

CHALLENGING IMPUNITY THROUGH REPORTING ABANDONED PROJECTS IN COMMUNITIES



**Edited by
Asabe Sadiya Mohammed
Maryam Ado Haruna
Ali Sabo**

CHALLENGING IMPUNITY THROUGH REPORTING ABANDONED PROJECTS IN COMMUNITIES



**CENTRE FOR INFORMATION
TECHNOLOGY AND
DEVELOPMENT**

**Edited by
Asabe Sadiya Mohammed
Maryam Ado Haruna
Ali Sabo**

**CHALLENGING IMPUNITY THROUGH REPORTING
ABANDONED PROJECTS IN COMMUNITIES**

ISBN: 978-978-987-116-2

Copyright (C) 2020

All rights reserved.
No part of this book may be published in any
Form by electrical or mechanical means
including information storage
and retrieval systems without permission
in writing from the publisher

First published 2020

Published by
Centre for Information Technology and Development (CITAD)
3rd Floor, NSITF Building,
No.1A, Social Insurance Road, Behind Trade Fair Complex,
Off Zaria Road, Kano. P. O. Box 10210, Kano, Nigeria.
GSM: +234-8068078282, +234-8030978777
+234-8065429784
E-mail: info@citad.org
Website: www.citad.org

Designed & printed by
Obesa Dot Int'l, 08034535802

Table of Contents

Foreword	5
Introduction	7
Abandoned Gadon Kaya Underpass/Dubaization of Yahaya Gusau Road	10
Abandoned Sugar Refinery Located At Azamu Village	14
Report of Abandoned Construction of 25,000 Metric Tons Silo In Gaya LG, Kano State	17
Abandoned Housing Projects Across Nigeria	20
Abandoned Rijiyar Zaki Modern Market	23
Abandoned Ajaokuta Steel Company	27
Government Negligence of A Critical Project	36
Abandoned Teacher's Lodge Construction In Government Tahfizul Qur'an Secondary School, Gaya	39
Abandoned Water Project In Sumaila Local Government, Kano State	43
Report on Abandoned Road Construction from Kwanar Garko	45
Abandoned Road Construction Project From Balare	48
500 Beds Hospital and Vehicles Abandoned in Bayelsa	51
Kano 5km Roads Project Remains Neglected	53
Abandoned Dandinshe Road	55
Construction of Department of Architecture in Kust, Wudil	57
Abandoned Town Hall Project in Gaya Local Government, Kano State	61
Abandoned Maigari Palace To Karaworo Road	64
Abandoned Kano Pedestrian Bridges	66
Zungeru Road Kano State	67
New Road Kano	69
Construction of Kwarin Akuya Street	71
Kazaure Skills and Aquisition Center	74
Jan Bulb First Gate Behind Buk Old Site, Kano	75
Gadon Kaya Underpass	77

FOREWORD

With pervasive corruption, lack of transparency and accountability by government officials couple with appetite to steal public resources or divert them for personal use, the need to build a vibrant and active youth movement in the society becomes a necessity.

Youth as the majority and energetic people in Nigeria have an important role to play when it comes to fighting corruption and making leaders to do what is right and beneficial for the larger society. In Nigeria, one of the most disturbing issue is the phenonenon of abandoned project.

Abandoned projects which liters our communities as a result of corruption that ensure public funds meant for projects are siphon into private pockets. To address this menace in the society, there is need to involve community members most especially students to speak loudly in order to get politicians to do what is right in their communities.

This book Challenging Impunity through Reporting Abandoned Projects in Communities is a collection of essays written by students in different communities in Nigeria under the Centre for Information Technology and Development project Called Report a Project Essay Competition which tried to engage Nigerian students in tertiary institutions to be part of challenging the status quo.

This project has helped many students in bring out abandoned

projects in his communities and using them to mobilise his communities to demand accountability from duty bearers

Through the engagements and the awareness created some projects have been completed and many contractors have returned to the sites and continue their works. The importance of this book to young people in Nigeria cannot be overemphasize especially in the anti-corruption fight and how they will help their communities to benefit from their representatives and start demanding for good governance.

Finally, rather than be complaining about things that we can actually change, if we make an effort, it will be important if everyone of us can start engaging his or her representatives in a better, open and more constructive way to bring developmental projects to our communities. At the same time youth can also copy from the many ideas presented in this book to challenge the status quo by reporting abandoned projects in their communities. It is our hope that every youth in Nigeria will wake up and start demanding for good governance and say enough is enough to corruption!

Y. Z. Ya'u

Executive Director,
CITAD

INTRODUCTION

The issue of abandoned projects in Nigeria is burning and disturbing every individual in the country whether in the rural or urban area. Leaders especially politicians have habits of starting projects and abandoning them inconsiderate of the level of completion, it could be an early stage or close to completion, thereby, wasting public funds and putting citizens into avoidable hardships. This mostly happens as a result of change of government or by the same government whom might have dropped interest on it due to reasons such as poor planning before inception, etc. Nigeria as a country is not only losing resources but also the lives of millions of citizens as a result of abandoning projects. The neglect of project is caused by corruption characterized by lack of accountability and transparency or 10% syndrome (a well-known term standing for bribes). Every politician when sworn into office in the urge to get rich quickly begin to squander, award new contracts instead of completing the works started by the predecessors. Similarly, it is same reasons that many leads politicians to award dubious contracts towards the end of their tenures in order to collect the 10% of the contracts being awarded without thinking about the repercussion of their actions. Hence the lack of continuity in government projects.

From the Southern to the Northern parts of the country the gory story is the same. It is hard for an individual to travel a distance of 100 kilometers in any community without seeing an abandoned project be it school, hospital, road or other constructions started by a political leader and abandoned in the middle of its progress. These abandoned projects have become hideouts to criminals. They are places where thugs and thieves find refuge, small and

young girls/boys are being raped, and many heinous atrocities take place. For many years, concerned citizens have been complaining about this issue, but still nothing is being done. This is the reason that the Centre for Information Technology and Development (CITAD) came up with a citizens' driven initiative (Report a Project Competition) in order to draw the attention of the authority to address the situation in the country. This book titled Report a Project is a collection of students' essays on abandoned projects in their different communities. The report a project competition is an initiative of the Centre for Information Technology and Development with support from MacArthur Foundation under the project called Anti-Corruption and Promoting Accountability in Nigeria. The program sought to encourage and involve students in tertiary institutions in Nigeria to be part of the fight against corruption at their respective communities by reporting projects that were started by either the Local, State or Federal government, but abandoned for reasons such as change in government or by the same government that initiated them. The essays were sent twice-monthly by the students and three of the essays with best ideas were awarded cash prizes. CITAD developed two ways of evaluating the essays to ensure justice in the grading. First, a panel of judges reviewed all the submissions made by the students in the particular month and rated them; secondly the essays were then subjected to public votes, where they were uploaded on a public website for a period of one week, for the public to read and vote for outstanding ones. The best three were selected as winners. The first position received 30,000 Naira, the second position received 20,000 Naira while the third position received 10,000 Naira. In addition, the essays that won in that particular month were read weekly in a radio program called "Report A Project" at Freedom Radio Dutse.

The book contains 26 essays selected from the hundreds

submitted during the competition. In making the selection, the team was particular on essays that carried information needing serious and immediate intervention from the government. The decision is formed on the basis of how adverse the people of the community were being affected because of the abandoned projects. Such projects like the Ajaokuta Steel Company, the Underpass/Dualization of Yahaya Gusau road, the Sugar Refinery Located at Azamu village, along Hadeja/Gujungu road and many others are reported and included in this book. The completion of these projects would not only give relief to the users but would bring economic boost not only to the immediate communities, but to the nation as a whole.

ABANDONED GADON KAYA UNDERPASS/DUBAIZATION OF YAHAYA GUSAU ROAD

Project Location: Gadon Kaya to Nana Filling
Station Sharada
Project Start Year: 2013
Project Abandoned Year: 2015
Level of Completion of the Project: 30%

Name: Aisha Idris Inuwa
Institution: School of Health Technology, Kano
Department: Health Information Management
School Reg. No: SHT/KN/16/007/D
Level of Student: 300
February - March 2019

Introduction

Yahaya Gusau Road is a road in the heart of Kano City that started from Kofar Gadon Kaya Underpass to Nana Petrol Station at Sharada. The road links so many important places that would help boost the economy of Kano state. Such places include first, the proposed At-Tanzeel University at Kofar Gadon Kaya, then, Isyaku Rabi'u Juma'at Mosque also at Gadon Kaya, followed by Shy Shopping Plaza, then, the School of Management Studies (New Site), Kano State Polytechnic, the BUA rice mill, Lale Cinema and other important places and at the other end of Nana Filling station.

Main Body

The Kano State Government of the Federal Republic of Nigeria, in its continues effort to provide meaningful developmental projects to its teeming populace, intended to carry out the Construction of Kofar Gadon Kaya underpass and dualisation of Yahaya Gusau Road.

A call was made for interested bidders to apply. In the advert, Interested companies were required to obtain the Bid Documents from the office of the Secretary, Special Ministerial Tenders Board, after the payment of non-refundable fee of Five Hundred Thousand Naira (N500,000:00) only.

In addition, all bidders were also requested to:

- i. Inspect the project location and the quantity of works to be executed in order to ensure that there is no deficiency score.
- ii. Ensure that their bids adequately cover the execution of the works without further demand on Government.
- iii. It has to be noted that the process is not bound to consider the lowest bidder.
- iv. Submit all bids and other bidding documents in sealed envelope.
- v. Enclosed a photocopy of the receipt as evidence for the payment of the fee for bidding documents.
- vi. Submit a bid security in an amount not less than 3% of the bid price.
- vii. Bid security or any other bidding documents will not be accepted when the bidding process has commenced.
- viii. Contact GSM Number 08062602077 for further enquiry/s

12 Challenging Impunity through Reporting Abandoned Projects

Submission of Tender must be received in sealed envelope which is to be either delivered by hand or registered mail, not later than 29th November 2013. The Tender document shall be forwarded in an envelope to the address below containing "Tender Documents for the Construction of Kofar Gadon Kaya Underpass/Dualisation of Yahaya Gusau Road, on the top right-hand corner of the envelope. Meanwhile, the submission of the proposed Work plan, Methodology and Logistics could be an added advantage.

The Secretary, Special Ministerial Tenders Board,
Ministry of Works, Housing and Transport
No. 1 Commissioner Road,
Kano State.

Please note that the opening of the Tender shall be performed on Thursday 28th November, 2013, and that participation in the Bidding exercise is not a guarantee to the contract. Interested firms are to also note that only pre-qualified companies who participated in the 2013 EOI are invited to tender for the works. The Kano State Ministry of Works, Housing and Transport reserves the right to accept or reject late submission/s. The most Successful Constructor will be issued with Provisional Award Letter after analysis.

Permanent Secretary,
For: Hon. Commissioner
Ministry of Works, Housing & Transport

Based on the advert, the process seemed to follow due process and the project was awarded to ROCAD Nig. Ltd. The work started. It removed the then existing asphalt and started the dualization process but the work was later stopped and as result of that, dust became a threat to the people leaving around the

abandoned road. The company later returned to continue the work but abandoned the site again in less than 2 weeks after its reappearance.

This was a road that was awarded initially at the cost of 2 billion Naira and now abandoned for good 3 rainy seasons.

Prayer

The people of Kano State are appealing to the government to try and complete the project for the betterment of the lives of people leaving around it and the betterment of Kano State. We are also calling on the Government to try and finish other abandoned projects like Dan Agundi Road, Gadon Kaya Underpass that was poorly done, the 5km roads at the 44 Local Governments of Kano State, the abandoned pedestrian bridges at different locations within the state, the abandoned multi-story car park at Shahuci Kano and other important projects within and outside Kano metropolis.

ABANDONED SUGAR REFINERY LOCATED AT AZAMU VILLAGE

ALONG HADEJA/GUJUNGU ROAD

In line with competition organized by CITAD

Name:	Saleh Hassan
Institution:	Ahmadu Bello University, Zaria
Reg No:	U15UR1010
Level:	300 Level
Course:	Urban & Regional Planning
State of Origin:	Jigawa State
Local Government:	Malam Madori
Phone No:	08033762520, 08130038120
Email Address:	Alhajara2222@gmail.com

Abstract

A sugar refinery is a processing plant which processes raw sugar into white refined sugar or sugar beet to refined sugar. Many sugar cane mills produce raw sugar which contains molasses, giving it more color than the white sugar which is normally consumed in households and used as one of the ingredients in soft drinks and foods. Sugar cane does not need refining to be edible, but the sugar from sugar beet is always refined to remove the strong, unwanted taste of beet, the refined sugar produced is more than 99% sucrose.

The Report

The Jigawa state government had in 2000 introduced sugarcane farming covering about 5,000 hectare of land in Hadeja to supply its factory, which was later abandoned. The construction of the Hadeja sugar factory was started by the administration of the

then governor, Saminu Turaki with the aim of producing 1,500 metric tons of sugar daily, as Hadeja emirate is among the major producers of sugar cane in the state.

Governor Saminu Turaki enticed farmers by promising them that their harvest would readily be purchased by the state government as a result of which farmers abandoned their farming of cash crops and went to get loans from banks just to embrace the new popular government policy and in extension to boost their economic well-being.

Nonetheless, before the completion of the project, his tenure ended and this became a nightmare. In fact, even before the expiration of his tenure, the governor had turned his back on the sugar cane project. One needs to see the faces of those farmers which express helplessness and disappointment, many of them cry 'Ba zamu taba yafewa gwamna Saminu ba' that they will never forgive governor Saminu.

The millennium village which is the agency saddled with the responsibility of financing the sugar cane farming project became financially incapacitated to perform its function effectively.

The administration of Governor Saminu Turaki ended in 2003, Sule Lamido took over and spent good eight years without adding a single block in the company despite the huge amount of money injected into it by the past administration. WHICH COUNTRY ARE WE?

The company was initially expected to produce 1,500 metric tons of sugar daily with expected annual increases, but this was crippled by political inclination. This is the major problem our country is facing. Our political leaders do not consider continuity.

16 Challenging Impunity through Reporting Abandoned Projects

They do not complete projects commenced by their predecessors, thereby, abandoning them and becoming a waste.

If the Hadeja sugar factory had fully commenced production, by now it would have become a mega sugar factory, the biggest, not only in Nigeria but in the whole West African continent. It would also have been providing jobs to thousands of people in the company and to the farmers as well.

Although Sule Lamido made effort to revisit the idea by inaugurating a technical committee to look at the condition of the company and advise the government on how to maintain and develop it, the committee did as directed but the governor re-abandoned the report and later sold the Jigawa state government owned company to the family of Nigeria's former Head of State, late General Sani Abacha and then invited Dangote group to establish another sugar factory in Kaugama local government which up to now there is no such effort from Dangote.

REPORT OF ABANDONED CONSTRUCTION OF 25,000 METRIC TONS SILO IN GAYA LG, KANO STATE

Name: Idris Nuhu Gaya
Institution: University of Ibadan, Ibadan
(School of Hygiene Kano) Study Centre
Department of Public Health
Reg No: CSUUIP/PBH/2016/1719

Preface

Gaya local government is one of the 44 local governments of Kano state. It is situated in the Southern part of the State. It has 10 political wards, Councillors, a local government chairman, a member of state house of assembly, a member in the House of Representative, representing Ajingi and Albasu Federal constituency, all with the ultimate goal of bringing the government closer to the community at the grassroots so that their issues will easily be forwarded to the relevant authority.

In spite of all these, the LGA is faced with many problems which include:

Poor road network, unemployment, inadequate health facilities, many abandoned buildings and other infrastructural projects that have become threats to public health and environment.

Main Body

The construction of 25,000 metric tons' silo situated along

18 Challenging Impunity through Reporting Abandoned Projects

Maiduguri Road, closed to Gaya local government secretariat by the Federal Ministry of Agriculture and Rural Development is one of the 33 Silos constructed around the country. According to a source, the project was awarded at N1.5 billion. The dream was fantastic, the vision seemingly well-defined. But not anymore, The Grains Reserve Silo project in Gaya local government (LG) is now a tale; vision blurred; dream aborted. The project, which is reckoned to have gulped millions of Naira now harbors snakes, lizards and other reptiles.

The Umaru Musa Yar'Adua administration had taken the project more seriously than the previous and also the present ones. The project was billed to be completed within 12 months, but is yet to be completed, not to talk of stocking it with grains. Only about 85 per cent of the project has been completed.

The idea behind the project is to store grains such as rice, beans, maize, soya beans, millet and wheat during the periods of surplus. It was also conceived as a backup plan to preserve excess grains in anticipation of drought, bad harvest and unforeseen disaster.

Like all other government projects in the past, which started with good intentions but constrained by administrative bottleneck or either dragged unnecessarily, or frustrated by massive corruption. It was revealed that after the first upfront payment was made, the subsequent ones were not. This forced the contractor to be at the mercy of the Ministry of Agriculture officials who saw the project as a way of enriching themselves by creating unnecessary obstacles. Therefore, a project that was slated to be completed in 18 months was dragged to almost 3 decades and made nonsense of the initial plan.

Recommendation

1. Desirable projects must be continued irrespective of whichever administration initiated them.
2. Government should develop policies that support infrastructural projects development continuity.
3. Finally, Corruption should be curbed through due process and reported to Economic and Financial Crime Commission (EFCC), Budget Monitoring and Price Intelligence Unit (BMPIU) and other Crime Control Agencies.

Conclusion

This report highlighted discussed on the abandoned construction of 25,000 metric tons' silo in Gaya LG, kano state, identifying the level of its completion, the cause of the abandonment and suggest initiatives to address the problem.



ABANDONED HOUSING PROJECTS ACROSS NIGERIA

NAME: ABUBAKAR GONI KOLO

Hundreds of housing projects across the country which were started several years ago, have been abandoned at various stages of completion. Most of these abandoned housing projects, according to our investigation, were sponsored by the Federal Mortgage Bank of Nigeria, FMBN, through its Estate Development Loan, EDL, window to developers since 2010.

The housing estates are located in some of the state capitals such as Akure, Bauchi, Jos, Oshogbo, Owerri, Uyo, Markurdi and Edo among others. While majority of the partially completed abandoned housing estates have been overgrown with weeds, others that are at different stages of development have been neglected by their developers without any respite.

From investigation, reasons such as legal impediments, fund diversions, delay in disbursement of funds by FMBN, high prices of building materials, high interest rate on loan, corruption and poor locations, and uncleaned exit strategy for some developers from the off-takers' angle, were adduced by developers for the abandonment of the housing projects.

A source from the Federal Mortgage Bank of Nigeria said that loan default by developers and the Primary Mortgage Institutions, PMIs, led to the suspension of Estate Development Loan, EDL, hence the abandonment of the housing projects.

The source said that loan defaults by developers and mortgage bankers, amounted to over N100 billion, which the bank has not recovered. Worried by the long abandonment of the projects, the Chief Executive Officer of Fesadeb Communication and Promoter of Abuja International Housing Show, Mr. Festus Adebayo, raised the alarm that some of the EDL-sponsored projects of FMBN have been abandoned in many states without completion. He wondered why the Federal Ministry of Power, Works and Housing, FMPWH, could start fresh construction of housing estates, while many uncompleted residential units are wasting away. He said: "Some EDL-sponsored projects of FMBN in many states are uncompleted. Why can't the ministry synergize with those developers instead of starting fresh construction of houses under the National Housing Program?"

Commenting through Housing Development Group's WhatsApp platform, the President of Real Estate Developers' Association of Nigeria, REDAN, Mr. Ugochukwu Chime, listed systemic issues such as undefined value chain and exit strategy coupled with affordability issues as major challenges for the projects' abandonment. According to him, fund diversion accounts for less than 12 per cent of the challenge. He said: "In 2010, REDAN/FMBN sat and reviewed the issues pertaining to challenges of EDL. The outcome will surprise you. The same challenge is what is hindering efforts by public developers since then.

The production costs of the public developers are far higher than that of the private developers because of 'interests'." The REDAN boss noted that since 2013 when EDL was suspended, and since 2016 when public developers started developing estates, only few estates have been built. He mentioned that the 200 units of houses built in Bauchi are still wasting, calling for the need for all stakeholders to deal collectively with the systemic issues,

22 Challenging Impunity through Reporting Abandoned Projects

define the transaction dynamics, develop a proper interface and exit strategy for the sector to thrive.

According to participants from 53 countries of the world at the 8th Global Housing Finance Conference, Chime stated that they identified that most important impediments to increasing affordable housing supply through PPP included inadequate or absent legal or regulatory framework, which represent 29 per cent; lack of political will 24 per cent; no financing available to developers- 19 per cent; public sector unwilling to partner with private sector- 14 per cent and private sector capability but is unwilling to partner with public sector- 10 per cent. Another developer who identified himself simply as “Pastor Joshua said:

“There were hundreds of unoccupied completed and partly completed affordable housing units nationwide, yet, the nation has 17 million housing deficit. “One of our firms built and commissioned 228 units in Bauchi Unity Estate Phase 1 with infrastructure, and the state government has been struggling till date to play its role in the PPP arrangement to allow mortgages through several Primary Mortgage Banks, PMBs, which pulled out of the deal due to the weak 'pocket capacity' of Bauchi State's civil servants.” He advised that the Minister of Power, Works and Housing, Mr. Babatunde Fashola, should be invited to resolve the cases, tasking developers and all advocates of affordable housing on the need to unite and push for bailout funds for the sector.

Another concerned stakeholder, Abel Owotemu, said that the abandoned housing projects would help to reduce deficit if the legal impediments and EFCC related issues around them are resolved.

ABANDONED RIJIYAR ZAKI MODERN MARKET

Level of Completion of the Project: 30%
Project Location: Rijiyar Zaki, Gwarzo Road
Project Start Year: 2000
Project Abandoned Year: 2003

Name: Farida Haruna Bello
Institution: Kano State Polytechnic, Kano
Department: Library and Information Science
School Reg. No: DIP/LIS/16/0095
Level of Student: NDII

It is indeed, a fact that an initiator of a project may not be the one to complete it especially if the project is proposed by a government whose tenure is to end before the postulated completion time. It is a glaring fact that the leadership of a government emerges to leave after completing the tenure of office for another leadership to emerge. Hence, a project whose foundation is laid by an exiting leadership should not be abandoned but be completed by the next administration that inherits it. However, it is quite often seen that some projects started by out-going government are often abandoned by new leadership. In reality abandonment of project is common with new government leadership. A huge amount of money would have been spent on the project before it is left alone.

Some of the factors that inform abandonment of a project initiated and started by out-going leadership is that the new government leadership may not have emerged from the same

24 Challenging Impunity through Reporting Abandoned Projects

political party of the predecessor or that both leaders may be from the same political party but do not share the same ideology.

In other words, they may not be like minds. Therefore, the new leadership would prefer to initiate and start new projects rather than completing the existing uncompleted projects. One other factor is that the particular project may be considered as a white elephant project that is no more necessary with dispensation of time. And it is possible that even the incumbent government that has initiated the project may not be interested in the project any more, and or the new administration, has no funds readily available to continue the project.

Thus having abandoned the project which of course is in progress it is made to stand as a silhouette. Such abandoned project is the Rijiyar Zaki Modern Market along Gwarzo Road. It was initiated during the first tenure of Dr Rabi'u Musa Kwankwaso when the foundation was laid in the year 2000. Kwankwaso could not complete the project before his Excellency Mallam Ibrahim Shekarau became the next governor and abandoned it. However, when Dr Rabi'u Musa Kwankwaso made a dramatic return to the government house as the governor for another four years', after his predecessors' two tenure in office between 2003-2011, he was expected to complete the project, but this was not the case. The abandoned Rijiyar Zaki Modern Market project has uncompleted buildings that houses more than one thousand shops and stores. To candidly speak, the abandoned Rijiyar Zaki Modern Market's uncompleted buildings have become an eye-sow as can be seen in the attached appendix. Actually, the buildings have become a hide out to restless youths who find solace in smoking illegal substances like Indian hemp, (marijuana) and addictive drugs. These deviants have not only become public nuisance within the area, they have indeed become nuisance value to inordinate

politicians. Some of them have indeed contracted deadly diseases from one another, and, become brainless.

The Rijiyar Zaki Modern Market, if completed, would also have been making invaluable contributions to the economy of the state, like the erstwhile abandoned Kano State Investment house project. The house project was initiated and started by his Excellency, the late Kano State Governor, Abubakar Rimi, during the Nigeria Second Republic, in 1979-1983. It was abandoned by the successive Kano State Governments until when Senator Dr Rabi'u Musa Kwankwaso resurfaced, as the State Governor for a Second Tenure in 2011-2015, and completed the project. He renamed the house which till today bears Ado Bayero House and is the City Campus of Northwest University. The University, has been renamed Yusuf Maitama Sule University, to honor the late Ambassador Yusuf Maitama Sule, who contributed a lot to Nigerian Political development.

As seen from the completion of the Kano State Investment house project and the benefits derived herein, if the market project is completed, it would have been a very good source of income to the patrons of the market, especially the shops owners who were made to build their shops a half way by themselves. As a matter of fact, colossal sum of money which is lost yearly as the result of the market project being rendered as waste can only be imagined than estimated or calculated.

In conclusion, I would like to suggest that completing the Rijiyar Zaki Modern Market, and putting it to function, is not too late. I would like to appeal to His Excellency, Governor Dr Abdullahi Umar Ganduje, having been the Deputy to Dr. Rabi'u Musa Kwankwaso, during his two separate terms as the Governor of Kano State, to complete the Rijiyar Zaki Modern Market. When completed, the market would serve the surrounding

26 Challenging Impunity through Reporting Abandoned Projects

communities of Dorayi Babba, Dorayi Karama, Kabuga, Dukawuya, Unguwar Wambai, Rimin Gata, Danbare, Janguza and the host, Rijiyar Zaki, Bayero University, Yusuf Maitama Sule University Main Campus and other communities not mentioned in this report. If completed, and made functional, the market would serve as a factor for more production out-put by the industries in Challawa and Sharada Industrial Estates while other small scale industries may spring up.

I pray, the Rijiyar Zaki Modern Market becomes a reality, so that, not only people of Kano State, but also Nigerians and the world at large would benefit from it.

ABANDONED AJAOKUTA STEEL COMPANY

THE AJAOKUTA STEEL COMPANY LOCATED IN KOGI STATE IS PERHAPS NIGERIA'S MOST INFAMOUS WHITE ELEPHANT PROJECT

NAME: JIMOH SANMI MOMOH

Ajaokuta Steel Company is like the Atlantis of Nigerian industrialization. It promises many great things, but to be honest, people hardly believe it exists anywhere but in our minds.

What is Ajaokuta Steel Company?

In 1980, President Shehu Shagari laid the foundation stone for what will become a \$4.6bn project. However, the Ajaokuta project is, in fact, older than independent Nigeria itself. Let's rewind to 1958.

The government of Sir James Wilson Robertson, the last British Governor-General of Nigeria, conducted a feasibility study on the possibility of setting up a steel company in the country.

Many reports passed, and the civil war happened, and still, the Nigerian government hadn't decided the perfect place to build the steel plant.

“A lot of it were politics,” an employee of Ajaokuta Steel Company told Pulse. “Some people wanted it in the North, others in the East, and some others in the West. So this place eventually became the perfect place politically.”

It was also the perfect location geographically. In 1972, one year after the Nigerian Steel Development Authority was formed, iron ore was discovered in Itakpe, Kogi State.

Enter the Russians!

A Soviet survey team discovered the deposits and in 1975, a contract was signed between the Nigerian government and the Soviet state-owned company, Tiajpromexport (TPE).

Mr. Badams, the head of the Public Affairs unit at Ajaokuta Steel reports that “Everyone at the time was so excited about the potential of this project.” Mr. Badams has worked here in different capacities since 1985.

“The Nigerian government sent many Nigerian engineers to Russia and the Soviet states to train them and prepare them for Ajaokuta.”

In 1979, Shagari's government began work on Ajaokuta Steel Project.

“It wasn't just a normal company,” Badams said, “it was a massive project. The entire Ajaokuta Steel Project is bigger than Lokoja. There are 24 housing estates on the project. Some of the estates have over 1000 homes. There's an -ND awarding institution there. Hospitals. There's even a seaport. Then there's the main Steel Plant itself.”

Ajaokuta Steel Plant is 12,000 plots large. It has a 68-kilometre road network and another 24-kilometre road network underground. “It is bigger than every refinery in Nigeria combined” Engineer Akin told Pulse. Engineer Akin, according to Mr. Badams, is one of the finest engineers that currently work at Ajaokuta.

“It is Nigeria's biggest mineral resource investment in one place,” Akin continued. “Take refineries for example. Oil is in the South-South but there are refineries scattered far away. With Ajaokuta, everything is either here, or nearby.”

“Long Live the Soviet-Nigerian Operation!”

“When the Russians were building it,” Badams said, “they built it like they were building their own. They built it in a way that would make it almost independent of imports. They were very socialist in their approach.”

It's the reason that the Steel Plant has 43 plants in it. From Assembly plants to workshops, almost everything needed to function can be built there.

Thousands of Russian engineers lived and worked in Nigeria to make this project come to life and in 1983, Shehu Shagari inaugurated the project.

“It wasn't yet complete at the time,” Engineer Akin said, “40 of the 43 plants are now completed.”

Compared to the amount of progress made between '80 and '83, not much has happened after that.

“Corruption started to transpire, and Ajaokuta became a conduit pipe,” one veteran staff said. “It became an outlet where money meant for this place never really reached here.”

But, how much did it really cost?

\$4.6 billion. That would equate to about \$14.5 billion today when you add yearly inflation rates. Before we look into the amount it costed to build it, we have to first look at Ajaokuta's biggest

problem.

“It is the lack of political will,” Engineer Akin said over and over again. “When you look at how far the project has come, and what little is left, it doesn't matter anymore how much it will cost to complete. This project is currently at 98% completion.”

One question often asked is, if the project has made it this far, isn't it possible to just start up with the ones that are available and then complete the rest as you go?

This is actually happening, to a certain degree. The power plant in Ajaokuta was generating 110MW and transferring to the National Grid until gas pipeline vandalization halted the generation a year ago. A few other plants also get small-scale projects done, but very little, compared to what it was built to do. Eagles can hop on the ground, but eagles are born to fly.

The Heart of Steel

At the core of the Ajaokuta Project is a blast furnace, the type of furnace used for 70% of the world's steel production but it has never been turned on. Ever.

“The only time you can turn on a blast furnace,” Engineer Akin said, “has to be when you're ready to begin production. For production to begin, all infrastructure has to be in place, including a functioning seaport and a rail system. You can't turn it off again for another 10 years at least.”

One end of the Ajaokuta plant is at the banks of River Niger, and in fact, the Yar'adua administration did some dredging work there. Also important is a rail network that will transport the steel out of the plant.

“Road transport is not an option for this scale of production,” Engineer Akin said, “the roads will crumble.”

“It will cost in excess of 1 billion dollars to get this place working again, and 18 months of active work,” he said, “but the problem is not even the amount. It's the political will.”

What are we missing out on here?

“If the blast furnace is ready today, 10,000 technical staff will be needed on ground to get working” said Engineer Akin.

And that's just the first phase. In the steel industry, one technical job created automatically creates 50 more jobs. What this means is that a total of 500,000 jobs can be created.

“There's a place for just about any course of study here,” Mr. Badams said. “No matter what you studied, there'll most likely be a place for you here.”

And all of this, still, is at the foundational level.

The Three Pegs of Nigerian Industrialization

“Let me tell you a story,” Mr. Badams said: I started working here in 1985 in one of the company-owned schools before I went to get more qualifications. I was doing an industrial attachment in NNPC and we usually have this bus banter after work.

This was the early 90s, Mandela was about to be released from Prison and it was clear that he was going to be President when he got out. So people started arguing in the bus that South Africa was going to overtake Nigeria economically in Africa.

Arguments were flying left and right, but a very senior engineer

just sat quietly in a corner. Apparently, he'd worked in South Africa for years and understood some dynamics we didn't. He said South Africa can't overtake Nigeria for several reasons.

One of them is that most of the country is controlled by White people and that power will only just have begun to shift a little to the Blacks, who are mostly poor. The second, more important factor is that Nigeria is on an unstoppable path. Now, three things are very important to jump start a country's industrialization. With one, you can do just fine.

The first one is arable land. If your land is good, then you are on track. Example is countries like Malaysia. Next, if you have oil, you're good, like Saudi Arabia. Lastly, Steel. When a Steel Industry kicks off, the country becomes unstoppable. Like South Korea, for example.

It's why Ajaokuta Steel Company is called the "Bedrock of Nigerian Industrialization."

So what happens there now?

"What we do now, is mostly preservative maintenance," Mr. Badams said. While touring the facility, we ran into menial workers cutting grass in a section of the plant.

"The cost of cutting grass alone costs a lot yearly," one worker said.

The equipment and plant, though in need of cosmetic maintenance due to rust, is still very much ready to go live.

"Engineers here do idle runs regularly to not only test but make sure everything here stays functional," Badams said.

"Every few years, an auditing company from Ukraine comes to

audit our equipment, and their remarks are mostly satisfactory. Where there are issues, they tell us what needs to be fixed.”

The most profound observation about what's left of Ajaokuta's workers is the religious devotion in how they go about their duties, making sure none of these falls apart.

Ahijo, a member of the Public Affairs team, said about his first time on the facility: “I was posted here via NYSC and I didn't even know any of these existed. The first time I walked into the plant and they showed me around, I broke down in tears.”

And he's not alone. Ajaokuta evokes many things in many people. And this devotion is not just on the plant. It's also in the main administrative building.

“We are not just employees here, we're patriots,” a Senior staff said. “I'm responsible for making sure everything works properly.”

And he's doing an incredible job. The water fountain actually works. The elevators work. The building still looks in pristine condition.

And it's strange in the context of many Nigerian government buildings.

“This administrative building was constructed during Babangida's administration,” Ahijo said. “The government directive was that everything used in this building will be sourced from and around Ajaokuta.”

There have been different calls to completely shut down operations at Ajaokuta, one of them was by the former Nigerian

minister, Diezani Alison-Madueke.

“There was a time that the former minister was in Abuja asking for a complete shutdown at Ajaokuta,” Mr. Badams said, “so we managed to get her to visit this place. After six hours touring, she came back sweating, and her tone was softer. She apologized, saying she was 'misinformed' in Abuja.”

Every time a senior government official showed up, they left heavy-hearted, gingered to do more when they get back to Abuja.

There's an inside joke in Ajaokuta, “the moment these people cross the Niger bridge, all the enthusiasm falls inside the water.”

The Real Tragedy

“Every time a new administration enters,” Mr. Badams continued, “they promise to change things and make it better. But nothing much ever happens.”

“Most of the Engineers that were trained in Russia will be retiring next year,” he said, “and many of them are sad because they never got to apply what they believed will greatly change their country.”

You could feel the heaviness in his heart as he said this.

“I believe that one day, a generation is going to come and bring this place to life,” he sighed.

The Ajaokuta Steel Plant should be buzzing with life, three shifts of thousands of workers racing against time, churning out millions of tones for the country.

But when you walk through the massive factory, the only machine thumping will be the one in your chest. The only noise will be from your own breathing.

It is as quiet as death. As lonely as a graveyard. A place where great dreams go to die.

But the workers you see still show up, with all the dedication.

From one perspective, they look like grave keepers, tending to the dead, so the living can find a place to stand and weep.

“This place is not a cemetery,” Engineer Akin said.

And he's right because from another perspective, the state of this place, pristine but comatose, is evidence of their hope.

In the way the workers speak about this place, in the way they go about their duties, you can tell that they believe that these dead bones of steel, will one day rise.



GOVERNMENT NEGLIGENCE OF A CRITICAL PROJECT

PROJECT LOCATION: OYO/OGBOMOSO
PROJECT START YEAR: 1999
PROJECT ABANDONED YEAR: 2017
Level of Completion of the Project: 55%

NAME: HAMZA MOHAMMED MUHYDEEN
INSTITUTION: BAYERO UNIVERSITY KANO
DEPARTMENT: INFORMATION AND MEDIA STUDIES
SCHOOL REG No: CMM/18/INF/00319
LEVEL OF STUDENT: 100

Oyo and Ogbomoso are two important towns in south western Nigeria. Over the years, the two towns have suffered a great loss due to the non-completion of the Oyo/Ogbomoso axis of the Ibadan-Ilorin expressway.

For too long, residents of Ogbomoso have been hopeful that the Ogbomoso-Oyo axis of the Ibadan-Ilorin expressway would be fixed swiftly, as a result of the frequent accidents that claim many lives. They wished the road whose contract was awarded 20 years ago would soon be completed. All these years, the residents have been patient.

But they could no longer be patient as they see people; including members of their community, die almost daily. Therefore, they decided to plead with relevant authority to urgently fix the road to avoid the persistent loss of lives. They were resolute in their demand.

The Oyo/Ogbomoso expressway was initiated by President Olusegun Obasanjo's government in 2001. The two other sections of the expressway (Ilorin-Ogbomoso and Ibadan-Oyo) begun together, have been commissioned more than 10 years ago, while the Oyo-Ogbomoso section has been abandoned for long, despite the appropriation of billions of naira for the work by the Federal Government and empty promises by politicians over the work. The non-completion of the expressway has led to the death of hundreds of people and loss of belongings. Due to the non-completion of the road, motorists have continued plying the old road which has become a death trap. About 15 students of Ladoké Akintola University of Technology Ogbomoso(LAUTECH) lost their lives in a fatal accident on the old road which is no longer motorable.

“The old Ogbomoso-Oyo Road has become a death trap. Statistics conducted by one of the leading Nigerian newspapers indicates that an average of 15 people die on the road every week. When this is multiplied by 52 weeks a year, it indicates an average of 780 lives is lost annually. When this is further multiplied by 20 years since the road contract was awarded, it shows that an average of 14,040 people lost their lives on the Ogbomoso-Oyo Road. This is alarming and calls for urgent completion of the expressway.”

According to information made available to the Public by Times, a sum of N6 billion was provided in the 2016 budget for the completion of the suspended project. The Federal Government released the sum of N100 billion raised from the Sukuk bond in December 2018 to fund the road project, among others across the country, but the road has still been abandoned. An official of the company constructing the road (RCC) in a news report by Daily Trust said that the project might take the next three years to complete with consistent release of funds. He said and I quote

“Though we have done culverts in different sections of the road, there are about five bridges which have not been done. The bridges alone will take a lot of time to complete,” said the official. However, the road has been done from Elete to Oyo, with few motorists already making use of it.

There is no doubt that the current administration under the leadership of president Muhammadu Buhari and the Minister of Power, Works and Housing, Babatunde Fashola has shown interest in the completion of the project. I hereby appeal to the MacArthur Foundation to help in whatever ways they can, because, the complete construction of the road is going to save a lot of lives and properties. I also appeal to the government to listen to the voice of the people and fix Ogbomoso-Oyo Road with the urgency it deserves and other death traps called roads all over Nigeria.

ABANDONED TEACHER'S LODGE CONSTRUCTION IN GOVERNMENT TAHFIZUL QUR'AN SECONDARY SCHOOL, GAYA

Name: IDRIS NUHU GAYA
Institution: UNIVERSITY OF IBADAN (SCHOOL OF
HYGIENE KANO) STUDY CENTRE
DEPARTMENT OF PUBLIC HEALTH
Reg No: UI.CSU:17/5318

PREAMBLE

The Gaya local government landscape is today littered with local government, state government and federal constituency abandoned buildings, roads and other infrastructure projects.

The Teacher's lodge and wall fencing projects at Government Tahfizul Qur'an Secondary School Gaya which are worth millions of naira are among such abandoned state government's projects in Gaya LGA. The Teacher's lodge project was initiated and commenced around 2015 by the present administration of his Excellency, Dr. Abdullahi Umar Ganduje and has reached up to roofing stage, suffice to say about fifty percent (50%) is completed. It is however unfortunate that the project has stopped for almost four years and is being vandalized and has become a breeding place for rodents and pests.

Every year the project appeared in Kano state budget and huge amount or millions of Naira being allocated for the continuation of the project. For example, in the Kano state budgets of 2017 and 2018, #2,000,000 and #23,000,000 were budgeted

respectively, but due to lack of political will, the funds were not released and therefore mitigated the completion of the project. The school management together with citizen groups paid series of advocacy visits to the MDAs and relevant stakeholders and advocated for completion of the project, but to no avail.

It is a known fact that, a good number of building projects initiated with good intentions are abandoned at different stages of design and construction process. Some of the causes advanced for the abandonment of such projects are high level of corruption, incorrect estimation, political factor, failure on the part of contractors to obtain vital inputs such as materials, manpower and machines, inconsistent government policies and lack of accountability. These reasons invariably lead to waste of resources in the form of capital, material, human power, promotion of illegal activities, and damaging effect on the community.

Way Forward

This report affirms that several construction projects which would have impacted positively on the economic and overall social development of the community litters the corners and open spaces of Gaya LG. This significantly affects the housing area by reducing its beauty in addition to the creation of social problems, spread of diseases and threat to the environment. Many factors accounted for this, ranging from errors in prequalification and procurement procedure, to misappropriation of finance to incompetent consultants. Considering these, the following recommendations are put forward to resolve problems associated with the abandonment of construction projects especially in Gaya LG:

1. Community and citizens' groups should possess a feeling of ownership in government infrastructure and programs, track and monitor

the implementation of government's budget and projects.

2. Only new projects, which can be completed within the available resources, should be initiated.
3. Corruption at the level of Government and other stakeholders should be curbed through following due process and reporting suspicious activities to the Economic and Financial Crime Commission (EFCC), Budget Monitoring and Price Intelligence Unit (BMPIU) and other Crime Control Agencies.
4. Adequate planning, feasibility, viability and effective monitoring of financial outlay for construction projects should be put in place by various agencies concerned to reduce instances of project abandonment.



42 Challenging Impunity through Reporting Abandoned Projects



ABANDONED WATER PROJECT IN SUMAILA LOCAL GOVERNMENT, KANO STATE

Name: MANSUR BIRGA IBRAHIM

INTRODUCTION

The abandonment of projects is the act of discontinuing any activities or an act of unplanned suspension of a work in progress especially at the execution stage such as refusal or failure to complete a project at the required time. Abandoned projects are seen scattered all across the length and breadth of Sumaila local government, with the hope that they will be continued in later times.

One of such abandoned projects is the reticulation of Water pipe-lines that is worth millions of naira from Kafin Chiri of Garko local Government, along Sarina road. The project was initiated and started by the former state Governor Eng. Rabiun Musa Kwankwaso, to serve as source of water for drinking and domestic use. During his tenure, the project had reached about eighty percent (80%) completion, where machines that would help in pushing the water for use was to be mounted. However, at the emergence of a new government in, the construction stopped and all other projects commenced by the previous government were abandoned and new ones were started. The results are a cycle of abandoned projects in Sumaila local government which have caused the people problems and pains. Due to the disregard of the pipeline project, more than eighty (80) thousand people have lost the chance of accessing pipe

borne water for their domestic use.

It is a known fact that political factor, improper planning, corruption, poor resources management, lack of community ownership, unspecified scope of work and poor Budget Planning contributed significantly to the abandonment of such project.

Effects of Abandoned Project

The abandonment of this project (pipe-borne water from Kafin Chiri Dam to Sumaila), indeed have some negative effects on the general public and their health. Some of the effects include the following: -

1. It is a waste of resources.
2. The Non completion of such project has led to outbreak of diseases in the community.
3. It also added poverty.

Recommendation

4. Only new projects, which can be completed with available resources should be initiated.
5. Desirable projects must be continued irrespective of whichever administration initiated them.
6. Government should develop policies that support infrastructural projects development continuity.
7. Finally, there should be proper planning, budget control, monitoring and evaluation of projects.

REPORT ON ABANDONED ROAD CONSTRUCTION FROM KWANAR GARKO

- GARKO LOCAL GOVERNMENT OF KANO STATE

Name: Humaira Muhammad Suleiman
Course: BSc. Micro-Biology
Department: Micro-Biology
Institution: Kano University of Science and
Technology (KUST) Wudil
Reg No: UG17/MICB/102

Introduction:

Garko Local Government was created in 1996 as one of the 44 LGAs in Kano State. The Local Government has a projected total population of 232,250 among whom 9,290 are children 0-11month (4%), 46,450 are children 0-59 months (20%), 51,095 are women of child bearing age (22%), while 11,613 are pregnant women (5%). There are 74,590 males and 154,974 are females.

Location:

The LGA is situated in the Southern part of Kano State. It is bordered to Wudil LGA by the North East, Albasu and Takai Local Government by the South East and Bunkure Local Government by the North West. It is also bordered with Sumaila Local Government by the South.

POLITICAL AND SOCIO-ECONOMIC CONTEXT:

The LGA has 19 Village heads, 218 ward heads and 10 political wards Mentioned Below:

- 1) Gurjiya
- 2) Kafin Malamai
- 3) Garko
- 4) Garin Ali
- 5) Raba
- 6) Kwas
- 7) Dal
- 8) Sarina
- 9) Katumari
- 10) Zakarawa

The LGA has 20 Primary Health Care facilities (PHC), in which 2 were assigned responsibility of carrying out ante-natal and post-natal services to pregnant women and children less than 5 years of age. There is also a PHC located at Garko which conducts all services aimed at curtailing the spread of diseases and promoting the health status of the communities.

The Main body:

In spite of the above mentioned, Garko LG is facing several setbacks in terms of development, infrastructures and abandoned projects. One of such abandoned projects that is bedeviling the community is the construction of Kwanar Garko to Garko road which was initiated by Kano South Senator, Arc. Kabiru I. Gaya almost three (3) years ago.

The road-building kicked off unexpectedly when the 2019 general elections were just around the corner. Some portions of the road are now completed, while some others were yet to be cleared and excavated and some others were graded but aggregate base course were yet to be laid. The work had been

abandoned since the elections were over and the contractor as well as the plants and equipment had not been on site.

The abandonment of this project has economically affected the people in the communities, more especially the daily road users, because it has disrupted a lot of economic activities and has also resulted to losses of lives and properties, increase in hardship and has marginalized some communities. Community based organizations (CBOs) in Garko have been struggling and advocating for the continuation and completion of the project but to no avail.

Conclusion:

Many factors accounted for the abandonment of this project, ranging from poor proper prior planning, poor monitoring & evaluation, greediness, corruption, political factor, lack of political will, errors in pre-qualification and procurement procedure, to misappropriation of finance and to incompetent consultants. However, the following recommendations are put forward to resolve problems associated with abandonment of projects especially in Garko LGA.

1. The Community & CBOs should have a feeling of ownership in government projects and infrastructure
2. Citizens should participate actively in budget tracking and projects monitoring.
3. There should be proper prior planning before a contract is awarded.
4. Contracts should be awarded to qualified and competent contractors.
5. Misappropriation and embezzlements of public funds should be addressed.

ABANDONED ROAD CONSTRUCTION PROJECT FROM BALARE

(AJINGI LG OF KANO STATE)
RINGIM IN JIGAWA STATE.

Name: SADIYA IBRAHIM
Course: BSC. BIO-CHEMISTRY
DEPARTMENT OF BIO-CHEMISTRY
Institution: KANO UNIVERSITY OF SCIENCE AND
TECHNOLOGY (KUST) WUDIL
Reg No: UG17/BIOC/1102

Introduction

A road project in Nigeria is regarded as abandoned if its construction is stopped or when it is not completed within the time which it was supposed to be completed and the contractor disappears from the site.

Abandonment of projects during construction is a prevailing problem that the infrastructural sector in Nigeria has been experiencing for quite a number of decades. Despite the fact that Nigeria is the giant of Africa and has a lot of rich human and natural resources, many of its roads or highways are in terrible conditions, and they have become death traps and nightmares to the citizens.

Road constructions in Nigeria are also confronted with a lot of complexities and ambiguities as a result of uncertainties of not

meeting project deadlines which are also hinged on low quality and cost overruns that invariably lead to failure and the abandonment of such projects.

Road construction project is known to be the primary and focal point on which the development of any country rests. It is viewed as the live wire as well as an instrument of choice of a country's development due to its role in providing the basic requirements for the entire citizenry. To a greater extent, the growth and development of a country is determined by the quality and capability of its products from the road construction sector.

Unfortunately, the inherent complex, uncertain and dynamic state of most road construction projects created obvious problems of not achieving their initially stated objectives. Despite Nigeria's position as the largest economy compared to other African countries, Nigeria has persistently performed poorly in terms of providing to her citizens the best life can offer in terms of good roads.

The main content

Barely over (5) years the federal ministry of power works and housing awarded the contract of Gaya - Balare - Ringim road in Kano and Jigawa states to **Interaccess Projects Limited**. The project has been abandoned with no presence of the contractor on site for over five (5) years. In the interval, a portion of the road has become a dumpsite for traders as it is no longer motor able, leaving the other part of the road, which had already been started as the only alternative route to access the towns and markets situated near the road.

The abandoned Balare to Ringim road has economically affected the two states that is Kano and Jigawa states specifically the LGAs that the road passes through, as well as many people and

communities, more especially the daily users, because it has disrupted a lot of economic activities and has also resulted to a lot of mishaps such as accidents that cause losses of lives and properties, increase in transport fare and many more. For now, no one knows when the project would be completed.

Conclusion

Poor management and fraud in managing roads projects, lack of enforcement and monitoring of projects, bribery and corruption, insufficient coordination between the ministry that awarded the contract and the contractor, non-release of funds and lack of political will, incorrect estimation, lack of available skilled personnel, inadequate planning, poor risk management, misunderstanding work requirements, poor quality control by regulatory agencies and communication gap among personnel are the reasons for abandoned road projects.

Recommendations

- There should be stiff penalties on public officials and contractors who continue to violate procurement laws and financial regulations in this manner.
- The selection process and consultations should be characterized by accountability, transparency, honesty and integrity.
- The use of political undertone rather than economic advantage in siting of projects should be discouraged.

·

500 BEDS HOSPITAL AND VEHICLES ABANDONED IN BAYELSA

Name: Deborah Phillips
Course: Department of Mass Communication
Institution: Bayero University, Kano
Email: debbiephils@ymail.com

Situated at Ingbi Road, Yenagoa of Bayelsa State is Melford Okilo Memorial Hospital. It is a 500 beds hospital started by the administration of the former Governor Timipre Silva of Bayelsa State but was abandoned after his tenure. The hospital was a cottage hospital before Governor Timipre Silva took over and upgraded it to a 500 beds hospital and also renamed it Melford Okilo memorial hospital in memory of the former Governor of Rivers State Chief Melford Okilo.

According to some sources, the contract of the hospital was given by the previous administration at the cost of #25bn. Equipment were purchased and stocked in a warehouse but were never installed, vehicles and ambulances were also purchased but were never used or returned but were left to rot away or to be stolen. The structures have become dilapidated with some doors and windows broken. Bushes have taken over the whole environment.

Governor Henry Seriake Dickson on assumption of office promised that the hospital will be remodeled to a 350 bed hospital and put in proper use but till date nothing is done. A visit to the hospital on the 8th September, 2018 showed that the

hospital is still not in use despite the promise of the present administration except for the Malaria, Tuberculosis and HIV/AIDs Research Center that is in use and the resident doctors` quarters that is still under construction.

On Tuesday the 13th of December, 2016 the Governor signed a memorandum of understanding at the government house, Yenagoa, where he said "his administration has already made relevant investments in the health sector;" in addition he said the 350 bed Melford Okilo Memorial Hospital and other ongoing health projects in the state will be completed and put to use before the end of next year (2017), in addition to the state health care insurance scheme. Conversely, we are in December 2017 waiting for the promise to be fulfilled.

A source from Teru-Ebeni town in Sagbama local government area of Bayelsa state who pleaded anonymity said, "The contract of this hospital was awarded by Governor Timipre Silva and has been abandoned by the present administration. You know Nigerian politicians lack the spirit of continuity. Once they are sworn in they will want to start new projects that will bear their names instead of continuing from where their predecessors stopped. This is just a waste of our resources."

Obviously, it is saddening seeing such a huge amount of money go down the drain. This is a hospital that if well managed could save so many lives of the Bayelsans and Nigerians in general. It can also serve as a means of generating revenue for the state. It will be good if Governor Seriake Dickson keeps to his promises of reviving the hospital for the sake of posterity.

KANO 5KM ROADS PROJECT REMAINS NEGLECTED

Name: Amina Yusuf
Institution: School of Technology, Kano State Polytechnic
Course: Department of Computer Science

The famous 5-kilometre road project is the brainchild of the immediate past Kano State Governor, Senator Rabi'u Musa Kwankwaso. According to the contract specifications, a 5km dual carriageway with streetlights and culverts were to be constructed in each of the 44 local government areas of the state. The project was a joint venture between the Kano State government and the 44 local government councils. The former is expected to contribute 10 per cent of the total contract sum, while the latter is to offset the 90 per cent.

The project awarded in 2011, was abandoned even before the expiration of Kwankwaso's tenure in May 2015.

Consequently, when Governor Abdullahi Umar Ganduje came on board, it was expected that he would continue with the project and possibly complete it, owing to his declaration of continuation, consolidation and fine-tuning as the cardinal principles of his government. However, three years after, the project is yet to see the light of day.

Ganduje had in June this year explained that when he took over government, Kano was getting below N5bn monthly as its federal allocation which was grossly inadequate to even pay

workers' salaries, not to talk of executing capital projects. This is in addition to the general economic crunch in the country.

The governor, who lamented that the 44 local government councils expected to contribute 90 per cent of the contract sum were financially broke and further said despite the constraints, his administration had resolved to continue with the project for the benefit of Kano people.

In some areas work has reached various stages of completion, in other places, the abandoned roads have become death traps.

In Gwarzo, the abandoned road had caused several accidents and many lives were lost. The project has also blocked out water ways, thereby causing serious flood in the area.

In Kiru local government area, the 5-kilometre project was not their priority, noting that their priority was rehabilitation of Fanshekara-Kiru-Bebeji-Madobi road. The people lament that "We are also in dire need of good healthcare facility and good drinking water."

Nevertheless, in Dambatta local government, the project has reached a completion level, what remains are finishing touches when compared to projects in other local government areas."

In Gezawa local government, the dualisation of the road had reduced road accident in the area. Alhaji Ibrahim Bello said prior to the dualisation of the road, the Gezawa market area was known for frequent road accidents especially on market days, but construction of the dual carriageway had reduced accidents in the area.

ABANDONED DANDINSHE ROAD

Project Location: Dandinshe, Kofar Dawanau
Project Start Year: 2015
Project Abandoned Year: 2015
Level of Completion of the Project: 25%

Name: Farida Haruna Bello
Institution: Kano State Polytechnic
Department: Library and Information Science
School Reg. No: DIS/LIS/16/0095
Level of Student: NDII

Dandinshe is located in the heart of Kano City, just outside the city walls across Kofar Dawanau, behind the prestigious Northwest University (Yusuf Maitama Sule University), Kano.

During the last regime, the government constructed a road from the School of Continuing Studies, Bayero University, Kano (Kwanar Taya, Goron Dutse) to Kofar Dawanau and the present administration, in its bid to serve the good people of Kano State continued the road from Kofar Dawanau to the end of Dandinshe Road in the year 2015. The road started and the government showed commitment to the project, but after the road was cleared and sand placed and steamrolled, the construction work stopped. Nothing was done in the year 2016 to date (2020).

It is our belief that this government like the last government is a

government of the people, we are as such, soliciting and begging the government to come to the rescue of the people in this area and its neighborhood.

The dust coming from this abandoned project is causing hazards to the people. Many of them have sold their houses and left the area to save their lives and that of their families.

We don't know why the government abandoned this road, but we do know that the government has so many capital projects that are probably taking its attention and thereby forgetting this area. We are using this medium to call on the government to return to this project and complete it, so that travelling on the road will be much easier and also protect the lives of the people of the Dandinshe area and the travelers plying the road on daily basis.

CONSTRUCTION OF DEPARTMENT OF ARCHITECTURE IN KUST, WUDIL WHICH IS UNCOMPLETED AND ABANDONED

Project Location: KUST WUDIL
Project Start Year: 2017
Project Abandoned Year: 2019
Level of Completion of the Project: 60%

Name: HUMAIRA MUHD SULAIMAN
Institution: KUST WUDIL
Department: BSC BIOLOGY EDUCATION
School Reg. No: UG7/SBED/1198
Level of Student: 200

INTRODUCTION:

The Construction of the Department of Architecture in Kano University of Science and Technology, Wudil (KUST) started in 2015 by the Tertiary Education Trust Fund (TETFUND). The work was contracted to shelter Resources Limited, Quantity Surveyor, Moats Quantity, Consultants: - Structural Engineer: OLKON International Limited Mach, Electrical Engineer: Remake Associates.

The unit is headed by a Director who is responsible for the physical development of the University as well as maintenance

and general up keep of the buildings and the entire University environment. It comprises of the physical planning and development of department capital project unit, the unit structure & department.

MAIN BODY

The construction of the building started in January, 2015. The project was funded by the Tertiary Education Trust Fund (TETFUND) and University of Science and Technology Wudil as the client.

The contractor Shelter Resource Limited consultant of architects in poly dental project Mach for constriction poor because they mixed the cement with a lot of sand which does not there was a started construct around January.

The construction of the Architecture Department started at the time of second semester examination, with the intention that it would not take time to be completed. a much time to take it up the student used the construction for reading at the time of examination their used it since the building is stopped and still the student the used it for reading and some time sleep in it .

The construction of shelter recourse decide to invite another engineers to investigate the construction, the structural engineer comes to investigate they say the make a mistake since in the first construction, the sponsor project doers not take it an serous manner, in to the nature of our government .

After three days of investigation the building was poll down, there is student are busy reading for exam, the building is poll on two of the student was dead at the time the construction is placed be side the central library of the university close to the new department of urban and regional planning along the way, at the

front of uncompleted building there academics staff center and management information system (M.I.S.) student center of ID card you will see the building with cover a wire get the university and science and technology Wudil was steering committee in January in 2000, a committee on revival of the university project was set up by the state executive council with Excellency Dr. Abdullahi Umar Ganduje, then deputy governor of the state as chairman.

The committee submitted its report to the state executive order: the immediate reactivation of the project and that the university be sited at the former premises of Wudil Teachers Collage, these recommendations were approval by the executive governor, His Excellency Engr. Dr Rabiw Musa Kwankwaso, appointed an implementation committee which was chaired by Engr. Dr. Umar Garba Danbatta, Former Dean of the Faculty of Technology, Bayero University, Kano, this committee was in angulated in the 15th February, 2000 and was changed with reaching the aims and objectives of establishing the Kano University of Technology. The committee joint the (Defund) and other union.

CONCLUSION

At the end of this project we hope to complete the uncompleted construction, and aims and objective of setting committee or union of the university to encourage the advancement of learning and to hold out to all the opportunities of acquiring higher and liberal education regardless of origin or religion.

So that is problem the department the managed a small placed as a department, they not perform a good work due to the lack of adequate placed (Department of Architects).

I hope to encourage and promote scholarship and conduct of research in all fields of learning and human endeavour which

60 Challenging Impunity through Reporting Abandoned Projects

will provide sound training and indigenous culture, and Educational Programmes; such to produce the specific manpower needs essential for the economic and technological development of construction.

Which the student of the university the are stated writing examas, according to the university senate when it the time of exams, the student are in level 100, 300, & 500 are the fast stated writing exams after then the other are comment this own like 200,& 400 level.

ABANDONED TOWN HALL PROJECT IN GAYA LOCAL GOVERNMENT, KANO STATE

Name: Idris Nuhu Gaya

INTRODUCTION

The abandonment of project is the act of discontinuing any activities or act of unplanned suspension of a work in progress especially at the execution stage such as refusal or failure to complete a project at the required time. Abandoned projects are seen scattered all across the length and breadth of Gaya local government, with the hope that they will be continued in later times.

One of such abandoned projects is the construction of a town hall that is worth millions of Naira along Maiduguri road, close to Gaya divisional police headquarters, Gaya local government. The building was initiated and started by the former Gaya local government chairman Alh. Aminu Suleiman in 2003, to serve as a meeting, seminar, training, workshops, walima and other social and official gathering place for the people of Gaya L.G. and also to generate income for the local government authority.

During the tenure of the initiator, the building had reached roofing stage, that is to say about eighty percent (80%) was completed. At the emergence of a new government, the construction stopped and all other projects commenced by

previous government were abandoned and new ones were commenced. This resulted in a cycle of abandoned projects in Gaya local government.

It is a known fact that political factor, improper planning, corruption, poor resources management, lack of community ownership, unspecified scope of work and poor budget planning contributed significantly to the abandonment of the project.

Consequences resulting in abandoning the Project

The abandonment of the town hall project has some negative effects on the environment and the general public at large. Some of the effects include the following: -

1. It serves as a breeding place for vectors and other vermin.
2. Resources are being wasted away without benefiting the people.
3. The non-completion of the facility has reduced employment opportunities for the people.
3. It also serves as a hiding place for smokers and criminals

Recommendation

1. Only new projects, which can be completed within available resources, should be initiated.
2. Desirable projects must be continued irrespective of whichever administration initiated them.
3. Government should develop policies that support infrastructural projects development continuity.
4. Corruption should be curbed through due process and or reported to appropriate

authority like the Economic and Financial Crime Commission (EFCC), Budget Monitoring and Price Intelligence Unit (BMPIU) and other Crime Control Agencies.

5. Finally there should be proper planning, budgeting, control, monitoring and evaluation of projects.

ABANDONED MAIGARI PALACE TO KARAWORO ROAD

Project Location: Lokoja
Project Start Year: 2018
Project Abandoned Year: 2018
Level of Completion of the Project: 20%

Name: Ibrahim Abdullahi
Institution: Nasarawa State University, Keffi
Department: Sociology
School Reg. No: SOC/2017/435/0240
Level of Student: 200

The abandoned road project is a very important road that has been awarded by Kogi State government, the contract is aimed at tarring of the 3KM road stretching from Maigari Palace to Karaworo road, meandering to link National Open University Road in Lokoja.

Weeks after the conclusion of Lokoja/Kogi Federal constituency bye-election held in Kogi State, residents of Maigari Palace, Hangwuan Hamza and Karaworo under Lokoja Local Government Area, cried out over the abandoned road project awarded by the state government. However, as if instigated, two weeks after, residents including landlords, tenants and some members of the community sounded alarm following the evacuation of working materials left at the construction site by the contractor after abandoning the road project.

The contractors stopped work on the road and evacuated their

working materials. The construction of the road and drainages were awarded just a week to the Lokoja/Kogi Federal constituency bye-election by the state government. It started with the construction of drainages but was soon suspended. The delay in completing the project is giving the people of the area serious concern. The contractor removed the working materials which made it clear that the road was abandoned.

Apart from the suffering being experience by the people on this road, they have also realized the immense benefits the project will bring to them, the residents of this neighborhood and the development of the local government in general. But now, that the work is hanging, their problems are compounded. The rains are here, places where there was no stagnant water after rainfall are now filled with rain. People are having difficulties moving out of their houses. Children in this neighborhood cannot come out to play.

I am, therefore, using this medium to call on the state government who may not be aware of the retrogressive attitude of the contractor handling the project to as a matter of urgent public interest ensure the early completion of the road.

ABANDONED KANO PEDESTRIAN BRIDGES

Name: Kafayat Jafaru
Institution: Bayero University, Kano
Department: Biochemistry

Seven people were killed in Kano on Sunday April 26th, 2015 when a pedestrian bridge at Dorayi quarters, Kano collapsed.

The incident happened around 4:45pm when the bridge, which was still under construction, caved in and collapsed on a car, which was passing underneath it.

“The workers at the site had warned motorists not to pass underneath, because they were working on the bridge but the driver of the taxi allegedly ignored the warning.

“So, the moment he moved; before he passed, the bridge caved in and collapsed on the vehicle, which led to the death of seven persons”.

The vehicle had since been evacuated from the scene while the corpses have been deposited at a hospital morgue.

Since the Dorayi Karshen Bridge collapsed all the other pedestrian bridges project across Kano State were abandoned, some of these bridges are located at:

Dorayi Karama
Rijiyar Zaki
Sabuwar Kofa BUK Road
Kurna
Kura

ZUNGERU ROAD KANO STATE

Project Location: Zungeru Road Starting at Gidan Kaji
Project Start Year: 2014
Project Abandoned Year: 2015
Level of Completion of the Project: 100% but poorly done

Name: Mubarakah Abdu Lawan
Institution: Yusuf Maitama Sule University Kano
Department: Human Anatomy
School Reg. No: UG16ANT057
Level of Student: 300

Introduction

Zungeru road is located in the northern part of Sabon Gari West, Fagge Local Government area in the ancient city of Kano. It has a zip code of 700224 and a total length of about 3,529m. The road links to so many important roads and places such as the Malam Aminu Kano International Airport, the Hajj camp and the Bukavo army barracks, thus, making it economically important to the people of Sabon Gari and the state in general.

Body

The Government of Kano state in its bid to enhance capacity building and minimize cost, decided to execute the reconstruction of the road in 2014/2015 through the newly formed Kano State Roads Maintenance Agency (KARMA), thereby, utilizing state-owned equipment and local engineers to execute the project.

However, in a little more than a year, potholes began to develop on the road and the drainages (mostly concrete rings) began to collapse.

As more raining seasons came, they brought more deterioration to the road, putting motorists in difficult situations when using the road. The only facility in good shape currently on this road is the crash barrier. The road was said to have been constructed by TRIACTA Nig Ltd, an international construction company. Clearly this indicates that the project is not a success, the reasons can only be ascertained by the agency that executed the project.

Conclusion

The people and businesses located along Zungeru road are pleading and hopeful that the good government of Kano state will come to their rescue and help rehabilitate the road using better methods and perhaps materials and equipment to provide a usable and more durable road.

NEW ROAD KANO

Project location: New road Sabon Gari Kano
Project Start Year: 2011
Project Abandoned Year: 2014
Level of Completion of the Project: 100% but poorly done

Name: Mubaraka Abdu Lawan
Institution: Yusuf Maitama Sule University Kano
Department: Human Anatomy
School Reg. No: UG16ANT057
Level of Student: 400

Introduction

New road, is about 2.5km long, situated at the heart of Sabon Gari in Fagge local government, a commercial part on the outskirts of Kano city. It is linked to virtually all roads and streets of Sabon Gari and it has on it the famous 'New Road Car Park', a park that people board to and from all the southern states of Nigeria.

Body

The road has long been in a very deteriorating state causing so much hardship to motorists and highly increasing vehicular maintenance cost until the second tenure of Gov Rabiu Musa Kwankwaso in 2011, who awarded the contract for the reconstruction and dualization of the road as part of the 5km dualized roads project in all 44 local governments in Kano State.

The Project was first awarded to HAJIAG NIG LTD in 2012 alongside other roads in Fagge Local Government to complete

the designated 5 km road. It was later revoked due to what many perceived as breach of contract from both the government and the contractor with 30% advanced payment already collected and allegedly less than 15% work executed.

The project was re-awarded to BINDIGARI CONSTRUCTION LTD towards 2014 ending when it seemed to had a new lease of life injected into it, only to stagnate after some few months.

Of the 2.5km new road, only about 0.9km has been completed to date, of which many large potholes had already surfaced indicating bold signs of failure. The other 1.6km part has been virtually earth road with undulating surface making it less motor able by every passing day.

Conclusion

In conclusion, one will be very correct to say that New road was far better as it was 7 years ago than it is now. Hope this will be a wakeup call to the Government and decision makers.

CONSTRUCTION OF KWARIN AKUYA STREET

Project Location: Kurna Fagge local Government
Project Start Year: 2018
Project Abandoned Year: 2019
Level of Completion of the Project: 20%

Name: Nura Auwal Ibrahim
Institution: Bayero University Kano
Department: Civil Engineering Department
School Reg. No: ENG/17/CIV/00398
Level of Student: 200Level

Introduction:

The Abandoned Titin Kwarin Akuya

There is no doubt that Katsina road is one of the most unfriendly roads to pass along with a vehicle in the metropolitan Kano city. This could be related to the existence of a consolidated, non-vacillated and enigmatic traffic jam that exist along the road, which no doubt makes a person spend hours on a trip that in normal circumstances would only take some few minutes. Having a very high traffic density, the road is perilous to the people living in the area as well as to passersby as a result of the polluted air which comes from the ocean of vehicles passing, and the most hazardous part of it of course is its high rate of accidents.

Main Body:

This irritable traffic jam that appears unvanquished despite the different efforts at different times to save the situation, may not be far from the fact that the road serves as the only road meant

to be used by a massive number of people ranging from students, civil servants, business men and others living in this most densely populated area of the populous city of Kano. This is in addition to the high way travelers that travel all the way from far northern parts of this country and even abroad.

It can be recalled that it is with the intention of reducing this traffic congestion that the Kano state government spent an amount of more than 1.5 billion naira to construct an underpass bridge of some few kilometers that started from Kofar Ruwa market along Bukavu barrack and ended some few feet ahead of NNPC fuel (petroleum station) before Kurna Babban layi.

It is however unfortunate to observe and remark that the government had missed the target. This is perhaps to say that a wrong weapon was used in fighting the war; instead of using such a huge amount of money on this road, the amount or less could have been utilized in providing mini roads and rehabilitating the existing ones in the said area. This might have solved the problem better.

Perhaps, it was with this idea that the former speaker Kano state house of assembly, whom was then a member representing Fagge local government constituency in the house, had in mind when he initiated a road construction in that area as a part of his constituency project, just some few months before the election that kicked him out of the house. The road, which is popularly known as Titin Kwarin Akuya starts from Kings College Kurna Babban layi and passes through kwachiri to Kunya Chemist Street in the said area of Kurna and the construction of which was left to become another debacle to the inhabitants of the affected area.

Had this road been completed, it would have performed a very

good role in resolving the heavy traffic congestion along the main Katsina road, for thousands of vehicle owners living in Kwaciri and other related areas would have been using the road to skip following the main road to and from their destinations, but regrettably, the project was abandoned without achieving even 20 percent of the construction, thereby, becoming another tragedy to the people living in the area.

The normal street ground has been scrapped, giving a very good opportunity for holes to exist, the existing drainages had been excavated and left only for contaminated water and garbage to reside, therefore polluting the initial tidy and clean environment. This exposes the people to malaria, cholera and other diseases threats as well as causing soil erosion, thereby, causing a very serious menace to normal health of the inhabitant. As a result of its bad condition, even the very few people that used to follow it before, now avoid doing so instead, they follow the main road. Hence, the abandoned construction process has taken away even the little role that the road plays in decreasing the congestion in the main road.

Conclusion:

It is deeply touching in the way our governments at different levels spend extravagantly immense amount of money in carrying out unnecessary projects that might have very little or even no relevance to the society, which perhaps is for their political and financial justifications, while paying no attention to the menaces bedeviling their societies.

I therefore use this very short write up to remind the government of Kano state about the existence of this abandoned project and to draw the attention of the government about the problems the road is causing, so that construction of the road would continue for the sake of the thousand lives living in the community.

KAZAURE SKILLS AND AQUISITION CENTER

Project Location: Arewa Ward Kazaure, Jigawa State
Project starting year: 2016
Project Level Estimation: 45% Done

Name: IBRAHIM SALISU KAZAURE
Phone No: 07034668626

My name is Ibrahim Salisu, I wish to write and forward my report on abandoned project in our constituency at Kazaure local government of Jigawa State.

The above named project started in 2016 under the administration of Honorable Muhammad Gudaji Kazaure, the representative of Kazaure, Roni, Gwiwa, and Yankwashi. It has reached roofing stage, but is yet to be roofed.

The people are highly worried, because they cannot tell whether the government had paid or did not pay for the project.

The people in the community are talking about the work, but the government and their representatives are silent. This continued to disturb the people. It is in this direction that I decided to write a report and forward it here, possibly with your voice, the project will be revisited and be completed.

In conclusion, I want to call on the government and those responsible for this project to come and continue and finish it up, because there is the problem of unemployment in the community, but if this project is started many people will be employed, and our youths will go and acquire knowledge and skills on how to do a business. Thanks

JAN BULO FIRST GATE BEHIND BUK OLD SITE, KANO

Project Start Year: 2016
Project Abandoned Year: 2018
Level of Completion of the Project: 30%

Name: Surayya Jamilu Abdul
Institution: Yobe State University
Department: Computer Science
School Reg. No: UG/COM/17/282
Level of Student: 200

Introduction:

Jan Bulb First Gate Road, is situated at Kabuga Housing Estate (popularly known as Jan Bulb Quarters) behind Bayero University, Old Site, Kano, off Gwarzo Road (BUK New Site Road). It is linked to other important roads at the area, e.g. Jan Bulb Second Gate Road, Prof. Hafiz Abubakar Street, etc.

Main Body:

The contract was awarded in 2016 to renovate the first and second gates roads both at Jan Bulb, Kabuga Housing Estate together with other three streets including Prof. Hafiz Abubakar Street. The two roads' constructions were completed in the year 2017. The first gate road construction moved at snail's pace before it was finally abandoned in the year 2018 after Prof. Hafiz Abubakar resigned voluntarily from office as the Kano State Deputy Governor. Up till now, there is no progress on the work and the company removed all its equipment from the construction site. This causes a lot of hazard to the people living in the area because of the sandy road. The dust is disturbing the

people so that most of the time water is used to wet the road to prevent the dust from disturbing them.

Conclusion:

This road project would have impacted positively on the economic and overall social development of the people in Kabuga Housing Estate (Jan Bulb). This significantly affects the housing area by reducing its beauty in addition to the creation of social problems, spread of diseases and threat to the environment, especially to those suffering from Asthma and other related disease that are being trigger by dust.

The Kano State Government should look into these and take the necessary steps forward to see that the road construction is completed.

Supporting Pictures

GADON KAYA UNDERPASS

Project Location: Kofar Gadon Kaya, Kano
Project Start Year: 2012
Project Abandoned Year: 2015
Level of Completion of the Project: 95% (Poorly done)

Name: Umami Idris
Institution: Aminu Kano College of Islamic and Legal Studies,
Kano
Department: Languages
School Reg. No: CCE/NCE11/ENGHAU/18/0221
Level of Student: 200

Introduction

Gadon Kaya underpass is a very important way because it is located on a highway that links you to Bayero University, Kano, Aminu Kano College of Islamic and Legal Studies, School of Management Studies Kano State Polytechnic, Kano State Polytechnic Central Administration, the proposed At-Tanzeel University, Kano. It also leads you to Yusuf Maitama Sule University, Kano and other important places within Kano metropolis.

Body

The immediate past Kano State Government under the leadership of Engr. Rabi'u Musa Kwankwaso constructed the Gadon Kaya underpass in its effort to reduce the high traffic in the area, most especially in the morning time when workers are going to their work places and students to school, which almost daily the volume of traffic causes them to be late to the working

places or schools. The scenario is similar in the evening as they return to home and were always delayed, because of the high volume of traffic.

The government of the then administration gave the contract to ROCAD Construction Company which took them 3 years without completion. In 2015 when the tenure of the then administration was about to end, the government contracted another company TRIACTA Nig. Ltd, to finish up the other half of the Gadon Kaya Underpass, to enable it launch the project before they leave office. TRIACTA did a nice job by completing the half of the project, but the other half was done poorly.

Today, the poorly done half of the project is in bad shape with too many potholes, commuters have to drive slowly and with extreme care so as to avoid accident. Many of the drivers prefer to follow the up road, which is off their way, but because of the bad nature of the underpass, they usually avoid going down. If with time that continues to happen, the traffic that led to the construction of the underpass will return. If care is not taken the Gadon Kaya underpass will soon become an accident zone and a death trap to its users. The government should look into this and come to the rescue of the people of Kano State by repairing the road. Kano State Road Maintenance Agency (KARMA) must take this place seriously before the situation worsen, because that is what the government employed them to do.

Thank you.

ABOUT CITAD

Centre for Information Technology and Development (CITAD)

(www.citad.org) is a capacity building civil society organization whose activities cover research, advocacy, training and publicity in all the areas of ICTs. Its vision is; a knowledge-based democratic society free of hunger, while its mission is; using ICTs to empower citizens for a just and knowledge-based society that is anchored on sustainable and balanced development.



Main Office:

3rd Floor, NSITF Building,
No.1A, Social Insurance Road, Behind Trade Fair Complex,
Off Zaria Road, Kano. P. O. Box 10210, Kano, Nigeria.
GSM: +234-8068078282, +234-8030978777, +234-8065429784
E-mail: info@citad.org
Website: www.citad.org



Abuja Office:

No 8. Accra Street, Wuse Zone 5.
GSM: +234-8068078282, +234-8053579012



Bauchi Office:

NUJ Secretariat, Opposite Reinsurance House,
Ahmadu Bello Way, Bauchi State.



Jigawa Office:

Flat B, Aduwa House, Behind Old Market,
Aminu Kano Way, Dutse, Jigawa State. GSM: +23480-68078282.



Azare Office:

Central Office Building, Emir's Drive, Opposite Emir's Palace,
Azare, Bauchi State. GSM: +23480-64867312.



Jama'are Office:

Jama'are LGA Secretariat, Hanafari Road,
Jama'are Local Government Area, Bauchi State.
GSM: +2347055527766



Itas Office:

Itas Local Government Secretariat, Bauchi State.
GSM: +2347055527766



MacArthur
Foundation