regulatory framework need to be given utmost  
193 consideration also. It should be decided whether changes need to be made to the institutional, legal and regulatory  
194 climate in order to ensure that PPP is fully footed (Nubi, 2003). c. Expertise: Capacity building in both public  
195 and private sectors is highly essential. Both parties must determine the extent to which they have the needed  
196 skills and resources to prompt the partnership (Yong, 2007; and Delmon, 2010). d. Focus to improve success  
197 rates: Okonjo-Iweala (2014) reiterates the need for a country to improve the PPP model to suit the country's  
198 peculiar needs by stating that the initiative must deliver clear benefits without leaving the people with difficult  
199 problems. e. Deal flow and standardization (regularity of deals based on standard contracts): Okonjo-Iweala  
200 (2014) emphasized that there is a tendency of making legal requirements too complicated by loading every risk  
201 on government to the benefit of investors who walk away with rewards at virtually no risk. While the government  
202 will bear the greatest brunt, the risks should be shared by both parties to make the project fair and sustainable.  
203 In addition, the rate of return expectation of investors, she stated, tends to be too high (often as high as 30 per  
204 cent) showing unsustainably high costs of PPP projects. f. Time consideration: One of the dominant factors  
205 which usually serve as a stumbling block to any project delivery is the issue of time. Okonjo-Iweala (2014) noted  
206 that studies have shown that it takes a minimum of seven years to complete a PPP project in Africa on the  
207 average. Looking at the four years tenure system of governance in Nigeria, seven years to deliver a project, which  
208 they have promised the people, is not very appealing. This without doubt is likely to be the reason new public  
209 office holders set aside uncompleted projects inherited from their predecessors in Nigeria. Therefore, difference  
210 in time horizon between policy makers and technical partners needs to be streamlined towards ensuring faster  
211 delivery of projects. g. Monitoring: With regard to the political, health and safety sensitivities induced by  
212 infrastructure provision, there is the need for the public sector to carefully monitor the overall operation of the  
213 project. For example, this may involve regularizing the level of tariffs to be borne by customers, the performance  
214 of the project company's operations, as well as the standard of services to be delivered for public consumption.  
215 In all, there is no short cut to successful project delivery; it's either a success or the opposite. These prerequisites  
216 are instrumental as they prior conditions needed for result oriented PPP. In other words, they are indispensable.

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## 218 13 Initiatives to Enhance PPP

219 In order to actually foster and leverage on private sector involvement in infrastructure procurement, there is the  
220 need for encouragement. A stringent and hostile approach on the path of the government might render the whole  
221 arrangement lifeless right from the onset. Worley Parsons (2010)

## 222 14 Methodology

223 This study is a descriptive research. The focus of the study is on Lagos State situated in the South western  
224 geopolitical zone of Nigeria. Lagos State is one of Nigeria's 36 states and the economic base of the country. It  
225 has remained the heart of commercial and industrial activities and over the years has been absorbing population  
226 drift from different part of the country.

227 In Nigeria, Lagos State has the largest population. Using a qualitative method, information on PPP  
228 infrastructures were collected from the Lagos State Public-Private Partnership Office through interview conducted  
229 with the top official of the PPP office. In order to verify the authenticity of the information gathered, physical  
230 observation was conducted on the whole projects. Information obtained about infrastructure is in three categories.  
231 The first category is on Projects in operation; secondly -projects in operation/construction; and thirdly -projects  
232 in acquisition/pipeline. Secondary data was also sourced from relevant literature.

## 233 15 XII. Findings: PPP for Infrastructure Procurement: the 234 State of Affairs in Lagos State

235 Presented in Tables 1, 2 and 3 respectively are Projects in operation; Projects in operation/construction; and  
236 Projects in acquisition/pipeline. From left to right of Tables 1, 2 and 3 are the respective Nomenclature of  
237 potency (describes the capacity of each of the projects in meeting the need for which it is procured. This is  
238 validated with physical observation); Progress update; and PPP approach respectively.

## 239 16 Projects in Operation

240 These are the projects which have been successfully delivered, thus in functional usePROJECT PARTIES  
241 PROJECT DESCRIPTION/POTENCY PROGRESS UPDATE PPP APPROACH a. Lekki-Ikoyi Link Bridge  
242 1. Lagos State Government (LASG) 2. Lagos Tolling Company (LTC)  
243 The project is an operation & maintenance concession of Electronic Tolling System of the 1.358km Lekki-Ikoyi  
244 Bridge.

## 245 17 Potency:

246 The project has decongested traffic in Eti-Osa, Lekki, Ikoyi and its environs.

## 247 18 Projects in Acquisition

248 Projects in acquisition on the other hand are projects whose procurement modalities have been recently  
249 consummated, and will therefore commence operation as soon as the construction of the projects is successfully  
250 done Fig.

## 251 19 XIII. Conclusion and Recommendation

252 Government in Nigeria over the years have been confronted with finance challenges. The government have the  
253 will to better the lots of the masses regarding the provision of infrastructure but finance is a stumbling block to  
254 this. This limitation in fund has led to abandoned, delayed, and sometimes total neglect of projects. Nubi (2003)  
255 posited that a vibrant government with good vision can secure funding from various sources. Amongst these  
256 numerous sources, a trendy way to procure infrastructure is through PPP. The dividends from the partnership  
257 are becoming more and more evident as infrastructure like Lekki-Ikoyi Link Bridge, Island Power, Alausa  
258 Power, Mainland Power, CG-EKO Ventures LLP, Akute Power Project, Lagos State Bus Rapid Transit scheme  
259 (BRT), Gbagada Renal & Cardiac Centre, Bola Tinubu (BT) Health and Diagnostic Centre, Co-operative Home  
260 Ownership Incentive Scheme (CHOIS) to mention but a few have been brought forth. Today, it is no gainsaying  
261 that the projects which have been procured have led to the betterment of the society. However, there are still  
262 lots to be done in the aspect of legal, regulatory and administrative frameworks of PPP for sustainability.

263 It is recommended that the Office of Public Private Partnership, Lagos State, Nigeria should not relent in  
264 developing modalities geared toward encouraging more private investors to partner with the government to  
265 continually propel the delivery of infrastructural facilities for the increasing population of the state. By so  
266 doing, the state will remain the Centre of Excellence, just as the slogan of the state suggests. Also, for other  
267 states in Nigeria yet to take the bull by the horn regarding the procurement of infrastructure through PPP, it  
268 is commended that they emulate what the Lagos State Government has done by setting up a dedicated PPP



Figure 1: Fig. 3 :Fig. 4 :Fig. 5 :



Figure 2: Fig. 6 :

Figure 3:

- ii. Build-Own-Operate (BOO): Similar to a BOOT project, except that the private sector owns the infrastructure in perpetuity.
- iii. Design-Build-Finance-Operate (DBFO): A private sector or supplier undertakes the design and construction of an infrastructure and thereafter maintains it for an extended period.
- iv. Design-Build (DB): A private sector is responsible for designing and constructing an infrastructure.
- v. Lease-Develop-Operate (LDO): A private developer is given a long-term lease to operate and expand an existing facility.
- vi. Management or Operation and Maintenance Contract (O & M): A private entity provides some operation and maintenance services for a fee, usually based on delivering satisfactory services.
- vii. Lease: Existing assets and/or land is leased to a private entity for construction of assets to provide services to off-takers or directly to consumers.
- viii. Affermage: A private entity builds and/or refurbishes then operates a service usually delivered directly to consumers. The grantor finances any major capital expenditure. The private entity collects tariffs directly from consumers.
- ix. Concession: A private entity finances, builds and operates a service usually delivered directly to consumers. Divestiture is where the assets are sold to a private entity, which provides services directly to consumers.

Figure 4:

### 19 XIII. CONCLUSION AND RECOMMENDATION

1

PROJECT	PARTIES	POTENCY -PROJECT
a. Lagos Infrastructure Project (LIP)	1. Lekki Concession Company Ltd (LCC) 2. Lagos State Government (LASG) 3. Office of Public	The Project (LIP) is a 30-year concession to construct, finance and operate the Concession Area.
b. Lagos State Bus Rapid Transit scheme (BRT)	g. Lagos State Bus Rapid Transit	Commercial Operation March, 17, 2008.
c. Lagos State Health Initiatives Private Sector Operated Health Facilities	1. Bola Tinubu (BT) Health and Diagnostic Centre 2. Bola Tinubu (BT) Pediatrics Complex 3. Mortuary Services at Lagos State University Teaching Hospital (LASUTH) 4. Mortuary Services in Isolo and Lagos Island are in advanced stages of procurement and delivery.	Potency: The introduction of the scheme has reduced travel time from 78 to 50 mins (Mile 12 to Tafawa Balewa Square).
d. Gbagada Renal & Cardiac Centre	1. Renescorp LLP (SPV) 2. Lagos State Government (LASG)	Private Sector Operated - concession with
e. Lagos Water Corporation (LWC)	Government (LASG) represented Lagos Corporation (LWC)	Potency: The project supplies uninterrupted electricity to power the LWC facilities at Iju and Adiyian Water works.
f. Lagos State Bus Rapid Transit	Lagos State Government and Lag Bus	The Lagos State Bus Rapid Transit is the first of its kind in sub-Saharan African conveying over 200,000 passengers daily.

Figure 6: Table 2 :

269 parastatal for prompting infrastructure provisions in their states. Furthermore, developing countries all over the  
270 world, that are yet to tap into the potentials of PPP should take the bold step of embracing it. <sup>1 2 3 4 5</sup>

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<sup>5</sup>© 2015 Global Journals Inc. (US) State of Infrastructure Procurement in Lagos State, Nigeria: The PPP Approach the projects; Parties involved in partnership; Project

### 19 XIII. CONCLUSION AND RECOMMENDATION

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c. Co-operative Home	Lagos State Ministry of Health 1. Lagos State Government (LASG)	services of Isolo General Hospital, Lagos. The project is a joint venture agreement with the private	2021 Concession Agreement
Ownership Incentive	represented by the Lagos State Ministry	sector for the delivery of 10,000 affordable housing units within 3 senatorial districts of the state (namely Ikorodu, Badagry and Lekki-Epe axis).	executed in July 2008 Construction works in progress at two locations Abijo Agbowa to deliver about 500 units
Scheme (CHOIS)	of Housing 2. First World Community Limited		
PROJECT	PARTIES	POTENCY -	PROJECT UPDATE

PROJECT DESCRIPTION			
a. Lagos Urban Rail Mass Transit (LRMT) Responsible MDA: Lagos Metropolitan Area Transport Authority (LAMATA)	Lagos State Government is to design and build both the Blue and Red line infrastructure, while the concessionaire is expected to operate and maintain service, including provision of the rolling stock.	Lagos Urban Rail Mass Transit (LRMT) is a network of intra-city rail lines. For this project, The Red line is a 32 kilometre rail line from Alagbado to Marina with a spur to the international wings of the airport in Ikeja, whilst the Blue Line is a 27 kilometre rail line from Okokomaiko to Marina, Lagos	The designs concept of both rail networks has been completed. Blue Line-Design and Build Phase (7.2KM) from National Theatre to Mile 2) contract and awarded CCECC and construction fast progressing.
b. Odomola Water Plant	Lagos State Government	The project is The development of a 210 MGD water Supply	Four eligible parties qualified out eleven invited

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